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(Geneva, 13-17 September 2004)

PROPOSALS FOR AMENDMENTS TO RID/ADR/ADN

6.8.2.2.2: Specification of requirements for tank equipment

Proposal submitted by the Government of Germany

Transmitted by the Central Office for International Carriage by Rail (OCTI)*

The secretariat has received from the Central Office for International Carriage by Rail (OCTI) the proposal reproduced below.

SUMMARY

Executive summary:

There is no special requirement in Chapter 6.8 of RID/ADR for the design of the last (second and third) closure. For safety reasons a liquid tight design is recommended.

Action to be taken:

Addition to 6.8.2.2.2 of RID/ADR.

Related documents:

None.

* Circulated by the Central Office for International Carriage by Rail (OCTI) under the symbol OCTI/RID/GT-III/2004/3.

Introduction

Tanks whose tank code includes the letter “A” or “B” in its third part (xxAx or xxBx) must be equipped with a closing device at the end of each pipe which may be a screw-threaded plug, a blank flange or an equivalent device. No provision is made in Chapter 6.8 of RID/ADR for special requirements for this closing device. In such cases, for safety reasons, and by analogy with the requirements for portable tanks of Chapter 6.7, a liquid tight closing device should be prescribed (see also 6.7.2.6.2 and 6.7.2.6.3).

Proposal

Add the following to the second and fifth indents of 6.8.2.2.2 of RID/ADR (see underlined text):

- “– a liquid tight closing device at the end of each pipe which may be a screw-threaded plug, a blank flange or an equivalent device. A device shall be considered to be liquid tight if it continues to be liquid tight at a pressure of at least 0.25 bar. Screw-threaded plugs, blank flanges or equivalent devices shall be so designed that in the event of opening safe pressure relief takes place before the closing device is completely removed.”

Justification

Safety

The liquid tight closing device must ensure that volumes of liquids that may accumulate in the piping as a result of liquid adhesion following the filling or discharge of the tank are retained safely.

In addition, the openings of tanks must be protected against foreign particles (rust, dirt) which for their part may impair the function of the (first or second) closing device. The operational parts, such as screw-threads, for example, must additionally be protected by the closing device.

Safe pressure relief of the liquid tight closing device is required to protect the service staff against spraying of the product or against the closing device itself if it should detach suddenly during removal because it was stuck tightly.

Feasibility

Feasibility is automatic. No further requirement is needed. The objective is to standardize the design.

Enforceability

The conditions proposed for the closing device of tanks have been required for many years in Germany by associations for the prevention of accidents at work, and by the workers' protection act.
