

**Committee of Experts on the Transport of Dangerous Goods  
and on the Globally Harmonized System of Classification  
and Labelling of Chemicals**

**Sub-Committee of Experts on the Transport of Dangerous Goods**

**13 April 2010**

**Thirty-seventh session**

Geneva, 21–30 June 2010

Item 5 of the provisional agenda

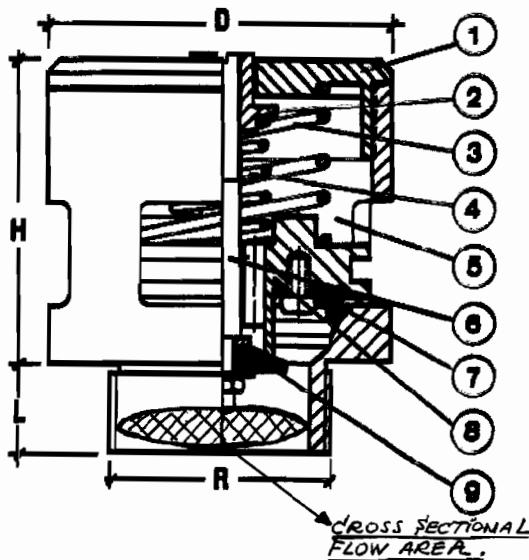
**Miscellaneous proposals of amendments to the  
Model Regulations on the Transport of Dangerous Goods**

**Amendment to 6.7.2**

**Transmitted by the expert from Spain**

**VALVULA DE SEGURIDAD PRESION - VACIO TIPO VSPD**  
**PRESURE - VACUUM SAFETY & RELIEF VALVES VSPD TYPE**

**1 + 5 BAR / 75-300 mm Hg**  
**DN 1¼"- 2½"**



**CARACTERISTICAS**  
**CHARACTERISTICS**

- Válvulas de seguridad de doble función, válvulas de alivio en sobrepresión, y válvulas antivacío en descarga.
- Válvulas de alta capacidad de descarga diseñadas según AD-Merkblatt A-2, BS 6759 y ADR
- Construcción en acero inoxidable A-316 L para un mejor comportamiento con productos químicos corrosivos.
- Pueden suministrarse las válvulas VSPD con los muelles recubiertos de PDF, bajo Pedido
- Presión de Tarado entre 1 y 5 Bars, en sobrepresión y 75 - 300 mm de columna de Hg para vacío, con una tolerancia de  $\pm 5\%$ , en ambos casos.
- Presión de reasiento de las válvulas en sobrepresión, se producirá como máximo 0,3 Bars por debajo de la de tarado.
- Máxima descarga para una presión un 20% superior al tarado.
- Las válvulas se identifican por la rosca de su acoplamiento a la cisterna, no por el diámetro de paso o sección de entrada

- Safety valves with double function, relief valves in overpressure, and vacuum valves during the tank unloading
- High flow capacity valves designed according to AD-Merkblatt A-2, BS 6759, and ADR
- Made in stainless steel a-316L for a better working with very corrosive gases & chemicals.
- Spring lined of Teflon is available by Order
- Set Pressure range 1 to 5 Bars, as relief valves, and 75 to 300mm of Hg column, with  $\pm 5\%$  of tolerance in both cases.
- Reseating Pressure, working as relief valves, will be a maximum 0,3 Bars lower than Set pressure.
- The maximum discharge of the valves happen for a overpressure of 20%
- The valves size is according to the thread of tank coupling, not diameter of the seat, or the inlet cross section.

REF	DENOMINACION PARTS NAME	MATERIALS
1	TAPA CAP	A° INOX 1.4404 STAINLESS ST A-316L
2	REGULA DOR DE VACIO VACUUM REGULATOR	A° INOX 1.4404 STAINLESS ST A-316L
3	MUELLE DE PRESION PRESSURE SPRING	A° INOX 1.4021 STAINLESS ST. A-420
4	MUELLE DE VACIO VACUUM SPRING	A° INOX 1.4021 STAINLESS ST. A-420
5	CUERPO BODY	A° INOX 1.4404 STAINLESS ST A-316L
6	HUSILLO SPINDLE	A° INOX 1.4404 STAINLESS ST A-316L
7	CIERRE DE PRESION PRESSURE SEAL DISC	TEFLON TEFLON
8	CIERRE DISC HOLDER	A° INOX 1.4404 STAINLESS ST A-316L
9	CIERRE DE VACIO VACUUM SEAL DISC	TEFLON TEFLON

**CAPACIDAD DE DESCARGA**  
**DISCHARGE CAPACITY**

- En los gráficos de las páginas siguientes, puede calcularse la capacidad de descarga en Kg/hora de Aire, función del DN de cada válvula y de su Presión de tarado. El cálculo se ha realizado para Aire a 20°C, una Sobrepresión del 20% de la Presión de Tarado, y con una contrapresión de 1 atmósfera, es decir descarga libre.
- Para conocer la descarga en m<sup>3</sup>/min de Aire, multiplicar el valor obtenido en los Gráficos por 0,013831.

- With the graphics of the following pages, may be calculated the discharge capacity in Kg/hora of Air, in function of ND of every valve and its Set Pressure. The calculation have been made for Air to 20°C, a overpressure of 20% Set Pressure, and with a counter-pressure of 1 atm. (discharge free).
- To know the discharge in m<sup>3</sup>/min of Air, multiply the value that you have obtained in the Graphics by 0,013831.

**DIMENSIONES EN MILIMETROS**  
**DIMENSIONS IN MILIMETRES**

DN	D	H	L	R	K <sub>d</sub>
1¼"	65	55	17	1¼" GAS	0,62
1½"	65	55	17	1½" GAS	0,78
2"	75	55	20	2" GAS	0,81
2½"	123	80	23	2½" GAS	0,80



IMO

**E**

Ref. T3/1.01

MSC.1/Circ.1202  
14 June 2006

## INSPECTION PROGRAMMES FOR CARGO TRANSPORT UNITS (CTUs) CARRYING DANGEROUS GOODS

1 The Maritime Safety Committee, at its sixty-ninth session (11 to 20 May 1998), noted with concern that Member Government reports on inspection programmes carried out on cargo transport units carrying dangerous goods have shown that there is still a lack of general compliance with applicable IMO standards.

2 Noting, however, that in those countries where regular inspection programmes have been implemented, a considerable improvement has been experienced in the general compliance with those standards, the Committee decided to urge Governments, especially those who have not yet done so, to implement such inspection programmes on a regular basis, using the relevant IMO codes and guidelines as standards.

3 To avoid the diverting of dangerous goods to ports where inspections are not carried out, a regional approach should be taken.

4 The following items should, as a minimum, be covered by the inspection programme referred to above:

- .1 placarding and marking;
- .2 labelling (of packages);
- .3 documentation;
- .4 packaging (inappropriate or damaged);
- .5 portable tank or road tank vehicles (inappropriate or damaged);
- .6 stowage/securing inside the freight containers, vehicles and other CTUs;
- .7 segregation of cargo;
- .8 Container Safety Convention (CSC) Safety Approval Plate;
- .9 serious structural deficiencies\* ; and
- .10 tie down attachments of road tank vehicles.

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\* On this issue only, the inspection programme should be extended to cover all CSC containers. For the determination of specific deficiencies, the guidance on serious structural deficiencies in containers given in CSC/Circ.134 should be applied. In addition, the provisions of 7.4.6.4.2 in the IMDG Code apply to CSC containers carrying class 1 dangerous goods.

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5 To aid the Organization in evaluating the reports received, Governments are invited to submit them in a structured manner, preferably using the standard format given in the annex, containing at least the following information:

- .1 number of freight containers, vehicles and other CTUs examined;
- .2 number of freight containers, vehicles and other CTUs with deficiencies; and
- .3 number of deficiencies relating to each inspection item as referred to in paragraph 4.

6 This circular replaces MSC/Circ.859 dated 22 May 1998.

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## ANNEX

## RESULTS OF INSPECTION PROGRAMMES

Country \_\_\_\_\_

Item	Number	Percentage
<i>Inspected units (5.1)</i>		
<i>Units with deficiencies (5.2):</i>		
– total		
– stuffed inside the country		
– stuffed outside the country		
<i>Deficiencies (5.3):</i>		
Documentation (4.3):		
– Dangerous Goods Declaration		
– Container/Vehicle Packing Certificate		
Placarding and marking (4.1)		
CSC Convention Safety Approval Plate (4.8)		
Serious structural deficiencies (4.9)		
Tie down attachments of road tank vehicles (4.10)		
Portable tank or road tank vehicles (inappropriate or damaged) (4.5)		
Labelling (of packages) (4.2)		
Packaging (inappropriate or damaged) (4.4)		
Segregation of cargo (4.7)		
Stowage/securing inside the unit (4.6)		

“Unit” means “freight containers, vehicles and other CTUs”.





TOP OPENINGS



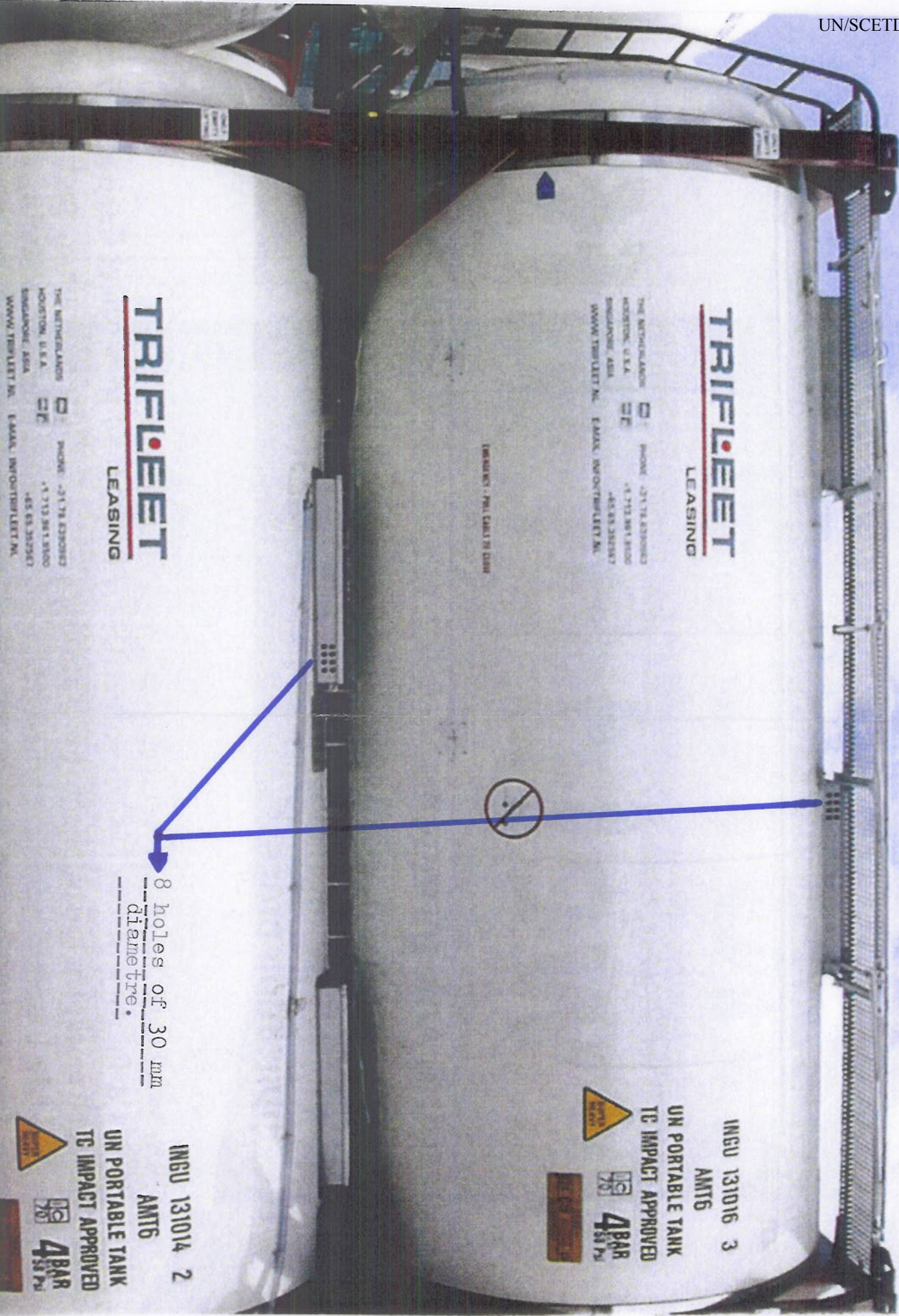
7 holes of 10 mm diameter.

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# LATERAL OPENINGS

# tanks news



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INSURANCE - PNL 0443 78 0288



8 holes of 30 mm  
diameter.

INGU 131016 3

AMT6

UN PORTABLE TANK  
TC IMPACT APPROVED



4 BAR

INGU 131014 2

AMT6

UN PORTABLE TANK  
TC IMPACT APPROVED

4 BAR

