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Working Party on the Transport of Dangerous Goods

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Item 2 of the provisional agenda

Tanks

Harmonization of Chapter 6.7 with the United Nations Model Regulations on the Transport of Dangerous Goods

Note by the secretariat^{1,2}

Introduction

1. The secretariat has been made aware that the current provisions of Chapter 6.7 of RID and ADR are not fully in line with those of Chapter 6.7 of the Model Regulations annexed to United Nations Recommendations on the Transport of Dangerous Goods.
2. Discrepancies occurred in the 2002 version of RID and ADR where not all changes to Chapter 6.7 of the Model Regulations adopted by the United Nations Committee of Experts on the Transport of Dangerous Goods at its twenty-first session (4-13 December 2000) (ST/SG/AC.10/27/Add.1) and reflected in the twelfth revised version of the Recommendations on the Transport of Dangerous Goods (ST/SG/AC.10/1/Rev.12) were reflected in the 2003 version of RID/ADR.
3. The secretariat had prepared document TRANS/WP.15/AC.1/2001/25 for harmonization and this document did not address changes to Chapter 6.7 because changes to this Chapter were to be proposed by EIGA since most of them were relating to MEGCs. However EIGA document TRANS/WP.15/AC.1/2001/34 addressed only the changes concerning the transport of gases and as a consequence other changes to Chapter 6.7 were

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/2013/3.

inadvertently left out, except a change to 6.7.2.2.10 which was later proposed by Germany in informal document INF.11 (March 2003) and adopted.

4. The secretariat proposes to amend Chapter 6.7 of RID/ADR in order to bring it in line with Chapter 6.7 of the Model Regulations, as follows:

Proposals

6.7.2.2.9.1 Insert a new paragraph to read as follows:

"6.7.2.2.9.1 For portable tanks that are intended for use offshore, the dynamic stresses imposed by handling in open seas shall be taken into account."

6.7.2.2.17 Insert a new paragraph to read as follows:

"6.7.2.2.17 Thermal insulation directly in contact with the shell intended for substances transported at elevated temperature shall have an ignition temperature at least 50 °C higher than the maximum design temperature of the tank."

6.7.2.5 Insert the following new paragraphs to read as follows:

"6.7.2.5.12 The heating system shall be designed or controlled so that a substance cannot reach a temperature at which the pressure in the tank exceeds its MAWP or causes other hazards (e.g. dangerous thermal decomposition).

6.7.2.5.13 The heating system shall be designed or controlled so that power for internal heating elements shall not be available unless the heating elements are completely submerged. The temperature at the surface of the heating elements for internal heating equipment, or the temperature at the shell for external heating equipment shall, in no case, exceed 80% of the autoignition temperature (in °C) of the substance transported.

6.7.2.5.14 If an electrical heating system is installed inside the tank, it shall be equipped with an earth leakage circuit breaker with a releasing current of less than 100 mA.

6.7.2.5.15 Electrical switch cabinets mounted to tanks shall not have a direct connection to the tank interior and shall provide protection of at least the equivalent of type IP56 according to IEC 144 or IEC 529."

6.7.2.19.4 Insert the following new second sentence:

"For tanks only used for the transport of solid substances, other than toxic or corrosive substances that do not liquefy during transport, the hydraulic pressure test may be replaced by a suitable pressure test at 1.5 times the MAWP, subject to competent authority approval."

6.7.4.6.1 In the second sentence replace "fully open a pressure" with "fully open at a pressure".