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|  |  | INF.34 |
| **Economic Commission for Europe**Inland Transport Committee**Working Party on the Transport of Dangerous Goods****Joint Meeting of Experts on the Regulations annexed to theEuropean Agreement concerning the International Carriageof Dangerous Goods by Inland Waterways (ADN)(ADN Safety Committee)****Thirty-first session**Geneva, 28-31 August 2017Item 4 (b) of the provisional agenda**Proposals for amendments to the Regulations annexed to ADN:****work of the RID/ADR/ADN Joint Meeting****interpretation of the Regulations annexed to ADN** | English30 August 2017 |

 Proposal for amendment UN2057 (Tripropylene) under Table C

 I. Introduction

1. At the 29th session of the ADN Safety Committee (August 2016), CEFIC submitted for consideration document CCNR-ZKR/ADN/WP.15/AC.2/29/INF.PP, containing a proposal by ExxonMobil Chemical Company to amend UN2057 (Tripropylene) PG II & III entry under Table C.

2. The proposal intended to update current classification of UN2057 (Tripropylene) PG II & III in Table C of ADN based upon the European CLP Regulation on Classification, Labelling and Packaging of chemical substances and mixture.

According to the COMMISSION REGULATION (EU) No 286/2011 and the industry-aligned environmental classification under GHS, Tripropylene – with a Vapour pressure at 50ºC of 5 kPa - is classified as aquatic toxicity acute category 1, and this requires to be assigned to group “N1” and not “N3” (as it is in the current version of the code). Therefore it is required to use a tank vessel type C22.

The following amendments should be made to Table C:

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| UN Nr | Name and description | Class | ClassificationCode | PG | Dangers | Type of tank vessel | Cargo tank design | Cargo tank type | Cargo tank equipment | Opening Pressure of the high-velocity vent valve in kPa | Maximum degree of filling % | Relative density at 20ºC | Type of sampling devices | Pump room below deck permitted | Temperature class  | Explosion group | Anti-explosion protection required | Equipment required | Number of cones/blue lights | Additional requirements/ Remarks |
| (1) | (2) | (3a) | (3b) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | (14) | (15) | (16) | (17) | (18) | (19) |  |
| 2057 | TRIPROPYLENE | 3 | F1 | II | Change “3 +N3” into “3 + N1” | Change “N” into “C” | 2 | “3” into “2” |  |  | 97 | 0.74 | 2 | yes | T3 | IIB 4) | yes | PP, EX, A | 1 |  |
| 2057 | TRIPROPYLENE | 3 | F1 | III | Change “3 +N3” into “3 + N1” | Change “N” into “C” | “3” into “2 | “3” into “2” |  |  | 97 | 0.73 | 2 | yes | T3 | IIB 4) | yes | PP, EX, A | 0 |  |

3. At the 29th session, the Safety Committee accepted the INF-Paper and the CEFIC representative agreed to submit the WP to the next Committee in August for being adopted in the next ADN 2019.

4. Meanwhile, a Multilateral Agreement or Special Authorization (ADN/M 021)has been requested and submitted to the Chairman of German delegation to be discussed with the Dutch, French and Belgium delegations with the aim to carriage UN 2057 tripropylene PG II & III under hazard “N1” if this substance presents a higher environmental hazard, “N1” instead of “N3”, that deviates from the one given in column 5 of Table C in sub-section 3.2.3.2 of ADN, just also including hazard “N1” in the transport document.

In this case, by derogation from columns (6) and (8) of Table C in sub-section 3.2.3.2 of ADN, the substance shall be carried in a type C tank vessel, cargo tank type “2”.

And, for carriage in accordance with ADN, the following shall be included in the transport document:

*“Carriage agreed under the terms of Multilateral Agreement ADN/M 021”*

This Agreement shall be valid until 31 December 2018 for carriage on the territories of the

ADN Contracting Parties signatory to this Agreement.