

**OTIF**



**ORGANISATION INTERGOUVERNEMENTALE POUR  
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN  
INTERNATIONALEN EISENBAHNVERKEHR**

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

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**RID/ADR**

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Working Party on the Transport of Dangerous Goods  
(Bern, 18 – 22 March 2002)

**Chapter 6.10 ADR: Sub-section 6.10.3.9**

**Submitted by Germany**

**Zusammenfassung**

Design requirements are missing for the safety valve with preceding bursting disc required in 6.10.3.9. Insofar Germany proposes to permit a well-tried measure affected to protect the tank by increasing the calculation pressure.

Further action: Extension of 6.10.3.9.

Reference documents: none

Aus Kostengründen wurde dieses Dokument nur in begrenzter Auflage gedruckt. Die Delegierten werden daher gebeten, die ihnen zugesandten Exemplare zu den Sitzungen mitzubringen. Das Zentralamt verfügt nur über eine sehr geringe Reserve.

## **Introduction**

The RID/ARD-regulations permit the approval of tanks in general without safety devices except e.g. organic peroxides, refrigerated gases and only a few others.

For the first time the vacuum operated waste tanks concerning to the former Annex B.1e (today Chapter 6.10) require for each tank a safety valve preceded by a bursting disc, without alternative.

Germany and other states have successfully used vacuum operated waste tanks which have no safety valves on the tank shell itself.

Due to the substances carried there is an eventuality of the increase of the pressure in the tank, those tanks have to be able to withstand this increased pressure.

6.10.3.8 c) requires a safety valve in a pipework anyway, this valve prevent the tanks against illegal filling and discharge pressure.

## **Proposal**

Add in 6.10.3.9:

“Shells of vacuum operated waste tanks shall have a safety valve preceded by a bursting disc unless the tank is designed for a calculation pressure of at least 10 bar.”

## **Justification**

Creating of a well-ried alternative arrangement to the safety valve which is not defined regarding its performance in 6.10.3.9.

The alternative would be able to protect the tank in a safe manner in each operating condition.

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