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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on the Transport of Dangerous Goods

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

**REPORT OF THE SESSION**

**Held in Bern from 25 to 28 March 2008**

**Addendum 1\***

**Annex I**

**REPORT OF THE WORKING GROUP ON TANKS**

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## Annex I

### REPORT OF THE WORKING GROUP ON TANKS

1. The working group on tanks met in Bern on 25 and 26 March 2008, concurrently with the RID/ADR/ADN Joint Meeting, which had entrusted it with the relevant mandate.

2. The working group considered the following official and informal documents:

ECE/TRANS/WP.15/AC.1/2007/37 (Switzerland), ECE/TRANS/WP.15/AC.1/2008/5 (OTIF), INF.6 (UIP), INF.10 (Sweden), INF.11 (secretariat), INF.14 (secretariat), INF.16 (European Commission), INF.17 (ECMA), INF.18 (France), INF.28 (Belgium), INF.30 (Belgium), INF.32 (Belgium), INF.33 (AEGPL), INF.39 (AEGPL).

3. The working group was made up of 23 experts from nine countries and four international non-governmental organizations.

4. The order of discussion of the documents was determined by the requirements and presence of the experts.

**Item 1: Paragraphs 10 and 11 of document ECE/TRANS/WP.15/AC.1/2008/5 (OTIF) - Questions left pending at the forty-fourth session of the RID Committee of Experts (Zagreb, 19-23 November 2007) and transmitted to the Joint Meeting**

5. In principle, standard EN 14025:2003 applied to all types of tanks for gases, subject to compliance with RID/ADR section 6.8.3. The scope of the standard excluded tanks for refrigerated liquefied gases. Therefore, the proposed reference relating to general observance of RID/ADR subsection 6.8.3.1 could not be covered by standard EN 14025. CEN/TC 296 should be requested to extend the reference to apply to all tanks for gases, or to restrict it to the tanks for gases actually listed.

**Item 2: Informal documents INF.16 (European Commission) and INF.30 (Belgium) - Transitory measures for certain provisions adopted by the Joint Meeting**

6. In 2007, the Joint Meeting had adopted a set of amendments regarding the restructuring of Chapter 6.2 and conformity assessments that had been recorded under Chapter 1.8 but had not fully reflected the relevant requirements of the directive on transportable pressure equipment (TPED). As a result, the future European Union directive on the land transport of dangerous goods might conflict with the TPED directive, which was undergoing revision. Such a situation should be avoided, for example, by postponing the entry into force of the requirements of sections 1.8.6 and 1.8.7, etc., until 1 July 2011.

7. The European Commission proposals were endorsed by the working group, with the following amendments:

(a) Add a new subsection 1.6.2.x, to read as follows:

**“1.6.2.x** The requirements of sections 1.8.6 and 1.8.7 and of subsections 6.2.2.9 and 6.2.3.6 for pressure receptacles shall apply as from 1 July 2011 only. Until that date, member States/Contracting Parties shall continue to apply the requirements of 6.2.1.4.1-6.2.1.4.4 applicable as from 1 January 2007.”

(b) Add new 1.6.3.x and 1.6.4.x, to read as follows:

**“1.6.3.x**

**1.6.4.x** The requirements of sections 1.8.6 and 1.8.7 and special provisions TA4 and TT9 of section 6.8.4 shall apply only as from 1 July 2011.”

8. The European Commission would face the same problem if the proposal contained in INF.6 was adopted. In that case the new version of TPED would again be affected. Nevertheless, the European Commission and UIP considered that the text proposed in INF.6 presented significant advantages.

**Item 3: Informal document INF.6 (UIP) - Alignment of approval procedures for tanks transporting Class 3-6, 8 and 9 substances with the rules in the new sections 1.8.6 and 1.8.7**

9. After lengthy discussion, the working group decided that it needed more time to be able to assess the consequences of applying TPED procedures to tanks for liquid substances. While the UIP proposal was advantageous on a free market (in terms of certification and testing, for example), application of the new rules would increase manufacturers' costs.

10. No majority emerged in the working group. UIP was invited to draw up a new proposal with more substantive information or with a more detailed justification. The European Commission was also invited to set out the reasons for its support in a separate document.

**Item 4: Informal document INF.33 (AEGPL) and INF.39 (AEGPL) - Paragraph 6.8.3.2.3: Openings for filling and discharging**

11. In many European countries, spring-loaded non-return valves had long been installed for the filling of tanks for gases. Internal tank-bottom valves also had a spring-activated closing system and thus served as non-return valves. In both cases, no technical safety issues had been noted. The decision taken at the penultimate session of the Joint Meeting prohibited the use of non-return valves. That would mean that many tanks currently in service would no longer be in compliance with the regulations. The working group considered that it was necessary to proceed with an overall revision of 6.8.3.2.3 on the basis of its practical implementation. It raised the question of whether the valve designs currently in use met the requirements of RID/ADR.

12. The working group proposed to take up the proposal adopted at the March 2007 Joint Meeting, and then to revise, on the basis of an informal document, the current text of RID/ADR 6.8.3.2.3 in order to render it more accurate and practically feasible. AEGPL had said that it was prepared to submit the document to the next Joint Meeting.

Delete the following proposed amendment from the provisional notifications in document ECE/TRANS/WP.15/195-OTIF/RID/NOT/2009:

“**6.8.3.2.3** At the end, add the following subparagraph:

‘A non-return valve does not fulfil the provisions of this paragraph.’”

**Item 5: Document ECE/TRANS/WP.15/AC.1/2007/37 (Switzerland) and informal document INF.32 (Belgium) - Refusal of certification following a negative inspection result**

13. The representative of Switzerland said that there was no need to consider his document further.

14. The marking of the tank plate in the event of a negative result, as proposed by Belgium, had already been considered and rejected by a majority at the previous session. As the working group had no new arguments before it, it rejected the Belgian proposal.

**Item 6: Informal document INF.17 (ECMA) - Period of validity of type approvals and transition measures for standards**

15. The working group had no objection to the proposed amendments insofar as the limitation of the validity of type approvals was concerned and endorsed the proposal contained in INF.17. The proposal should apply first to equipment covered by TPED. Once the transposition of TPED was completed, and after other experiences were presented, consideration should also be given to other tanks.

**Item 7: Informal document INF.11 (secretariat) - Reference to standards in Chapters 6.2 and 6.8**

16. The secretariat’s proposal was adopted by the working group.

**Item 8: Informal document INF.14 (secretariat) - Reference to standards EN 14025 and EN 13094 in Chapter 6.8**

17. The secretariat’s proposal to apply standards EN 14025:2008 and EN 13094:2008 only as from 2013 was not supported. If possible, RID/ADR 2009 should include a reference to the 2008 editions of the two standards for tanks.

**Item 9: Informal documents INF.18 (France) and INF.28 (Belgium) - Reference to standards EN 14025:2008 and EN 13094:2008 in Chapter 6.8**

18. France had put forward a proposal requiring the mandatory application of the “new” standards for tanks as from 1 January 2011, with their application authorized, however, as from 1 January 2009. The working group adopted the proposal.

19. There was disagreement only on the requirements subject to mandatory application during the transitional period from 1 January 2009 to 31 December 2010. On that point, France proposed eliminating the mandatory application of the currently referenced standards as from 1 January 2009; that would result in there being no mandatory application of standards for tanks from the beginning of 2009 until the end of 2010.

20. There was no majority in favour of that proposal or of any alternative proposals.

21. Accordingly, the working group requested that the Joint Meeting should decide whether, for subsection 6.8.2.6, as of 1 January 2009:

(a) No tank standard should be the subject of mandatory referencing;

(b) The currently applicable tank standards should remain referenced, as initially contemplated; or

(c) The new tank standards in preparation should be referenced.

**Item 10: Informal document INF.10 (Sweden) - Application of standards in Chapter 6.8**

22. A majority of the working group considered that the general transitional measure of six months for the application of RID/ADR did not apply to standards for which a mandatory application date was indicated in subsection 6.8.2.6.

23. The question thus arose as to which date during the construction phase of tanks should be considered to be the application date for new rules that came into force. That issue could not be resolved and should be the subject of discussion at a forthcoming meeting of the working group.

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