



**Economic and Social  
Council**

Distr.  
GENERAL

TRANS/WP.15/2002/4  
7 February 2002

ENGLISH  
Original: FRENCH

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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on the Transport  
of Dangerous Goods  
(Geneva, 13-17 May 2002)

**CHAPTER 6.8**

**MINIMUM THICKNESS OF SHELLS**

**Transmitted by the Government of France**

SUMMARY

Executive summary: This proposal is intended to introduce minimum thickness values for the shells referred to in 6.8.2.1.21.

Decision to be taken: Amend 6.8.2.1.21.

This proposal is the subject of informal document INF.34 which was distributed during the Working Party's November 2001 meeting.

A table defining the minimum thickness of the shell according to the type of construction material was included in 6.8.2.1.19. This table does not apply to the shells referred to in 6.8.2.1.21, i.e. to shells generally intended for the carriage of oil, divided into leakproof compartments with a maximum capacity of 5,000 litres.

As a result of the new “equivalence formula” in 6.8.2.1.18, the thickness of some materials may be less than the values specified in the 1999 ADR.

For this reason, France considers that minimum values should be introduced for the thickness of the shells to which 6.8.2.1.21 refers.

### Proposal

In 6.8.2.1.21, insert at the end of the second sentence, after “in 6.8.2.1.18”:

“and shall not be less than the values given in the following table:

	Maximum radius of curvature of shell (m)	$\leq 2$	2-3	2-3
	Capacity of shell or shell compartment (m <sup>3</sup> )	$\leq 5.0$	$\leq 3.5$	$> 3.5$ but $\leq 5.0$
Minimum thickness of shell	Austenitic stainless steels	2.5 mm	2.5 mm	3 mm
	Other steels	3 mm	3 mm	4 mm
	Aluminium alloys	4 mm	4 mm	5 mm
	Pure aluminium at 99.80%	6 mm	6 mm	8 mm

It is also proposed that the phrase “unless prescribed otherwise in 6.8.3 or 6.8.4”, which does not seem to correspond to any particular provision, should be deleted.

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