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Item 2 of the provisional agenda

Tanks

Use of the term maximum working pressure for RID/ADR tanks for refrigerated liquefied gases

Transmitted by the Government of the United Kingdom^{1, 2}

Summary

Executive summary: This document proposes the consistent use of the term maximum working pressure for RID/ADR tanks for refrigerated liquefied gases.

Decision to be taken: Amend paragraphs 4.3.3.2.4 and 6.8.3.2.11 of RID/ADR.

Related documents: None

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/2013/19.

Introduction

1. Paragraph 4.3.3.2.4 of RID/ADR makes reference to the maximum allowable working pressure in relation to the test pressure for tanks intended for the carriage of refrigerated liquefied gases.
2. To ensure consistent use of a defined term it is proposed to amend this paragraph to refer to maximum working pressure. It is also proposed to delete the word “and” in the second line of the English text to be consistent with the current French text and with the text used in the RID/ADR before restructuration.
3. By paragraph 6.8.3.5.4 the maximum working pressure shall be marked on tanks intended for the carriage of refrigerated liquefied gases. Therefore for consistency it is proposed to amend the second sentence of 6.8.3.2.11 to refer to the maximum working pressure.

Proposals

4. Amend 4.3.3.2.4 to read as follows:

“4.3.3.2.4 The test pressure for tanks intended for the carriage of refrigerated liquefied gases shall be not less than 1.3 times the maximum working pressure indicated on the tank but not less than 300 kPa (3 bar) (gauge pressure); for tanks with vacuum insulation the test pressure shall be not less than 1.3 times the maximum working pressure increased by 100 kPa (1 bar).”
5. Amend the second sentence of 6.8.3.2.11 to read as follows:

“Two of these safety valves shall be individually sized to allow the gases formed by evaporation during normal operation to escape from the tank in such a way that the pressure does not at any time exceed by more than 10% the maximum working pressure indicated on the tank.”

Justification

6. Making these amendments ensures a consistent use of terminology. 6.8.3.2.11 and 6.8.3.2.11 both use the term “maximum working pressure” which corresponds to the term defined in 1.2.1 in relation to RID/ADR tanks. “Maximum allowable working pressure” is used in relation to portable tanks and for portable tanks intended for the carriage of refrigerated liquefied gases is defined in 6.7.4.1 (see also Note 1 in the definition of “maximum working pressure” in 1.2.1).