



Economic and Social Council

Distr.: General
6 January 2015

Original: English

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

Bern, 23–27 March 2015

Items 2 and 3 of the provisional agenda

Tanks and Standards

Tanks and Standards: EN 12972:2014 Tanks for transport of dangerous goods – Testing, inspection and marking of metallic tanks

Transmitted by the Government of the United Kingdom^{1,2}

1. EN 12972 was developed to support the European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR).
2. However, EN 12972:2007 and to a greater extent EN 12972:2014 are not compatible with ADR and RID - before the recent formal vote the CEN Consultant had not given a positive assessment of the revised standard and the extensive comments and concerns raised by the national members from the United Kingdom had not been properly addressed (see paragraph 4 below).
3. The national members from the United Kingdom and from the Netherlands voted against the latest revision to the standard at the formal vote stage, and the national members of fifteen countries abstained, all submitting a comment file; but despite the absence of a positive assessment from the CEN Consultant, the revised standard was adopted for publication following the majority vote in favour by the national members of the remaining sixteen countries.
4. The outcome of the vote is a disappointment to the United Kingdom, but more importantly the comments and concerns submitted by the national members from the

¹ In accordance with the programme of work of the Inland Transport Committee for 2014–2015 (ECE/TRANS/240, para. 100, ECE/TRANS/2014/23, cluster 9, para.9.2).

² Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2015/15.

United Kingdom that were not properly taken into account are numerous and significant, meaning that the standard remains incompatible with the requirements of ADR and RID. The following concerns in particular should be noted by the Joint Meeting and the Standards and Tanks Working Groups:

(a) No concordance table has been produced to correlate the provisions of the standard with those of ADR / RID;

(b) The standard does not cover portable tanks as claimed and does not exclude tanks used for the carriage of gases, although such tanks are not adequately addressed when the standard is compared with the requirements of ADR / RID (Clauses 1 and 4.1, and 5.3.6 which is not relevant to portable tanks, and Clauses 4.3, 4.4, 4.5, 4.6, 5.6 (in particular 5.6.3) and 5.7 which do not address tanks used for the carriage of gases);

(c) Misuse of the term “expert” which replaces the term “inspector” (Clause 3.2), changes to the definition of terms used in ADR / RID (Clauses 3.3 and 3.6), and a wider definition of repair that includes the “replacement” of devices and equipment defined in ADR / RID as “service equipment” (Clauses 3.5 and 4.6.2, and Table A.1);

(d) The purpose of the examination of documents is not made clear and the user of the standard is given no advice or guidance (Clauses 5.2.X.2);

(e) There is no warning about the risk of embrittlement when a hydraulic pressure test is undertaken at a temperature below 0°C (Clause 5.6.1);

(f) Extensive changes that are flawed, increase burdens and reduce effectiveness have been made to the hydraulic pressure test without justification, and include new restrictions on the use of gas that are contrary to the provisions in ADR / RID and introduce new risks for tanks used for dangerous goods that have an (explosive) aversion to water (Clause 5.6, in particular Clause 5.6.3.2.3 which seems contrary to EN 13094:2008 Clause 6.5.2, Clause 5.6.4, and Clause 5.6.5 which appears to be a safety at work provision that is beyond the remit of both ADR / RID and the standard);

(g) An optional test pressure that may not be appropriate has been introduced for vacuum testing without justification (Clause 5.7.1);

(h) A special leakproofness test has been introduced for breather devices and bursting discs precedent to a relief valve (Clauses 5.8.2 and 5.8.7) and the option to test at the “static pressure of the filling substance” as permitted by ADR / RID is not included (Clause 5.8.3); and

(i) Normative provisions for tank plates are incompatible with requirements already set out in ADR / RID (Annex E and Annex F).

Proposal

5. Until such time that the CEN Consultant can give a positive assessment of the revised standard, and the comments and concerns raised by the national members from the United Kingdom and other Contracting Parties to ADR and RID have been properly addressed, it would neither be appropriate for EN 12972:2014 to be referenced in ADR and RID, nor legitimate for EN 12972:2014 to be used where the application of the standard is required by the relevant legislation.

6. In the meantime, and in such circumstances, EN12972:2007 should continue to be used whilst the Joint Meeting and the Standards and Tanks Working Groups consider both the comments and concerns that have been raised and what advice can be given to help CEN and the CEN Working Group to deliver a more suitable standard in the future. In any

event, consideration should be given by CEN to begin a new work item to align the standard with ADR and RID as soon as possible.

7. The Government of the United Kingdom will be considering the matter further and may submit additional proposals for discussion at the Joint Meeting and at the meetings of the Standards and Tanks Working Groups.
