

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

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Miscellaneous proposals

23 October 2017

Duplicated indents in sub-section 4.3.3.5

Transmitted by the Government of Sweden

Summary

Executive summary: In sub-section 4.3.3.5, the indents following the paragraphs (a) – (e) read (a) – (g). To have duplicated letters is confusing when these are contained in the same sub-section.

Action to be taken: Amend the reading of the second half of the indents in sub-section 4.3.3.5.

Introduction

While working with the provisions in ADR and RID, we discovered that the indents in the right column in ADR, sub-section 4.3.3.5 are, to some extent, duplicated. The indents run from (a) – (e) and then continues with (a) – (g). The same applies to sub-section 4.3.3.5 in RID.

To avoid misunderstandings, it is proposed to amend the reading of the second half of the indents in sub-section 4.3.3.5. When searching for cross-references in ADR and RID to sub-section 4.3.3.5 only one is found in ADR (1.6.4.47) and two in RID (1.6.3.45 and 1.6.4.47). However, since these cross-references do not specify a certain indent, no consequential amendment would be needed.

Proposal

Amend sub-section 4.3.3.5 as follows (changes ~~stricken through~~ or underlined):

“4.3.3.5

The actual holding time shall be determined for each journey of a tank-container carrying a refrigerated liquefied gas on the basis of the following:

- (a) The reference holding time for the refrigerated liquefied gas to be carried (see 6.8.3.4.10) as indicated on the plate referred to in 6.8.3.5.4;
- (b) The actual filling density;
- (c) The actual filling pressure;
- (d) The lowest set pressure of the pressure limiting device(s);
- (e) The deterioration of the insulation⁴.

NOTE: ISO 21014:2006 ‘Cryogenic vessels – Cryogenic insulation performance’ details methods of determining the insulation performance of cryogenic vessels and provides a method of calculating the holding time.

The date at which the actual holding time ends shall be entered in the transport document (see 5.4.1.2.2. (d)).

Tank-containers shall not be offered for carriage:

- ~~(a)~~ (f) In an ullage condition liable to produce an unacceptable hydraulic force due to surge within the shell;
- ~~(b)~~ (g) When leaking;
- ~~(e)~~ (h) When damaged to such an extent that the integrity of the tank-container or its lifting or securing arrangements may be affected;
- ~~(d)~~ (i) Unless the service equipment has been examined and found to be in good working order;
- ~~(e)~~ (j) Unless the actual holding time for the refrigerated liquefied gas being carried has been determined;
- ~~(f)~~ (k) Unless the duration of carriage, after taking into consideration any delays which might be encountered, does not exceed the actual holding time;
- ~~(g)~~ (l) Unless the pressure is steady and has been lowered to a level such that the actual holding time may be achieved⁴.”

⁴Guidance is provided in the European Industrial Gases Association (EIGA) document “Methods to prevent the premature activation of relief devices on tanks” available at www.eiga.eu.