

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

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Interpretation of RID/ADR/ADN

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Particulars inscribed on the tank plates

Transmitted by the Government of Portugal

Summary

At the last session of the Portuguese Committee on the Transport of Dangerous Goods (CNTMP- Comissão Nacional de Transporte de Mercadorias Perigosas) questions arise from one member, concerning the best manner on how the particulars should be inscribed on the plates fixed to the tanks. In our opinion, it might be the case of some ambiguity in the texts, since some operators use a combination of three plates (manufacturer information, operator information, additional particulars) to complete their duties referring information. The question of how to cover up non pertinent information on multiple purpose tanks (according 4.3.3.3.2) is also on discussion.

Detailed Description

The additional particulars mentioned in 6.8.2.5.2 (all classes) shall be added to the plate (or marking) prescribed in 6.8.2.5.1. This plate shall include the following information (we quote):

“6.8.2.5.1 Every tank shall be fitted with a corrosion-resistant metal plate permanently attached to the tank in a place readily accessible for inspection. The following particulars at least shall be marked on the plate by stamping or by any other similar method. These particulars may be engraved directly on the walls of the shell itself, if the walls are so reinforced that the strength of the shell is not impaired¹³:

- approval number;
- manufacturer's name or mark;
- manufacturer's serial number;
- year of manufacture;
- test pressure (gauge pressure);
- (...)

¹³ Add the units of measurement after the numerical values.

- test pressure on the shell as a whole and test pressure by compartment in MPa or bar (gauge pressure) where the pressure by compartment is less than the pressure on the shell.

In addition, the maximum working pressure allowed shall be inscribed on pressure-filled or pressure-discharge tanks.”

On the other hand particulars referring class 2 e.g. the inscription of proper shipping names of the n.o.s. entry followed by the technical name (with alternatives described by note 16 to the text) are covered by the following paragraphs:

“6.8.3.5.2 *On tanks intended for the carriage of only one substance:*

- the proper shipping name of the gas and, in addition for gases classified under an n.o.s. entry, the technical name¹⁶;

This indication shall be supplemented:

- in the case of tanks intended for the carriage of compressed gases filled by volume (pressure), by an indication of the maximum filling pressure at 15 °C permitted for the tank; and
- in the case of tanks intended for the carriage of compressed gases filled by mass, and of liquefied gases, refrigerated liquefied gases or dissolved gases by an indication of the maximum permissible load mass in kg and of the filling temperature if below 20 °C.

6.8.3.5.3 *On multipurpose tanks:*

- the proper shipping names of the gases and, in addition for gases classified under an n.o.s. entry, the technical name of the gases¹⁶ for whose carriage the tank is approved.

These particulars shall be supplemented by an indication of the maximum permissible load mass in kg for each gas.

6.8.3.5.4 *On tanks intended for the carriage of refrigerated liquefied gases:*

- the maximum working pressure allowed.

6.8.3.5.5 *On tanks equipped with thermal insulation:*

- the inscription "thermally insulated" or "thermally insulated by vacuum".”

¹⁶ *Instead of the proper shipping name or, if applicable, of the proper shipping name of the n.o.s. entry followed by the technical name, the use of the following names is permitted:*

- *for UN No. 1078 refrigerant gas, n.o.s.: mixture F1, mixture F2, mixture F3;*
- *for UN No. 1060 methylacetylene and propadiene mixtures, stabilized: mixture P1, mixture P2;*
- *for UN No. 1965 hydrocarbon gas mixture, liquefied, n.o.s.: mixture A, mixture A01, mixture A02, mixture A0, mixture A1, mixture B1, mixture B2, mixture B, mixture C. The names customary in the trade and mentioned in 2.2.2.3, Classification code 2F, UN No. 1965, Note 1 may be used only as a complement;*
- *for UN No. 1010 Butadienes, stabilized: 1,2-Butadiene, stabilized, 1,3-Butadiene, stabilized.*

Questions:

1. Since 4.3.3.3.2 reads as follows:

"When tanks, battery-vehicles or MEGCs are handed over for carriage, only the particulars specified in 6.8.3.5.6" (particulars complementing those to 6.8.2.5.2) "applicable to the gas loaded or just discharged shall be visible; all particulars concerning *other gases shall be covered up*."

We ask if this is not conflicting with item c) from 6.8.3.5.3 (we quote: "the following shall be inscribed on the tank-vehicle (on the tank itself or on plates)¹³:- "where the tank is a *multipurpose tank*: the proper shipping name of the gas and, for gases classified under an n.o.s. entry, the technical name¹⁶ *of all gases to whose carriage the tank is assigned* with an indication of the maximum permissible load mass in kg for each of them") and what is the best practice in order to fulfil these prescriptions?

2. Wouldn't be easier if marking prescriptions concerning multiple purpose tanks were apart from prescriptions on tanks intended for carrying only one substance?

Conclusion:

We think it would be useful if the Working Group could give some elucidation on these matters, and if possible to make guidelines with examples of what are the best practices.