

## **Economic Commission for Europe**

### **Inland Transport Committee**

#### **Working Party on the Transport of Dangerous Goods**

**12 September 2014**

#### **Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods**

Geneva, 15-19 September 2014

Item 6 of the provisional agenda

#### **Reports of informal working groups**

### **Informal working group on the reduction of the risk of a BLEVE**

#### **Transmitted by the European Industrial Gases Association (EIGA)**

EIGA has been both participating and monitoring the informal working group on the reduction of the risk of a BLEVE. Whilst the carriage of liquefied petroleum gas, (LPG), is a product that only a relatively few EIGA members distribute in bulk, there are concerns for other products that could be involved as a complete list of products has not yet been defined.

As far as we are aware a risk analysis to identify the products, modes of transport and geographical areas in Europe related has not been carried out, (with the exception of Netherlands). We share the view that we are considering a risk that has not been fully evaluated and not compared with other risks that are successfully managed during the carriage of dangerous goods.

EIGA shares many of the concerns that have been identified by informal paper 25 transmitted to the September 2014 session of the Joint Meeting.

In addition to the points that have been raised by inf 25, an EIGA member has advised of a project where foam was used to secure elements of a battery vehicle. This was not for fire protection, but to reduce the gross vehicle weight. It was discovered that the foam was thermally stable, but that metal of the elements of the battery vehicle expanded and contracted more than the foam. This resulted in the foam detaching from the metal and allowing for water ingress and subsequent corrosion of the metal of the individual elements. Following consultations with manufacturers of thermal coatings, these manufacturers have advised that whilst they are qualified for use in static installations, they are not qualified for dynamic applications such as transport. This point is a significant concern for EIGA.

In summary, EIGA considers that adopting the application of thermal coatings without further work to assess these risks and the impact of the measures considered to ensure the long term integrity of transport equipment is premature.

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