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Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods (Berne, 16 - 20 March 2020)

Agenda item 2: Tanks

Additional information on proposals ECE/TRANS/WP.15/AC.1/31 to 35 submitted by Russia

Information from the Secretariat of OTIF

Introduction

1. Russia has submitted documents ECE/TRANS/WP.15/AC.1/31 to 35 to the RID/ADR/ADN Joint Meeting (Berne, 16 to 20 March 2020).
2. A preliminary discussion on the issues described in the five documents took place at the 11th session of the RID Committee of Experts' standing working group (Vienna, 25 to 28 November 2019) on the basis of document [OTIF/RID/CE/GTP/2019/5/Rev.1](#) and informal documents [INF.5](#) and [INF.6](#).
3. An extract from the report of the 11th session of the RID Committee of Experts' standing working group (document OTIF/RID/CE/GTP/2019-A) is reproduced below. To help find the parts of the report where the various points presented in documents ECE/TRANS/WP.15/AC.1/31, 33 and 34 were dealt with, headings highlighted in grey have been inserted, which the original version of the report did not contain.
4. The standing working group was unable to take a position on the issues addressed in documents ECE/TRANS/WP.15/AC.1/2020/32 and 35. As a result, the relevant extracts from the report of the standing working group have not been reproduced below.

Extract from the report of the 11th session of the RID Committee of Experts' standing working group

ITEM 7: Harmonisation of RID and SMGS Annex 2

Key differences between RID and GOST requirements for the manufacture, equipment, design and testing of tank-wagons

Document: [OTIF/RID/CE/GTP/2019/5/Rev.1](#) (Russia)

Informal documents: [INF.5](#) (Russia)
[INF.6](#) (Russia)

56. Using his two presentations, the representative of Russia informed the standing working group of the progress of work on the new Chapter 6.20 of SMGS Annex 2 (Construction and testing provisions for 1520 mm gauge tank-wagons) and the questions this work had raised in terms of the construction and testing provisions for standard gauge tank-wagons.

(...)

Document ECE/TRANS/WP.15/AC.1/2020/31

67. The representative of Russia introduced his proposal in paragraph 22 of informal document INF.5 to amend special provision TE 14. The amendment would mean that TE 14 would also take account of tank-wagons equipped with thermal insulation and a heating system, which are used, for example, for the carriage of sulphur, molten (UN 2448) or liquid pitch (UN 2810). On these tank-wagons, the thermal insulation does not enter into direct contact with the shell, but with the heating system.
68. The standing working group welcomed this proposal from Russia. As special provision TE 14 is contained in both RID and ADR, the group asked the representative of Russia to submit a corresponding proposal to the RID/ADR/ADN Joint Meeting's working group on tanks.

(...)

Document ECE/TRANS/WP.15/AC.1/2020/33

70. The representative of Russia pointed out that the provisions of RID for calculating the minimum wall thickness of the shell were not clear and could be interpreted in different ways. In particular, he drew attention to the fact that for all metals and alloys, 6.8.2.1.16 specified the permissible stress values σ at the test pressure only, but not at the calculation and test pressure and that the requirements of 6.8.2.1.13 contradict the requirements of 6.8.2.4.1. The representative of UIP confirmed that the provision in 6.8.2.1.16 should be checked. The standing working group therefore asked the representative of Russia to submit a corresponding proposal to the RID/ADR/ADN Joint Meeting's working group on tanks.

Document ECE/TRANS/WP.15/AC.1/2020/34

71. With regard to the carriage of highly concentrated nitric acid (UN 2031) with more than 70% acid content, the representative of Russia pointed out that RID specified different materials requirements for packagings, portable tanks and shells of tank-wagons for the carriage of this substance. The body and heads of drums or jerricans had to be made of aluminium with a purity of at least 99% or of an aluminium alloy, whereas no requirements concerning the materials were specified for portable tanks in this case. For the shells of tank-wagons, special provision TC 6 specified that only aluminium not less than 99.5% pure could be used. As shells made of aluminium with this degree of purity required a greater wall thickness, this created an economic disadvantage for tank-wagon manufacturers.

72. The representative of Russia informed the standing working group that in his country, research and laboratory tests had been carried out which, for aluminium alloys in highly concentrated nitric acid, confirmed a corrosion rate comparable to aluminium at least 99.5% pure. For this reason, he proposed that the carriage of highly concentrated nitric acid be permitted in tank-wagons with shells made of aluminium alloys.
73. The representatives of UIP and the United Kingdom agreed with Russia's comments and said they would welcome further examination of this issue by the RID/ADR/ADN Joint Meeting's working group on tanks. The representative of Russia was asked to prepare an appropriate document.

(...)
