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Working Party on the Transport of Dangerous Goods

Joint Meeting of the RID Safety Committee and the
Working Party on the Transport of Dangerous Goods
(Bern, 20-24 March 2006)

TANKS

Construction of tanks – inspection of welds

Transmitted by the Government of Portugal */

Background

During the last Joint Meeting session, the Government of Portugal presented informal document INF.47 to the Working Group on Tanks in order to know whether there was some support for a proposal to modify the current requirements of RID/ADR about this matter. The Working Group on Tanks invited the Government of Portugal to present a formal proposal to the March 2006 session.

Justification

Chapter 6.8 of RID/ADR - applicable to the construction of tanks - requires that non-destructive tests shall be carried out by radiography or by ultrasound to demonstrate the quality of the welding of the shell.

As described in 6.8.2.1.23 for the value $\lambda=0.8$ “*the weld beads shall so far as possible be inspected visually on both faces and shall be subjected to a non-destructive spot check with particular attention to connections*”.

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The Portuguese competent authority for the approval of tanks is of the opinion that the appropriate quality of the welds would only be guaranteed if all the connections would be tested even for this level of λ , which is not required by the current RID/ADR.

However, the European Standard EN 12972:2001 – *Tanks for transport of dangerous goods – Testing, inspection and marking of metallic tanks*, in 5.3.7, defines the requirements for non-destructive testing of the welds more precisely.

This proposal would lead to a better harmonization of the RID/ADR requirements with the European Standard EN 12972:2001.

Proposal

In paragraph **6.8.2.1.23** amend the text that corresponds to the value of $\lambda=0.8$ to read as follows (new text underlined):

“6.8.2.1.23

$\lambda=0.8$: the weld beads shall so far as possible be inspected visually on both faces and shall be subjected to a non-destructive spot check including all connections. All weld “Tee” junctions with the total length of weld examined to be not less than 10% of the sum of the length of all longitudinal, circumferential and radial (in the tank ends) welds shall be tested.”

(...)

Safety implications

The proposal improves safety.

Feasibility

No implications.

Enforceability

No implications.
