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Joint Meeting of the RID Safety Committee and the
Working Party on the Transport of Dangerous Goods
(Geneva, 13-17 September 2004)

TANKS

Chapters 4.2, 4.3 and 6.8: Hierarchy of tanks and special provisions

Transmitted by the International Union of Railways (UIC)*

The secretariat has received from the Central Office for International Carriage by Rail (OCTI) the proposal reproduced below.

In the case of portable tanks and RID/ADR tanks, provision is made for a hierarchy of tanks in each instance in paragraphs 4.2.5.2.5, 4.3.3.1.2 and 4.3.4.1.2. On the basis of this hierarchy, other (higher-performance) tanks than those indicated in columns (10) or (12), with a different tank instruction or a different tank code, may be used.

For certain types of tank and for certain substances, columns (11) or (13) refer to special provisions, in addition to tank instructions and tank codes. These special provisions are listed in subsection 4.2.5.3 and in sections 4.3.5 and 6.8.4.

* Circulated by the Central Office for International Carriage by Rail (OCTI) under the symbol OCTI/RID/GT-III/2004/12.

When a higher-performance tank is used, it is not clear how the special provisions applicable to that tank are to be identified.

For UN No. 1240, methanol, for example, Table A gives the tank code L4BH and special provisions TU15 and TE15. Methanol, however, may also be carried in a tank with the tank code L10CH. What special provisions are applicable to that tank: the special provisions linked to L4BH (TU15 and TE15), or the special provisions linked to L10CH (TU14, TU15 and TE21)? The second possibility would be the logical solution since TE21 with bottom discharge of the L4BH type is technically impossible.

There is a similar lack of clarity for portable tanks. For UN No. 1090, acetone, for example, tank instruction T4 and special provision TP1 apply. Acetone may, however, also be carried in tanks according to tank instruction T11. Generally speaking, however, tank instruction T11 is linked to special provision TP2. Which special provision applies to the carriage of acetone in tanks according to tank instruction T11: TP1 or TP2? In the circumstances, TP1, for example, would also be logical.

Another irritating feature is that a tank instruction or a tank code is not always linked to the same special provisions.

The International Union of Railways urgently requests the Joint Meeting to resolve this problem, especially as applicable special provisions TC, TE and TA in accordance with section 6.8.4 must be indicated on the tank-wagon or tank-container as from 1 January 2005 (see 6.8.2.5.2).
