



## Economic and Social Council

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### Economic Commission for Europe

#### Inland Transport Committee

#### Working Party on the Transport of Dangerous Goods

#### Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods

Geneva, 17-27 September 2013

Item 5 of the provisional agenda

#### Interpretation

### Tanks for the carriage of liquefied natural gas (LNG)

Transmitted by the Government of France<sup>1, 2</sup>

#### *Summary*

**Executive summary:** This document is intended to clarify the requirements applicable to the construction of tanks for the carriage of liquefied natural gas (LNG), UN No. 1972.

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<sup>1</sup> In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106, ECE/TRANS/2010/8, programme activity 02.7 (c)).

<sup>2</sup> Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2013/38.

The carriage of natural gas, refrigerated liquid (LNG), UN No. 1972, becomes more and more important because of its use for the propulsion of boats and vehicles.

Two standards are referenced in 6.8.2.6.1 of ADR for the design and construction of tanks:

- EN 13530-2 Cryogenic vessels - Large transportable vacuum insulated vessels, and
- EN 14398-2 Cryogenic vessels - Large transportable non-vacuum insulated vessels.

They both refer to their Part 1: Fundamental requirements, where the scope seems to be clearly defined with some cryogenic fluids designated in Table 1 with their UN numbers. UN No. 1972 appears in EN 13530-1 and doesn't appear in EN 14398-1. This means that a tank intended for the carriage of LNG shall be vacuum insulated, and that a non-vacuum insulated tank may not be used for this carriage.

We would like to have confirmation of this interpretation by the Joint Meeting.

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