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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

Bern, 18–22 March 2013

Item 2 of the provisional agenda

Tanks

Transmitted by the Additive devices on tanks European Conference of Fuel Distributors (ECFD)^{1, 2}

Summary

Executive summary: To ensure a safe operation of petroleum tanks fitted with additive devices, these elements of the discharge devices of the tank equipment shall be in conformity with minimum safety requirements.

Related documents: ECE/TRANS/WP.15/AC.1/2010/14 (OTIF/RID/RC/2010/14);
ECE/TRANS/WP.15/AC.1/2010/39 (OTIF/RID/RC/2010/39) + informal document INF.10 of the Joint Meeting (Geneva, 13-17 September 2010);
ECE/TRANS/WP.15/AC.1/2011/3 (OTIF/RID/RC/2011/3);
ECE/TRANS/WP.15/AC.1/2011/31 (OTIF/RID/RC/2011/31);
informal document INF.22 of the Joint Meeting (Bern, 19-23 March 2012);
ECE/TRANS/WP.15/AC.1/126 (OTIF/RID/RC/2012-A) paragraph 64 and /Add.1 paragraphs 30 and 31;
Informal document INF.9 of the 92nd session of WP.15 (Geneva, 8-10 May 2012);
ECE/TRANS/WP.15/2012/13;
ECE/TRANS/WP.15/2012/18;
informal document INF.15 of the 93rd session of WP.15 (Geneva, 6-8 November 2012);
ECE/TRANS/WP.15/217/ paragraph 29

¹ 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)).

² Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2013/11.

Introduction

1. The Working Group on Tanks of the Joint Meeting (Bern, 19-23 March 2012) discussed in detail the proposals included in informal document INF.22 of the informal working group on additive devices on tanks (Bonn, 9-10 February 2012) to add provisions on additive devices to the rules and supported the adoption of the proposed text with several editorial amendments.

2. The Joint Meeting (Bern, 19 to 23 March 2012) then adopted the text proposals of the working group with several amendments. As this work had been carried out at the request of the UNECE Working Party on the Transport of Dangerous Goods (WP.15) and the question had been answered in the negative for rail traffic, the representative of Belgium, chair of the informal working group in Bonn, submitted the adopted texts to WP.15 as an informal document at its May 2012 session and as an official document to its November 2012 session.

3. Examination of the texts by WP.15 at its November 2012 session gave rise to several technical comments and questions, especially concerning possible interactions with special provision 363. WP.15 was of the opinion that at this early stage no decision should be taken and that the Working Group on Tanks of the Joint Meeting should carry on its work while taking into account document ECE/TRANS/WP.15/2012/18 and informal document INF.15. Delegations were also asked to submit their written comments via the secretariat to the Working Group on Tanks. Finally, ECFD was asked to continue its work and to provide the Working Group on Tanks with all relevant information.

4. Fundamental remarks of ECFD on this issue are as follows:

(a) The aim of ECFD's initial proposal was to find a solution to the problem of dispensing additives of UN No. 1202 heating oil, light, by means of additive devices in the output system of tanks. All other goods corresponding to other UN numbers also to be handled as additives have been mentioned by other delegations during discussion. ECFD itself is not competent for these goods.

(b) Against this background ECFD has so far provided in its papers all available technical information on additive devices and material information (UN numbers to be considered) on the used additives. There are no new or additional findings on dispensing additives of UN No. 1202 heating oil, light.

(c) ECFD sees no link between this and special provision 363, as special provision 363 concerns transport in means of containment which are part of devices and machines (such as generators, compressors, heating devices etc.) whereas additive devices are additional parts of the output system of a dangerous goods tank and therefore may not be an additional danger for these tanks. As the Working Group on Tanks has broadly discussed the question there are no new findings concerning this issue.

Proposal

5. As there are no new results concerning additive devices on tanks it is proposed that the Joint Meeting decides the amendment of the regulations based on the submitted text proposals (document INF.22 of the informal working group on additive devices, held in Bonn from 9 to 10 February 2012, ECE/TRANS/WP.15/2012/13 possibly taking into account document ECE/TRANS/ WP.15/2012/18 and informal document INF.15 of the 93rd session of WP 15 held in Geneva from 6 to 8 November 2012).