



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, 14–18 March 2022

Item 2 of the provisional agenda

Tanks**Definition of “extra-large tank-containers” and consequential amendments****Transmitted by the European Chemical Industry Council (Cefic) and
the International Union of Wagon Keepers UIP*, **, *******Introduction**

1. At its March 2021 session, the Joint Meeting already discussed some points in relation with the general item on “extra-large tank-containers”. On openings, it was proposed to include a new wording in the right-hand column of RID/ADR 6.8.2.2.4, (see document ECE/TRANS/WP.15/AC.1/2022/2 of the OTIF Secretariat).
2. However, some questions, such as the definition of such tank-containers, were deferred for further discussion at the RID Committee of Experts' standing working group, where Cefic and UIP proposed a definition of extra-large tank-containers and, as another consequential amendment, the implementation of a minimum wall thickness of the shell of 4.5 mm, as is currently required for tank-wagons.
3. As a result of that discussion and in line with the report of the thirteenth session of the RID Committee of Experts' standing working group (document OTIF/RID/CE/GTP/2021-A), Cefic and UIP would like to make the following proposals.

Proposals

4. Include a new definition in 1.2.1 under the term “container”:
“*Extra-large tank-container (BTC)*” means a tank-container with a volume of more than 40,000 litres that is mainly used for rail transport due to its size and gross mass.”

* A/76/6 (Sect.20), para. 20.76.

** Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2022/7.

*** This document was scheduled for publication after the standard publication date owing to circumstances beyond the submitter's control.

5. In 6.8.2.1.18 in the right hand-column, amend the third sub-paragraph to read as follows (new text in bold):

“Whatever the metal used, the shell thickness shall in no case be less than 3 mm **or 4.5 mm if the tank is an extra-large tank-container (BTC)**”.

6. Other amendments, e.g. in 6.8.2.1.19, are not proposed, as this reduction to 3.0 mm is based on additional protection as specified in 6.8.2.1.20, whereas the reduction is only allowed if the protecting mechanism provides protection proportional to the thickness initially required.

7. In 1.6.4, insert a new transitional measure 1.6.4.62 to read as follows:

“1.6.4.62 Extra-large tank-containers constructed before 1 July 2023 in accordance with the requirements in force up to 31 December 2022, but which do not conform to the requirements of 6.8.2.1.18 regarding the thickness of the shell, applicable as from 1 January 2023, may still be used.”

Annex

13th session of the RID Committee of Experts' standing working group (Geneva/hybrid, 15 – 18 November 2021)

Excerpt of report OTIF/RID/CE/GTP/2021-A

B. New proposals

Proposals to adapt Chapter 6.8 to take account of extra-large tank-containers

Informal document: INF.11 (UIP and Cefic)

Definition of extra-large tank-containers

24. **The standing working group agreed with the principle of including a definition of extra-large tank-containers, which would provide for a capacity of more than 40,000 litres, in order to distinguish them from ISO tank-containers.** This limit had already been proposed by the International Tank Container Organisation (ITCO) in informal document INF.45 from the Joint Meeting in September 2020. There was no support for the proposal to call these tank-containers “(liquid) bulk tank-containers” in English and to use the abbreviation “BTC” for them. This abbreviation used by a single chemical company should not appear in the regulations. **It was agreed to refer to these tank-containers in the respective languages as "extra-large tank-containers" and “très grands conteneurs-citernes”.**

25. **On the basis of these decisions, the standing working group asked the representatives of UIP and Cefic to submit a proposal to the Joint Meeting in March 2022 (deadline: 17 December 2021) so that this definition could be included in the 2023 editions of RID and ADR.** Like the definition of large container that appears under the definition of container in 1.2.1, this new definition could be inserted under the definition of tank-container. The proposal by UIP and Cefic should also include a transitional measure.

26. The representative of UIC confirmed that this new definition had no impact on the UIC documentation, even though this documentation was based on a limit of 36,000 kg.

6.8.2.2.4

27. On the basis of the decision to include a definition of extra-large tank-containers and to set the limit at 40,000 litres, the standing working group adapted the amendment instruction for 6.8.2.2.4 contained in square brackets in document 2021/5. It also decided to use the term "substances in the liquid state" to align with 4.3.2.2.4 (see Annex I). **The Secretariat was requested to submit these decisions of the standing working group to the Joint Meeting in March 2022. Pending confirmation by the Joint Meeting, the amendment to 6.8.2.2.4 would remain in square brackets.**

Minimum wall thickness

28. In informal document INF.11, Cefic and UIP proposed a minimum wall thickness of 4.5 mm for extra-large tank-containers, irrespective of the material used. According to the representative of Cefic, a minimum wall thickness of 3 mm had previously been used for extra-large tank-containers, as for ISO tank-containers, which had been increased to 3.4 mm in order to allow for corrosion.

29. The representative of Belgium explained that discussions in the working group on tank and vehicle technology had led to the manufacturer Van Hool increasing the wall thickness to 4.13 mm for the extra-large tank-containers it built.

30. **The standing working group agreed with the principle of setting the minimum wall thickness at 4.5 mm in the 2023 edition of RID. The representatives of UIP and Cefic were requested to submit a proposal, including a corresponding transitional measure, to the Joint Meeting in March 2022 (deadline: 17 December 2021), justifying**

any necessary consequential amendments, particularly with regard to the non-applicability of the third-root formula.
