

OTIF



**ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBAHNVERKEHR**

**INTERGOVERNMENTAL ORGANISATION FOR INTER-
NATIONAL CARRIAGE BY RAIL**

INF. 17

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Original: German

RID/ADR/ADN

Joint Meeting of the RID Committee of Experts and the
Working Party on the Transport of Dangerous Goods
(Bern, 21 – 25 March 2011)

Agenda item 2: Tanks

Application of standards EN 14432 and EN 14433 listed in sub-section 6.8.2.6

Submitted by Germany

Introduction

1. The application of standards EN 14432 and EN 14433 is mandatory for the approval of tanks under chapter 6.8 RID/ADR. Both standards stipulate requirements to be met by equipment for dangerous goods tanks. Various problems have arisen from the practical application of the standards.
2. The test methods stipulated in the standard are only partly appropriate and should be discussed again. This concerns for example the leakproofness and shear groove test under EN 14433 the performance of which is not clearly regulated and causes problems in particular for ductile material. A survey carried out by CEN in 2010 unfortunately found that there was no majority for the revision of both standards, and the matter was, therefore, not pursued any further.

Proposal

3. The Joint Meeting is asked to task CEN with revising the standards EN 14432 and EN 14433.

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4. A further point to be examined is if these standards are also applicable to vacuum-operated waste tanks of chapter 6.10, for which special equipment (butterfly valves, gate valves, external bottom valves) is used, and to tanks for the carriage of hot and highly viscous substances. As the table in 6.8.2.6.1 prescribes the application only for 6.8.2.2.1, Germany assumes that the two standards do not apply to the above special equipment for tanks of chapter 6.10.

Proposal

5. The Joint Meeting is asked to confirm this interpretation.
6. Due to the problems mentioned, according to German tank manufacturers, there is only few standardized equipment available on the market. In Germany, this deficit will, however, be eliminated within the next few months; the test methods are already being developed. For this reason, Germany assumes that the standards will become mandatory only after the end of the transitional period on 1 July 2011 and that tanks built in the meantime may continue to be used.

Proposal

7. The Joint Meeting is asked to confirm this interpretation.
8. Germany also asks the Joint Meeting to consider whether a separate type approval for tank components such as valves would be appropriate for tanks, too.
