Economic Commission for Europe
Inland Transport Committee
Working Party on the Transport of Dangerous Goods

103rd session           23 October 2017
Geneva, 6-10 November 2017
Item 5 (b) of the provisional agenda
Miscellaneous proposals

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 struck 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.


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;
(c) (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.