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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
(Geneva, 9-13 September 2002)

**TANK CODE OF TANKS WITH VACUUM VALVE, BUT WITHOUT
SAFETY VALVE**

Transmitted by the Government of Switzerland */

Bases

- INF.12 of the Joint Meeting Geneva (UIP), 10-14 September 2001
- Report of the Joint Meeting TRANS/WP.15/AC.1/86-OCTI/RID/GT-III/2001-B Geneva, 10-14 September 2001, item 74
- Report of Tank Working Group TRANS/WP.15/AC.1/86/Add.4-
- OCTI/RID/GT-III/2001-B/Add.4, item 31
- Report A 81-03/502.2001 RID Technical Committee Prague, 19-23 November 2001, item 33

With the adoption of document OCTI/RID/CE38/4 a) by the thirty-eighth RID Committee of Experts in Prague in November 2001, the definition of "hermetically closed tanks" was aligned with ADR and the amendment to RID made in 1995 was thereby cancelled. The amendment formerly adopted on the basis of a Swiss proposal to the Joint Meeting and inserted into RID 1995 said that tanks for substances which do not require hermetically closed transport may be equipped with vacuum valves, even in they do not have safety valves.

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This amendment of the definition means that all hermetically closed tanks up to 4 bar calculation pressure are now to be equipped with a newly defined TE 15 which allows vacuum valves with a start-to-discharge pressure equal or superior to 0.21 bar.

After the examination of UIP document INF.12 by the Tank Working Group, the UIP delegate withdrew his proposal at the Joint Meeting held in Geneva in September 2001, despite the opposition of Switzerland (item 31 of the Tank Issue Working Group OCTI/RID/GT-III/2001-B/Add.4 and TRANS/WP.15/AC.1/86/Add.4, as well as item 74 of the report of the Joint Meeting OCTI/RID/GT-III/2001-B and TRANS/WP.15/AC.1/86).

The delegate of Switzerland drew attention to the fact that during the Joint Meeting 2001 and during the Prague RID Committee of Experts meeting of November 2001, the issues related to existing tanks with vacuum valves and a start-to-discharge pressure inferior to 0.21 bar, but without a safety valve, were not yet resolved, nor was their attribution to a tank code. An ad hoc Working Group set up in Prague did not come to a uniform solution.

The problem affects road and railway transport, as existing tanks or those to be built without safety valves, but with a vacuum valve with a start-to-discharge pressure inferior to 0.21 bar are neither "H" tanks nor, due to the lack of safety valve, real "N" tanks.

Switzerland therefore submits the following proposal:

Paragraph 4.3.4.1.1: Code "N" must be defined as follows in the table :

"N = non hermetically closed tank with safety valve according to 6.8.2.2.7 or 6.8.2.2.8 and/or vacuum valve with start-to-discharge pressure +0.21 bar [RID add: and/or automatically controlled venting valves with start-to-discharge pressure +0.21 bar]".

This sentence means that "N" tanks, as is usual in RID up to now, can still be equipped with vacuum valves, even if they do not have a safety valve. For ADR, it will be possible to assign a tank code to existing and new tanks that, because of their construction, can not tolerate a bigger negative pressure, but do not have a safety valve.
