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Working Party on the Transport of Dangerous Goods

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Working Party on the Transport of Dangerous Goods

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Item 5 of the provisional agenda

TANKS

Instant-closing internal safety device on tanks

Transmitted by the European Liquefied Petroleum Gas Association (AEGPL)^{1,2}

SUMMARY

Executive summary: As an outcome of the revision of EN 12252, AEGPL proposes an amendment to 6.8.3.2.3 of ADR as amended to come into force on 1 January 2011 and full reference of EN 12252 in 6.8.2.6.

Action to be taken: Amendment of 6.8.3.2.3. and the table in 6.8.2.6

¹ In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.7 (c)).

² Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2009/47.

Background

1. At its September 2008 session, the Joint Meeting adopted a draft amendment to 6.8.3.2.3 of ADR for entry into force on 1 January 2011 (see ECE/TRANS/WP.15/AC.1/112, annex III, part B). As amended, 6.8.3.2.3 of ADR would read as follows:

“The internal stop-valve of all filling and all discharge openings of tanks with a capacity greater than 1 m³, intended for the carriage of liquefied flammable and/or toxic gases shall be instant-closing and shall close automatically in the event of an unintended movement of the tank or in the event of fire. It shall also be possible to operate the internal stop-valve by remote control.

However on tanks intended for the carriage of liquefied non-toxic flammable gases, the internal stop-valve with remote control may be replaced by a non-return valve for filling openings into the vapour phase of the tank only. The non-return valve shall be positioned internally in the tank, be spring loaded so that the valve is closed if the pressure in the filling line is equal to or lower than the pressure in the tank and be equipped with appropriate sealing.*

* The use of metal to metal sealing is not permitted.”.

Proposal

2. The proposal by AEGPL is:

- (a) To remove the footnote in the above text;
- (b) To remove the exception to 6.8.3.2.3 in the references to EN 12252:2000 and EN 12252:2005+A1:2008 in the table of 6.8.2.6.

Justification

3. The proposal only applies to fill lines that terminate in the tank vapour space. Filling of the truck takes place at sites which are tightly controlled.

4. The proposal only applies to fill lines which have a non return valve in series combination with a ball valve. This ball valve will be closed and capped other than when the fill line is in use. (This means that in addition to the sealing properties of the non-return valve there is also a complete seal provided by the ball valve plus a second complete seal provided by the cap)

5. The ball valve referred to above will be positioned on the tanker so as to be protected from damage by the chassis or structure of the vehicle.

6. The normal size and type of non return valves used to ensure reasonable filling rates are not manufactured with soft seats. The non-return valves will conform to EN 13175.
