

Joint Meeting of the RID Safety Committee and the
Working Party on the Transport of Dangerous Goods
(Geneva, 13-17 October 2003, agenda item 7)

Chapter 4.2 and 6.7, UN Portable Tanks

Transmitted by the International Union of Railways (UIC/IUR)

In document TRANS/WP.15/AC.1/2003/33 - OCTI/RID/GT-III/2003/33 the representative of UIC identified practical problems with the provisions of the new chapters 4.2 and 6.7 on portable tanks. Because discussion of this paper in the plenary meeting was impossible, the document was entrusted to the Working Group on Tanks. Because the Session of the Working Group on Tanks was parallel to the plenary session, the representative of the UIC could not explain the problems raised in his paper to the Working Group.

The Working Group, on the other hand, was unable to solve the problems because earlier proposals from the UIC to the UN Sub-Committee were unknown.

The chairman of the Working Group on Tanks, after the session in March, asked the representative of the UIC to draft a paper with solutions for the problems presented in /2003/33.

Proposals to solve the problems presented in /2003/33:

First problem: the number of the tank instruction of the portable tank, preceded by the letter 'T' should be marked on the tank.

Justification: it would be a great help to fillers, carriers and other participants in the transport of portable tanks, if the number of the tank instruction would be clearly visible on the portable tank, as is the case with the tank code for RID/ADR-tank containers. Such a provision should be included in sub-sections 6.7.2.20, 6.7.3.16 and 6.7.4.15.

Remark: We could not find in chapter 4.2 any Tank Instruction for Multiple Element Gas Containers (MEGC's) according to section 6.7.5. Furthermore, we could not find any entry for a Tank instruction for compressed gases in column (10) of Table A in Chapter 3.2. The same seems to be the case in column (10) of the Dangerous Goods List in the UN Model Regulations.

Question: because UN-MEGC's have no Tank Instruction, where are the gases to be found, permitted for transport in UN-MEGC's?

Second and third problems: These could be solved by adopting the proposals in documents ST/SG/AC.10/C.3/2002/21 and ST/SG/AC.10/C.3/2002/64 to the UN SC TDG for an amendment to the definition of Design Pressure in 6.7.2.1. The purpose of these proposals was to improve the user-friendliness of the definition of design pressure. The design, test and working pressures of the vast majority of the portable tanks are established on the basis of the test pressures in the table of portable tank instructions in 4.2.5.2.6. Therefore, in the definition of design pressure in 6.7.2.1, the complicated

procedure under (b) should be an **alternative** to the simple reference to the values in table 4.2.5.2.6. Consequently the definition of 'design pressure' in 6.7.2.1 should read as follows:

Design pressure means the pressure to be used in calculations required by a recognized pressure vessel code. The design pressure shall be not less than the highest of the following pressures:

- (a) The maximum effective gauge pressure allowed in the shell during filling or discharge;
- (b) Either:
 - (i) (existing text)
 - (ii) (existing text)
 - (iii) (existing text)

or:

two thirds of the minimum test pressure specified in the applicable portable tank instruction in 4.2.5.2.6.
