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INLAND TRANSPORT COMMITTEE

Working Party on the Transport of Dangerous Goods

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Working Party on the Transport of Dangerous Goods
(Geneva, 13-23 September 2005)

TANK CODES

Transmitted by the Government of Portugal

The tank code was introduced in the restructured RID/ADR, with the aim to describe the least stringent tank provisions that are acceptable for the carriage of the relevant substance in tanks.

The second part of the tank code means the calculation pressure, in bar, and according to the table in 4.3.4.1.1 it can be G; 1,5; 2,65; 4; 10;15 or 21.

In Portugal a large number of tanks, most of them designed and constructed before the entry into force of the restructured RID/ADR, have calculation pressures that are different from those specific values. For those cases, the assignment of a tank code could be done in two ways: inscribing the “real” calculation pressure in the tank code or choosing the closest value under the “real” one from the values allowed by the table in 4.3.4.1.1.

The Portuguese delegation thinks that the first possibility is the one that should be followed, in order to avoid dangerous implications on the filling or discharge operations of the tank. Nevertheless, in our interpretation, that first possibility is not currently permitted by RID/ADR.

In order to know if there is some support to a proposal to clarify this issue in RID/ADR, the Portuguese delegation would like to know what has been the experience, if any, in other RID/ADR countries and to ask what is the interpretation and also the opinion of the other delegations about this matter.
