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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 Joint Meeting of the RID Committee of Experts
and the Working Party on the Transport of Dangerous
Goods on its spring 2019 session***

held in Bern from 18 to 22 March 2019

Addendum****Annex I****Report of the Working Group on Tanks**

1. The Working Group on Tanks met from 18 to 20 March 2019 in Bern on the basis of the mandate from the RID/ADR/ADN Joint Meeting, under the chairmanship of Mr. Arne Bale (United Kingdom) Mr. Kees de Putter (Netherlands) as secretary. The relevant documents were submitted to the plenary session and transferred to the Working Group for consideration.
2. The Working Group on Tanks, consisting of 26 experts from 13 countries and 4 non-governmental organizations, the European Union (European Commission and European Union Agency for Railways), dealt with the following official and informal documents:

* Circulated by the Intergovernmental Organization for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2019-A. Unless otherwise indicated, the other documents referred to in this report under the symbol ECE/TRANS/WP.15/AC.1/ followed by the year and a serial number were circulated by OTIF under the symbol OTIF/RID/RC/ followed by the year and the same serial number.

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Documents: ECE/TRANS/WP.15/AC.1/2019/1 (Belarus)
ECE/TRANS/WP.15/AC.1/2019/3 (Belgium)
ECE/TRANS/WP.15/AC.1/2019/6 (ITCO)
ECE/TRANS/WP.15/AC.1/2019/7 (Romania)
ECE/TRANS/WP.15/AC.1/2019/17 (United Kingdom)
ECE/TRANS/WP.15/AC.1/2019/18 (United Kingdom)
ECE/TRANS/WP.15/AC.1/2019/19 (Poland)

Informal documents: INF.5 (United Kingdom)
INF.11 (United Kingdom)
INF.12 (United Kingdom)
INF.13 (United Kingdom)
INF.14 (Netherlands)
INF.16 (UIP)
INF.19 (Germany)
INF.21 (Netherlands)
INF.25 (European Commission)
INF.29 (United Kingdom)

3. Due to time constraints informal documents INF.30 and INF.31 (United Kingdom) could not be discussed. The Working Group on Tanks noted that document ECE/TRANS/WP.15/AC.1/2019/2 would be discussed by the Working Group on Standards before being considered in plenary.

Item 1: Amendment to the text of 6.8.2.5.1 of ADR

Document: ECE/TRANS/WP.15/AC.1/2019/1 (Belarus)

Informal document: INF.29 (United Kingdom)

4. The proposal to amend 6.8.2.5.1 by replacing the term “test” by “inspection” was widely supported and adopted. It was said that periodic inspection and intermediate inspection contained several elements among others one or more tests and that the date was only applied when all elements of the inspection were completed with positive results.

Proposal 1:

6.8.2.5.1 Amend the ninth indent of 6.8.2.5.1 (RID/ADR) to read (new wording in *italics/underlined* and deleted wording ~~stricken through~~):

“- date and type of the most recent ~~test~~ *inspection*: “month, year” followed by a “P” when the inspection is the initial ~~test~~ *inspection* or a periodic ~~test~~ *inspection* in accordance with 6.8.2.4.1 and 6.8.2.4.2, or “month, year” followed by an “L” when the ~~test~~ *inspection* is an intermediate ~~test~~ *inspection* in accordance with 6.8.2.4.3;”.

5. The consequential amendments in informal document INF.29 were adopted. However, it was decided that “inspection” in the tenth indent of 6.8.2.5.1 and the eighth indent of 6.8.3.5.10 should be singular as each entry of a date would be done by one expert or one inspection body. It was also agreed that in 6.8.4 (d) TT6 the wording could be further simplified.

Proposal 2:

Amend the following paragraphs (new wording in *italics/underlined* and deleted wording ~~stricken through~~):

6.8.2.5.1 (RID/ADR), tenth indent:

“- stamp of the expert who carried out the ~~tests~~ *inspection*”.

6.8.3.5.10 (RID/ADR), seventh and eighth indents:

“- date (month and year) of initial ~~test~~ *inspection* and most recent periodic ~~test~~ *inspection* in accordance with 6.8.3.4.12 and 6.8.3.4.15)”.

“- stamp of the expert who carried out the ~~tests~~ *inspection*.”.

6.8.3.5.11 (RID only), last indent in the left-hand column:

“- the date (month, year) of the next ~~test~~ *inspection* in accordance with 6.8.2.4.3 and 6.8.3.4.15.”.

6.8.4 (d) (RID/ADR)

TT6 Amend the text in the left-hand column to read:

“TT6 The periodic ~~tests~~ *inspection*, ~~including the hydraulic pressure test~~, shall be carried out at least every 3 years.”.

TT8 Amend the first paragraph to read:

“Tanks on which the proper shipping name required for the entry UN 1005 AMMONIA, ANHYDROUS is marked in accordance with 6.8.3.5.1 to 6.8.3.5.3 and constructed of fine-grained steel with a yield strength of more than 400 N/mm² in accordance with the material standard, shall be subjected at each periodic ~~test~~ *inspection* according to 6.8.2.4.2, to magnetic particle inspections to detect surface cracking.”.

6.10.4 Amend as follows:

(RID:)

“Vacuum-operated waste tanks shall be subject at least every two and a half years for tank-containers and tank swap bodies to an examination of the internal condition, in addition to the ~~tests~~ *inspection* according to 6.8.2.4.3”.

(ADR:)

“Vacuum-operated waste tanks shall be subject every three years for fixed tanks or demountable tanks and at least every two and a half years for tank-containers and tank swap bodies to an examination of the internal condition, in addition to the ~~tests~~ *inspection* according to 6.8.2.4.3”.

6. Regarding the question raised by Belgium in plenary it was decided that the term “exceptional check” in 6.8.2.4.4 should be replaced by “exceptional inspection”. As there was no formal proposal for the amendment it was suggested that the informal working group on the inspection and certification of tanks that would meet in London in June 2019 (the “London” working group) should take this on board. During the discussion it was recognized that other consequential amendments concerning changing “test(s)” to “inspection(s)” were required. It was agreed to entrust their consideration to the London working group as well.

Item 2: Application of 6.7.1.3, carriage of a product classified under UN No. 3160 in T50 portable tanks

Document: ECE/TRANS/WP.15/AC.1/2019/3 (Belgium)

7. The Working Group noted that trifluorochloroethylene assigned to UN 3160 is allowed to be carried in portable tanks under an interim approval according to 6.7.1.3 of the

IMDG Code. Belgium is requested by a consignor to issue an interim approval for inland carriage since the country of origin will now be Belgium.

8. It was also noted that the interim approval had been made under the IMDG Code to allow for carriage while applying for introduction of applicable provisions in the regulations.

9. A proposal for assigning a portable tank instruction for this substance should be submitted to the Sub-Committee of Experts on the Transport of Dangerous Goods.

Item 3: Amendment of section 1.2.1 (Definitions)

Document: ECE/TRANS/WP.15/AC.1/2019/6 (ITCO)

10. The “enterprise in whose name the tank-container/portable tank is registered” is often a financial entity such as a leasing company or bank and takes no part in the tank-container/portable tank operator's safety obligations. The tank is leased or otherwise made financially available by legally enforceable contract between the registered owner e.g. the bank or leasing company and the tank-container/portable tank operator.

11. ITCO submitted informal document INF.7 to the autumn 2018 session of the Joint Meeting, which was discussed by the Working Group on Tanks. At that time, it was noticed that the definition in RID also addressed the operator of tank-wagons and indirectly tank-wagon keepers. ITCO was asked to check if the amendment would create problems for the tank-wagon operator and tank-wagon keeper.

12. UIP stated that the operator of a tank-wagon is also the enterprise that registers the tank-wagon and that the amendment by ITCO would not improve the understanding in the case of tank-wagon operator or keeper. After considering several alternative options the Working Group could not come to a conclusion. It was decided that the document should be kept on the agenda for the next session.

13. In absence of the representative of ITCO the following options and ideas were considered for future discussion.

For ADR:

“Tank-container/portable tank operator” means any enterprise in whose name the tank-container/portable tank is ~~registered~~ operated.”

or

“Tank-container/portable tank operator” means any enterprise that operates a tank-container/portable tank. Where the operator is not the owner, the operator is the enterprise to which the tank-container/portable tank is leased or otherwise made available for use by a legally enforceable contract.”

or

“Tank-container/portable tank operator” means any enterprise being the owner of a tank-container/portable tank or having the right to use it.”

For RID:

“Operator of a tank-container, portable tank or tank-wagon” means any enterprise in whose name the tank-container, portable tank or tank-wagon is operated ~~registered or approved for transport~~.”

or

“Operator of a tank-container, portable tank or tank-wagon” means any enterprise that operates a tank-container, portable tank or tank-wagon. Where the operator is

not the owner, the operator is the enterprise to which the tank-container, portable tank or tank-wagon is leased or otherwise made available by a legally enforceable contract.”.

or

“*Operator of a tank-container or portable tank*” means any enterprise in whose name the tank-container or portable tank is operated.”.

“*Operator of a tank-wagon*” means any enterprise in whose name the tank-wagon is registered or approved for transport.”.

Item 4: Proposal of amendments related to the terms “risk” and “hazard/danger” in the context of RID/ADR/ADN

Document: ECE/TRANS/WP.15/AC.1/2019/7 (Romania)

14. The items related to chapters 4.3, 6.8 and 6.10 were discussed as requested by the Joint Meeting during the introduction of the document in plenary. For Chapter 4.3 it was felt that the amendment in the English version (amending “additional hazard” in “other subsidiary hazard”) could be justified but that the corresponding amendment in the French version would be less straight forward and required more consideration. Concerning the amendments for chapters 6.8 and 6.10 it was felt that “risk” would be more appropriate than “danger” for mechanical constructions.

15. The representative of Romania agreed to take the comments made to the informal working group on the drafting of definitions for the terms “risk” and “hazard/danger” in the context of the RID/ADR/ADN meeting for further consideration.

Item 5: Clarification of protection required for the fittings and accessories mounted on the upper part of vacuum-operated waste tanks

Document: ECE/TRANS/WP.15/AC.1/2019/17 (United Kingdom)

16. Two arguments apply to protection of equipment mounted on top of tanks in general, in 6.8.2.1.28 for protection against overturning, and in 6.8.2.2.1 for protection against being wrenched off or damage during carriage or handling. For vacuum operated waste tanks according to 6.10.3.1, protection against being wrenched off during carriage and handling is provided if placed in a so called “protected area” as specified in 6.10.1.1.1. However, 6.10.3.1 is worded in such a way that it does not address the protection against overturning as required by 6.8.2.1.28.

17. Two views were expressed. One was that the application of 6.8.2.1.28 was not overtaken by Chapter 6.10 and was not excluded in 6.10.1.2.1, the conclusion based on the wording of ADR was that vacuum-operated waste tanks have to comply with 6.8.2.1.28. The other was that the applicability of 6.8.2.1.28 was never intended to apply when equipment is placed in a so called “protected area”.

18. It was also stated by some experts that there have been only a limited number of accidents, and that in the accidents with tanks without protection there was no loss of contents reported due to damaged equipment. However, some particular designs may benefit from additional protection, while in other cases equipment is protected by other elements such as hose reels or suction booms.

19. Following discussion, it was not possible to reach a conclusion. However, it was agreed that the text should be clarified to ensure a common interpretation and the United Kingdom was invited on behalf of the Working Group to submit a revised document for a future session taking into account the comments made.

Item 6: Report of the ninth session of the informal working group on the inspection and certification of tanks

Document: ECE/TRANS/WP.15/AC.1/2019/18 (United Kingdom)

Informal documents: INF.11, INF.12 and INF.13 (United Kingdom)
INF.21 (Netherlands)
INF.25 (European Commission)

20. The chair of the informal working group introduced the documents from the informal working group. The informal working group had met twice since the last session of the Joint Meeting and document ECE/TRANS/WP.15/AC.1/2019/18 and informal document INF.11 contain the reports of these meetings. Special attention was drawn to informal document INF.12 that contained in Annex I the fundamental principles on which the work was done. However, it was felt that it would be helpful for the discussions if an overview of the main objectives of the project was provided, namely to establish a common approach of reciprocal recognition for the administrative controls and procedures for conformity assessments, type approval certification and inspections, in which:

(a) inspection bodies are approved based on EN ISO/IEC 17020 and may be recognised by other RID contracting states/ADR contracting parties;

(b) such bodies are clearly made responsible for checking the conformity of the complete tank irrespective of wherever the various components are manufactured; and

(c) an entry into service verification is introduced for certain circumstances to ensure that the requirements of RID/ADR are fulfilled.

21. It was noted that some questions and reservations remained since the last session of the informal working group. Informal document INF.13 contains the complete reworded sections 1.8.6, 1.8.7 and the amendments to Chapter 6.8. The questions and reservations in square brackets were considered by the Working Group on Tanks.

22. Attention was drawn in informal document INF.21 to the benefits of having a national approval system for inspection bodies. The expert from the Netherlands expressed the view that systems based on the fundamental requirements of ISO 17020 were being applied in the Netherlands with very good results.

23. The representative of the European Commission presented informal document INF.25 where several amendments were proposed to help ensure the proper functioning of the “Transportable Pressure Equipment Directive” (Directive 2010/35/EU)¹. In particular discussion on the subject of a national system for the approval of inspection bodies led to new wording for 1.8.6.2.1 as follows:

“When the competent authority approves an inspection body, the approval scheme shall be based on EN ISO/IEC 17020:2012 (except clause 8.1.3) type A, or type B when allowed in chapter 6.2.

Except when 6.2.2.11, 6.2.3.6 and TA4 and TT9 of 6.8.4 apply, competent authorities may decide not to use accreditation according to EN ISO/IEC 17020:2012. In these circumstances the competent authority shall provide all the documentary evidence necessary for the verification of the competence and independence of the inspection bodies in accordance with 1.8.6.2.4.

When the competent authority does not approve inspection bodies but performs these tasks itself, the competent authority shall meet the provisions of 1.8.6.3.”

¹ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32010L0035>

24. After revising informal document INF.13 and the wording above, the experts of the Working Group on Tanks considered that from a technical point of view, there could be confidence that the amendments would be effective. Some wording had to remain in square brackets mainly for editorial reasons, although one issue concerning the work done by inspection bodies in other territories was yet to be discussed.

25. Also, as this was the first time the complete set of amendments was available it was felt that the impact of the proposed wording should be further considered at the next meeting of the informal working group to be held in London on 12 to 14 June 2019. Delegates are invited to consider the proposals and submit comments to the informal working group in due time to enable the text to be finalized at this meeting with a view to adoption at the autumn session of the Joint Meeting.

Item 7: Carriage of tanks, battery-wagons/battery-vehicles and MEGCs following the expiry of deadlines for intermediate inspections

Document: ECE/TRANS/WP.15/AC.1/2019/19 (Poland)

26. An amendment to paragraph 4.3.2.3.7 was adopted at the March 2016 session of the Joint Meeting, to allow carriage for an additional month after the expiry of the next periodic inspection when the tank was filled before that date. However, this option was not included for the intermediate inspection although according to 6.8.2.4.3 the intermediate inspection can take place 3 months before or after the specified date, thus adding three months.

27. Poland proposes amendments to 4.3.2.3.7 to allow carriage when the tank is filled before the specified date for the intermediate inspection (based on the date of the previous inspection) up to 3 months after that date, thus allowing the three months given in 6.8.2.4.3.

28. Discussion evolved on the exact meaning of the wording “within three months before or after the specified date” in the first paragraph of 6.8.2.4.3. It was said that the intention is that the intermediate inspections may be performed up to 3 months after the specified date but that the tank may from the specified date no longer be used for carriage of dangerous goods.

29. The proposal was agreed in principle, but the group considered that its wording could be further improved and decided to adopt it in square brackets for the time being pending its editorial review.

Proposal 3

Amend 4.3.2.3.7 to read as follows (new text is shown in **bold, underlined**, deleted text is ~~crossed out~~):

“4.3.2.3.7 Tank-wagons, demountable tanks, battery-wagons (RID)/Fixed tanks (tank-vehicles), demountable tanks, battery-vehicles (ADR), tank-containers, tank swap bodies and MEGCs may not be filled or offered for carriage after the **specified date** ~~deadline~~ for the ~~test or~~ inspection required by 6.8.2.4.2, **6.8.2.4.3**, 6.8.3.4.6 and 6.8.3.4.12 ~~has expired~~.

However, tank-wagons, demountable tanks, battery-wagons (RID)/fixed tanks (tank-vehicles), demountable tanks, battery-vehicles (ADR), tank-containers, tank swap bodies and MEGCs filled prior to the **specified** date ~~of expiry~~ of the last ~~periodic~~ inspection may be carried:

- (a) for a period not to exceed one month after the **specified date for the of expiry of these deadlines** ~~the last periodic inspection~~;
- (b) unless otherwise approved by the competent authority, for a period not to exceed three months after the **specified date for the** ~~expiry of these deadlines~~

the last periodic inspection in order to allow the return of dangerous goods for proper disposal or recycling. Reference to this exemption shall be mentioned in the transport document;

(c) for a period not to exceed three months after the specified date for the intermediate inspection as specified in 6.8.2.4.3.”].

Item 8: Testing pressure relief valves of liquid petroleum gas (LPG) road tankers at intermediate inspections

Informal document: INF.5 (United Kingdom)

30. The Working Group on Tanks was informed of the preliminary findings of the LPG road tanker pressure relief valve test programme being undertaken in the United Kingdom. The purpose of the test programme is to build up an evidence base that will allow inspection bodies at intermediate inspections to justify a check of the documentation or the marking of pressure relief valve set pressures (as permitted by EN 14334:2014) rather than physically testing such valves (as required by EN 12972:2007 and 2018). During the test programme, 145 valves had been tested so far with only one showing a deviating opening pressure. This remaining valve opened (and resealed) at a pressure below its marked set pressure and this is thought to be due to the valve being incorrectly set prior to installation. Besides this all functioned properly.

31. The working group thanked the United Kingdom for the information. It was noted that tanks constructed according to EN 12493 could be inspected based on EN 14334 which allows visual inspection of the pressure relief valve.

Item 9: Approval of portable tanks as tank-containers

Informal document: INF.14 (Netherlands)

32. It can be argued that approval of portable tanks as tank-containers may be confusing for inspection bodies, users and enforcers, thus increasing the risk of dangerous situations. However, industry felt there are certain benefits of having dual approval (see paragraph 33) and it is suggested that when the benefits by having approval as tank-container also apply to portable tanks (see paragraph 34) dual approval will stop.

33. The following arguments for dual approval were presented: absence of a portable tank instruction for entries that do have a tank code; allowance of bottom discharge for tank-containers while top-discharge is prescribed for portable tanks; and a higher degree of filling for tank-containers.

34. The expert of the Netherlands explained that an option could be to introduce additional portable tank instructions in Table A of Chapter 3.2, that would be applicable for inland transport use only and should be clearly recognizable as such. The same could apply for a special provision or special provisions to allow for a similar degree of filling as for tank-containers clearly recognizable for inland transport use only. However, it was noted that organizing tank instructions in an orderly fashion to achieve this goal would involve a lot work and that there should be agreement in principle for such way forward.

35. Several experts considered that this approach would have positive results in preventing dual approvals. Most delegations expressed the view that dual approvals should no longer be issued. It was then decided that there was no need to continue with the project.

Item 10: Interpretation of requirements by EN 14025: minimum diameter of manholes in tanks

Informal document: INF.16 (UIP)

36. EN 14025 requires manholes in tanks to be a minimum of 500 mm in diameter. However, the reference in EN 14025:2008 to EN 12561 allows for standard flanges that have an outside diameter slightly over 500 mm but an internal diameter of 492 mm due to the wall thickness. In the past tank-wagons were built with manholes with these standard flanges but as the reference is no longer included in EN 14025 the discussion is whether standard flanges with an internal diameter of 492 mm may still be used.

37. It was stated that the minimum internal diameter of 500 mm needs to be satisfied. It was said that in that case a transitional measure could be required for tank-wagons built according to EN 14025:2008.

Item 11: Sub-section 6.9.1.3 of RID/ADR: Heating elements for fibre-reinforced plastics (FRP) tanks

Informal document: INF.19 (Germany)

38. Germany requested an interpretation on whether heating elements are allowed on FRP tanks. Although in the English and French texts the wording of 6.9.1.3 states that “heating elements shall not be used for FRP tanks” as this appears in the chapter dealing with design and construction of these tanks, the majority view was that these tanks should not be equipped with heating elements.
