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| STATION DE PILOTAGE. NOUMEA. Nouvelle-Calédonie. | Traduction libre de l'arrêté réglementant la navigation des navires-citernes dans les eaux territoriales et intérieures de la Nouvelle-Calédonie. | Ref : Traduction de l'arrêté n°20/2006-AM. Rév : B. Application : sept. 2006. Page 1 sur 15. |
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PLAN :

Définitions.

Champ d'application.

Passage des navires citernes dans les eaux territoriales.

Système obligatoire de comptes rendus de navires.

Transits et escales des navires citernes dans les eaux intérieures de la Nouvelle-Calédonie

OBJET DES MODIFICATIONS :

Correction de la première traduction

DIFFUSION :

Dossier « DOCUMENTATION EXTERNE ».

Vigie.

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| Traduction | | Luc DUFLOS | | 06 Nov 2006. |
| Approbation. | Président. | F. URBAIN. | | 06 Nov 2006. |

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EXTRACTS FROM DECREE 20 /2006-AM

1. Definitions

For the purpose of decree 20/2006-AM:

“Hydrocarbons” means petroleum products in any form, defined in Regulation 1(1) of Annex 1 to MARPOL 73/78 and listed in Annex 4 of this decree.

“Noxious liquid substances” include all substances listed in Appendix 2 to Annex II of MARPOL 73/78, classified in categories A, B, C or D of Regulation 3 and referred to as “Pollution Category for operation discharge”.

“Black products” means any persistent hydrocarbon mineral oil such as crude oil, fuel oil, heavy diesel oil and lubricating oil listed as “Asphalt Solutions” and “Oils” in Appendix I to Annex I of MARPOL 73/78 .

“White products” include other non persistent refined substances listed in Appendix I to Annex I of MARPOL 73/78, i.e. “Distillates”, “Gas-oils”, “Gasoline Blend Stocks” “Gasoline”, “Jet fuels” and “Naphtha”. In this decree, liquefied gases listed in Chapter 19 of the IGC Code have also been included in the “white products” (eg LPG, LNG, ammonia, chlorine).

“Tanker” means a ship designed for carrying liquids in bulk and includes the definition of the oil tanker in regulations 1(4) and 2(2) of Annex 1 to MARPOL 73/78 together with the chemical tanker as defined in regulation 1(1) of Annex II to MARPOL 73/78 and the gas carrier constructed and equipped for carrying liquefied gas in bulk as per the IMO IGC Code (1983).

“Internal waters” means the area on the landward side of the baselines as defined in decree n° 2002-827 dated 3 May 2002 (Annex 5 of this decree).

“Territorial waters” or “territorial sea” means the area extending 12 nautical miles on the seaward side of the baselines as defined in decree n° 2002-827 dated 3 May 2002 (Annex 5 of this decree).

“During daylight only” means from 15 minutes before sunrise to 15 minutes after sunset at NOUMEA.

2. Disciplinary field of decree 20/2006

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The following regulations apply to any tanker carrying hydrocarbons, liquefied gas or noxious liquid substances.

3. Passage in New Caledonia territorial waters

Any tanker to which this decree applies, transiting in or passing through territorial waters with no intention to rally a pilot boarding ground, shall navigate at least 7 nautical miles seaward of the baselines.

However, the transit through Loyalty Islands internal waters is authorised between Ouvea and Lifou exclusively, as long as tankers keep a 7 nautical miles clearance from the reefs and the coastline.

4. Compulsory reporting system

During their transit in territorial sea or internal waters, tankers are requested to keep a continuous watch on the international emergency frequencies (VHF channel 16 and DSC channel 70). They must answer any call from French Navy ships, Noumea Radio (FJP) or MRCC Noumea.

When they intend to enter territorial or internal waters or in the case of an emergency occurring within 50 nautical miles seaward of the external limit of the territorial sea, Masters of above mentioned tankers must report to the MRCC Noumea, directly by facsimile message (687.29.23.03) or through the coastal station Noumea Radio (FJP), or through their local agent.

4.1 Transit and movements in territorial and internal waters

Twenty four hours before entering New Caledonia internal waters or, when the passage duration is less than 24 hours, on departure from the previous overseas port, Masters of tankers to which this decree applies must send a message according to Annex 1 of this decree with the following information regarding their ship:

- a- intended transit in the territorial sea and internal waters;
- b- maneuverability;
- c- seaworthiness;
- d- owner telephone number and e-mail address.

The same message must be sent by the Master or his agent six hours before leaving any port or anchorage in New Caledonia.

Any subsequent alteration to intended transit, ship's maneuverability or seaworthiness shall be reported by the Master through an updated message.

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4.2 Casualty or peril of the sea

4.2.1. The Master of any tanker to which this decree applies, in a position within 50 nautical miles seaward of the territorial sea outer limit, shall immediately report (as per message in Annex 2 of this decree), to the MRCC Noumea, any casualty or failure, onboard or abroad, affecting the ship maneuverability, her safety or the environment integrity.

4.2.2. The Master of any vessel required to assist or to tow a tanker to which this decree applies, being in a position within 50 nautical miles seaward of the territorial sea outer limit, shall immediately report to the MRCC Noumea by sending the message in Annex 3 of this decree.

4.2.3. Furthermore, the Master of the disabled tanker and the Master of the assisting or towing vessel shall:

- a. keep the MRCC Noumea informed of the situation by sending messages in Annexes 2 or 3;
- b. answer any call from the coastal station NOUMEA-RADIO FJP, from the MRCC Noumea or from any French Navy ship;
- c. take any action required by the maritime authorities in New Caledonia in order to avert navigation hazards and the risk of pollution.

4.2.4. Above mentioned messages addressed to the MRCC NOUMEA are intended to inform the authorities and should by no means represent a distress call. Whenever a Master considers necessary to require assistance, it is for him to launch the appropriate action through the MRCC NOUMEA, in accordance with international regulations.

5. Tanker transit and calls in New Caledonia internal waters

5.1 General provision

Except special provisions stipulated in paragraph 5.2 hereunder, the transit of tankers is prohibited in New Caledonia internal waters.

5.2 Special provisions

5.2.1. NOUMEA: access to NOUMEA ports is permitted, during daylight only, to tankers with a draft restricted to the maximum draft allowable in the channel and alongside their berth.

Tankers must embark a pilot and enter the internal waters through Dumbea passage. They must then proceed to Noumea harbour via the tanker channel, North of Signal

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islet.

Tankers carrying less than 1 800 tonnes of black products or noxious liquid substances, or less than 20 000 tonnes of white products, may transit and maneuver at night.

5.2.2. PRONY: access to PRONY (GORO NICKEL private port) is permitted, during daylight only, to tankers with a draft restricted to the maximum draft allowable in the channel and alongside their berth.

Tankers must embark a pilot and enter the internal waters through Boulari central passage. They must then proceed to PRONY harbour via the route recommended by the French Hydrographic Department, through WOODIN channel.

However, tankers with a draft less than 10 meters may gain access to PRONY harbour through Havannah passage, with a pilot onboard.

Tankers carrying less than 1 800 tonnes of black products or noxious liquid substances, or less than 20 000 tonnes of white products, may transit and maneuver at night.

5.2.3. Inner route between NOUMEA, PRONY and HAVANNH pass: direct transit between NOUMEA and PRONY bay is permitted, during daylight only, to tankers carrying less than 55 000 tonnes of hydrocarbons, with a draft restricted to the maximum draft allowable in the channel and alongside their berth.

Transit through Havannah passage is restricted to tankers carrying less than 55 000 tonnes of hydrocarbons, with a draft less than 10 meters.

Tankers carrying less than 1 800 tonnes of black products or noxious liquid substances, or less than 20 000 tonnes of white products, may transit and maneuver at night.

5.2.4. NEPOUI: access to NEPOUI ports is permitted through MOUEO pass, during daylight only, to tankers with the following restrictions:

- 140 metres LOA;
- 8.00 metres maximum draft;
- 15 000 tonnes dead-weight;
- a cargo of 10 000 tonnes of white or black products.

Tankers calling NEPOUI must embark a pilot off DUMBEA pass or, when a proper pilot boat is available, off MOUEO pass.

Tankers carrying black products shall be assisted by a tug during the pilotage operation.

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5.2.5. LOYALTY Islands: in the scope of the territorial supply service from New Caledonia mainland, tankers carrying less than 1 800 tonnes of hydrocarbons are authorised to transit in the internal waters of the LOYALTY Islands.

However, the transit in OUVEA lagoon and maneuvers in the LOYALTY Islands ports are permitted during daylight only.

5.3 Pilotage regulations

5.3.1. Upon arrival in New Caledonia internal waters: tankers to which this decree applies shall embark the pilot 3 nautical miles off the DUMBEA, BOULARI or HAVANNAH passes. However, when a mandatory and Marine Department agreed pilot boat is locally present, the pilot may directly embark 3 miles off the pass whereby the tanker is authorised to enter the internal waters.

Whenever the weather conditions prevent the pilot from boarding 3 nautical miles off the passes, he guides the tanker from his launch and boards as soon as possible, if need be after having cleared the pass.

5.3.2. Upon departure from a New Caledonia port: sailing from port and transit towards the pass are submitted to the same pilotage procedures as on arrival. However, after having ascertained the tanker full maneuverability, the pilot may disembark before the clearing of the pass.

5.3.3. Reporting duty: the pilot shall report to the MRCC NOUMEA at the time he boards any tanker to which this decree applies and at the time he disembarks, at the end of the pilotage operation. The pilot shall also report to the authority concerned any accident or emergency affecting the safety of human life or navigation and the environment integrity.

6. Penalties

Offenders to any provision of this decree shall be prosecuted according to article 63 of the 17 December 1926 law (French Merchant Marine Disciplinary and Penal Code)

7. Repeal

Decree N° 1042 dated 13 September 2001 and regulating the tanker traffic in New Caledonia territorial and internal waters is repealed.

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8. Enforcement

The Commander of the French Navy in New Caledonia, the Chief of the Marine Department and the Officers in charge of the navigation police in New Caledonia waters shall enforce this decree which shall be registered and published in the New Caledonia Gazette.

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ANNEX I

Reporting message form to be sent by any tanker intending to enter or leave New Caledonia internal waters. This message should be sent prior to entering the territorial sea or prior to leaving the last port of call in New Caledonia.
(COMAR = Commander of the Navy)

ADDRESSEE: COMAR Nouvelle-Calédonie (comaraem@lagoon.nc)
MRCC NOUMEA (mrcc.nc@lagoon.nc)

TEXT:

| | |
|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ALPHA | Ship's name and nationality. |
| BRAVO | Last port - Port of destination in New Caledonia. |
| CHARLIE | Arrival maximum draft. |
| DELTA | Description of cargo on board: quantities in metric tonnes of hydrocarbons as listed in Appendix I to Annex I and noxious substances as listed in Appendix II to Annex II of MARPOL 73/78 or quantity in metric tonnes of liquefied gas. |
| ECHO | U.T.C. date/time and point of entering the New Caledonia territorial sea, or U.T.C. date/time of departure from last port in New Caledonia. |
| FOX TROT | U.T.C. date/time of arrival in port or at anchorage or U.T.C. date/time and point of exit from the New Caledonian territorial sea. |
| GOLF | Maneuvering capacities and seaworthiness. Defects, damage, deficiencies or other limitations. State of the following equipment: a) Main engine and propelling system; b) Steering gear; c) Anchors; d) Radar and navigation aids; e) Radio communications R/T as per paragraph 4 of the present extract. |
| HOTEL | Owners name, telephone number and e-mail address. |

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ANNEX 2

Reporting message form to be sent by any disabled tanker in a position within 50 nautical miles seaward of the territorial sea outer limit
(COMAR = Commander of the Navy)

ADDRESSEE: COMAR Nouvelle-Calédonie (comaraem@lagoon.nc)
MRCC Nouméa (mrcc.nc@lagoon.nc)

TEXT:

| | |
|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ALPHA | Name and nationality of the disabled ship. |
| BRAVO | U.T.C. date/time and position of the disabled ship. |
| CHARLIE | Present course and speed, if under way. |
| DELTA | Description of cargo onboard: quantities in metric tonnes of hydrocarbons as listed in Appendix I to Annex I, or noxious substances as listed in Appendix II to Annex II of MARPOL 73/78 or quantity in metric tons of liquefied gas. |
| ECHO | Description of casualty, damages to vessel and cargo and pollution extend. Situation progress. |
| FOX TROT | If assistance has been required, U.T.C. date/time of distress call. |
| GOLF | When applicable, presence of assisting ship(s) or estimated time of meeting with assisting ship(s). |
| HOTEL | Owners, charterers, consignee and agent names, telephone numbers and e-mail. |
| INDIA | Any further and appropriate comment or information. |

ANNEX 3

Reporting message form to be sent by any vessel assisting a disabled tanker in a position within 50 nautical miles seaward of the territorial sea outer limit
(COMAR = Commander of the Navy)

ADDRESSEE: COMAR Nouvelle-Calédonie (comaraem@lagoon.nc)
MRCC Nouméa (mrcc.nc@lagoon.nc)

TEXT:

| | |
|----------|------------------------------------------------------------------------------------------------|
| ALPHA | Name and nationality of the assisting ship. |
| BRAVO | U.T.C. date/time. Position of the assisting ship. |
| CHARLIE | Assisting ship course and speed, if under way. |
| DELTA | Owners name, telephone number, e-mail and any agent contact in Noumea. |
| ECHO | Name and nationality of ship under assistance. |
| FOX TROT | Position of ship under assistance. |
| GOLF | Course and speed of ship under assistance, if underway. |
| HOTEL | Nature of casualty, damages to ship under assistance and pollution extend. Situation progress. |
| INDIA | Any further and appropriate comment or information |

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ANNEX 4

HYDROCARBONS

(as per Appendix I to Annex I of MARPOL 73/78).

Black products:

Asphalt solutions:

Blending stocks
Roofers flux
Straight run residue

Oils:

Clarified
Crude oil
Mixtures containing crude oil
Diesel oil
Fuel oil No. 4
Fuel oil No. 5
Fuel oil No. 6
Residual fuel oil
Road oil
Transformer oil
Aromatic oil (excluding
vegetable oil)
Lubricating oils and blending
stocks
Mineral oil
Motor oil
Penetrating oil
Spindle oil
Turbine oil

White products:

Distillates:

Straight run
Flashed feed stocks

Gas oil:

Cracked

Gasoline blending stocks:

Alkylates - fuel
Reformats
Polymer – fuel

Gasolines:

Casinghead (natural)
Automotive
Aviation
Straight run
Fuel oil No. 1 (kerosene)
Fuel oil No. 1-D
Fuel oil No. 2
Fuel oil No. 2-D

Jet fuels:

JP-1 (kerosene)
JP-3
JP-4
JP-5 (kerosene, heavy)
Turbo fuel
Kerosene
Mineral spirit

Naphtha:

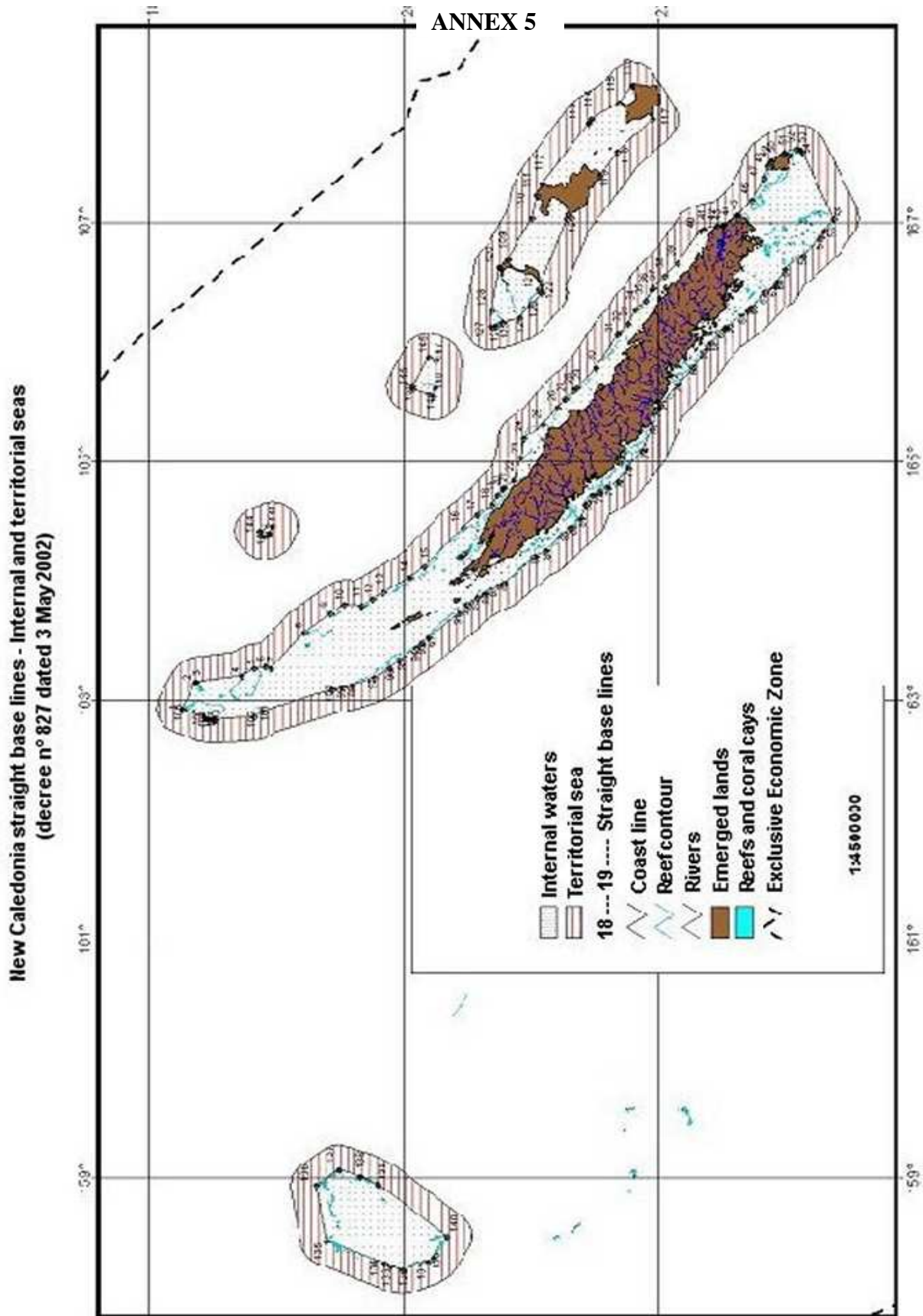
Solvent
Petroleum
Heartcut distillate oil

Note: the list of oils shall not necessarily be considered as comprehensive

STATION DE PILOTAGE.
NOUMEA.
 Nouvelle-Calédonie.

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NOXIOUS LIQUID SUBSTANCES
(as per Appendix II to Annex II of MARPOL 73/78).

| Substance | UN Number | Pollution Category for operational discharge (Regulation 3 of Annex II) | |
|-----------------------------------------------------------|-----------|-------------------------------------------------------------------------|----|
| | | I | II |
| Acetaldehyde | 1089 | | C |
| Acetic acid | 1842 | | C |
| Acetic anhydride..... | 1715 | | C |
| Acetone | 1090 | | D |
| Acetone cyanohydrin | 1541 | | A |
| Acetyl chloride | 1717 | | C |
| Acrolein | 1092 | | A |
| Acrylic acid*..... | - | | C |
| Acrylonitrile..... | 1093 | | B |
| Adiponitrile | - | | D |
| Alkylbenzene sulfonate... (straight chain) | - | | C |
| (branched chain) | - | | B |
| Allyl alcohol | 1098 | | B |
| Allyl chloride..... | 1100 | | C |
| Alum (15% solution) | - | | D |
| Aminoethylethanolamine (Hydroxyethyl-ethylenediamine)* | - | | D |
| Ammonia (28% aqueous)... | 1005 | | B |
| iso-Amyl acetate | 1104 | | C |
| n-Amyl acetate..... | 1104 | | C |
| n-Amyl alcohol..... | - | | D |
| Aniline..... | 1547 | | C |
| Benzene | 1114 | | C |
| Benzyl alcohol | - | | D |
| Benzyl chloride | 1738 | | B |
| n-Butyl acetate | 1123 | | D |
| sec-Butyl acetate | 1124 | | D |
| n-Butyl acrylate..... | - | | D |
| Butyl butyrate*..... | - | | B |
| Butylene glycol(s)..... | - | | D |
| Butyl methacrylate..... | - | | D |
| n-Butyraldehyde | 1129 | | B |
| Butyric acid..... | - | | B |
| Calcium hydroxide (solution) . | - | | D |
| Camphor oil..... | 1130 | | B |
| Carbon disulphide | 1131 | | A |
| Carbon tetrachloride | 1846 | | B |
| Caustic potash- (Potassium hydroxide).... | 1814 | | C |
| Chloroacetic acid | 1750 | | C |
| Chloroform..... | 1888 | | B |
| Chlorohydrins (crude)* .. | - | | D |
| Chloroprene*..... | 1991 | | C |
| Chlorosulphonic acid..... | 1754 | | C |

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| Substance | I | II |
|-------------------------------------|------|----|
| para-Chlorotoluene | - | B |
| Citric acid (10% à 25%)..... | - | D |
| Creosote | 1334 | A |
| Cresols | 2076 | A |
| Cresylic acid | 2022 | A |
| Crotonaldehyde..... | 1143 | B |
| Cumene | 1918 | C |
| Cyclohexane | 1145 | C |
| Cyclohexanol | - | D |
| Cyclohexanone | 1915 | D |
| Cyclohexylamine* | - | D |
| para-Cymene (Isopropyltoluene)* | 2046 | D |
| Decahydronaphthalene .. | 1147 | D |
| Decane* | - | D |
| Diacetone alcohol*..... | 1148 | D |
| Dibenzyl ether*..... | - | C |
| Dichlorobenzenes | 1591 | A |
| Dichloroethyl ether | 1916 | B |
| Dichloropropene et Dichloropropane | | |
| Mixture (D D. Soil fumigant) | 2047 | B |
| Diethylamine | 1154 | C |
| Diethylbenzene (mixed isomers) | 2049 | C |
| Diethyl ether..... | 1155 | D |
| Diethylene triamine* | 2079 | C |
| Diethylene glycol monoethyl ether.. | | C |
| Diethylketone (3-Pentanone)..... | 1156 | D |
| Diisobutylene* | 2050 | D |
| Diisobutyl ketone | 1157 | D |
| Diisopropanolamine | - | C |
| Diisopropylamine | 1158 | C |
| Diisopropyl ether*..... | 1159 | D |
| Dimethylamine (40% aqueous) ... | 1160 | C |
| Dimethylethanolamine | | |
| (2-Dimethylaminoethanol)*.... | 2051 | C |
| Dimethylformamide | - | D |
| 1, 4-Dioxane* | 1165 | C |
| Diphenyl/Diphenyloxyde | | |
| mixtures* . | - | D |
| Dodecylbenzene | - | D |
| Epichlorohydrin | 2023 | B |
| 2-Ethoxyethyl acetate* ... | 1172 | D |
| Ethyl acetate | 1173 | D |
| Ethyl acrylate..... | 1917 | D |
| Ethyl amyl ketone*..... | - | C |
| Ethylbenzene | 1175 | C |
| Ethyl cyclohexane | - | D |
| Ethylene chlorohydrin | | |
| (2-Chloro-ethanol) | 1135 | D |
| Ethylene cyanohydrin* | - | D |
| Ethylenediamine | 1604 | C |
| Ethylene dibromide | 1605 | B |
| Ethylene dichloride | 1184 | B |
| Ethylene glycol monethyl ether | | |
| (Methyl cello-solve) | 1171 | D |
| 2-Ethylhexyl acrylate* ... | - | D |
| 2-Ethylhexyl alcohol..... | - | C |
| Ethyl lactate* | 1192 | D |
| 2-Ethyl 3-propylacrolein*. | - | B |

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| STATION DE PILOTAGE. NOUMEA. Nouvelle-Calédonie. | Traduction libre de l'arrêté réglementant la navigation des navires-citernes dans les eaux territoriales et intérieures de la Nouvelle-Calédonie. | Ref : Traduction de l'arrêté 14 n°20/2006-AM. Rév : B. Application : sept. 2006. Page 14 sur 15. |
|-----------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|

| Substance | I | II |
|---------------------------------------------|-----------|----|
| Formaldehyde | | |
| (37Ñ50% solution) | 1198 | C |
| Formic acid..... | 1779 | D |
| Furfuryl alcohol..... | - | C |
| Heptanoic acid* :..... | - | D |
| Hexamethylenediamine* | 1783 | C |
| Hydrochloric acid..... | 1789 | D |
| Hydrofluoric acid (40% aqueous) | 1790 | B |
| Hydrogen peroxide (greater than 60%). | 2015 | C |
| Isobutyl acrylate..... | - | D |
| Isobutyl alcohol | 1212 | D |
| Isobutyl methacrylate | - | D |
| Isobutyraldehyde | 2045 | C |
| Isooctane* | - | D |
| Isopentane | - | D |
| Isophorone..... | - | D |
| Isoprophylamine | 1221 | C |
| Isopropyl cyclohexane..... | - | D |
| Isoprene | 1218 | D |
| Lactic acid | - | D |
| Nesityl oxide* | 1229 | C |
| Methyl acetate | 1231 | D |
| Methyl acrylate | 1919 | C |
| Methylamyl alcohol | - | D |
| Methylene Chloride | 1593 | B |
| 2-Methyl-5-Ethylpyridine* . | - | B |
| Methyl methacrylate..... | 1247 | D |
| 2-Methypentene* | - | D |
| alpha-Methylstyrene* | - | D |
| Monochlorobenzene | 1134 | B |
| Monoethanolamine | - | D |
| Monoisopropanolamine | - | C |
| Monomethyl ethanolamine ... | - | C |
| Mononitrobenzene | - | C |
| Monoisopropylamine | - | C |
| Morpholine* | 2054 | C |
| Naphthalene (molten) | 1334 | A |
| Naphthenic acids* | - | A |
| Nitric acid (90%) | 2031/2032 | C |
| 2-Nitropropane | - | D |
| ortho-Nitrotoluene | 1664 | C |
| Nonyl alcohol* | - | C |
| Nonylphenol | - | C |
| n-Octanol | - | C |
| Oleum | 1831 | C |
| Oxalic acid ((10Ñ25%) | - | D |
| Pentachloroethane | 1669 | B |
| n-Pentane | 1265 | C |
| Perchloroethylene (Tetrachloroethylene). | 1897 | B |
| Phenol | 1671 | B |
| Phosphoric acid | 1805 | D |
| Phosphorus (elemental) | 1338 | A |
| Phthalic Anhydride (molten) | - | C |
| beta-Propiolactone* | - | B |
| Propionaldehyde | 1275 | D |

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|-----------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
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|-----------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|

| Substance | I | II |
|---------------------------------------------|----------------|----|
| Propionic acid..... | 1848 | D |
| Propionic anhydride. | - | D |
| n-Propyl acetate* | 1276 | C |
| n-Propyl alcohol..... | 1274 | D |
| n-Propylamine | 1277 | C |
| Pyridine | 1282 | B |
| Silicon tetrachloride 1818 D | | |
| Sodium bichromate (solution) | - | C |
| Sodium hydroxide | 1824 | C |
| Sodium pentachlorophenate (solution) | - | A |
| Styrene monomer..... | 2055 | C |
| Sulphuric acid..... | 1830/1831/1832 | C |
| Tallow | - | D |
| Tetraethyl Lead | 1649 | A |
| Tetrahydrofuran | 2056 | D |
| Tetrahydronaphthalene | 1540 | C |
| Tetramethylbenzene | - | D |
| Tetramethyl Lead | 1649 | A |
| Titanium tetrachloride ... | 1838 | D |
| Toluene | 1294 | C |
| Toluene diisocyanate* | 2078 | B |
| Trichloroethane | - | C |
| Trichloroethylene | 1710 | B |
| Triethanolamine | - | D |
| Triethylamine | 1296 | C |
| Trimethylbenzene* | - | C |
| Tritoly phosphate (Tricresyl phosphate)* | - | B |
| Turpentine (wood) | 1299 | B |
| Vinyl acetate | 1301 | C |
| Vinylidene chloride* | 1303 | B |
| Xylenes (mixed isomers) ... | 1307 | C |

* Asterisk indicates that the substance has been provisionally included in this list and that further data are necessary in order to complete the evaluation of its environmental hazards, particularly in relation to living resources.