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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

Geneva, 13–23 September 2011

Item 2 of the provisional agenda

##### Tanks

### Marking of demountable tanks

Transmitted by the Government of the Netherlands<sup>1, 2 \*</sup>

#### *Summary*

**Explanatory summary:** This document describes a proposal for additional marking of demountable tanks.

**Decision to be taken:** Amend 6.8.2.5.2 and 1.6.3.41 of ADR.

**Related documents:** March 11/INF. 13 (Netherlands).  
ECE/TRANS/WP.15/AC.1/122, paragraph 3 and Annex II (amendments 1.6.3.41 and 6.8.2.5.2) (report of the last session).  
ECE/TRANS/WP.15/AC.1/122/Add.1, paragraph 24-28 (report of last session of Working Group on Tanks).

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<sup>1</sup> In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para.106, ECE/TRANS/2010/8, programme activity 02.7 (c)).

<sup>2</sup> Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2011/42.

## Introduction

1. Document March 11/INF. 13 of the Netherlands concerning markings (6.8.2.5.2) for demountable tanks was discussed in the March 2011 session of the Joint Meeting. The Working Group on Tanks was of the opinion that markings for demountable (ADR) tanks should be brought more into line with the markings for tank-containers. The amendment of markings for demountable tanks requires transitional measures for existing tanks.

## Proposal 1

ADR only, new text in italic:

2. The changes in **black italic** are applicable to RID as well.

6.8.2.5.2

The following particulars shall be inscribed on the tank-vehicle (on the tank itself or on plates) <sup>12</sup>:

- name of owner or operator;
- unladen mass *of the tank-vehicle*; and
- maximum permissible mass *of the tank-vehicle*.

*The following particulars shall be inscribed on a demountable tank (on the tank itself or on a plate) <sup>12</sup>:*

- *name of owner or operator;*
- *“demountable tank”;*
- *tare of the tank;*
- *maximum permissible gross mass of the tank.*
- *for the substances according to 4.3.4.1.3, the proper shipping name of the substance(s) accepted for carriage;*
- *tank code according to 4.3.4.1.1;*
- *for substances other than those according to 4.3.4.1.3, the alphanumeric codes of all special provisions TC and TE which are shown in column (13) of Table A of Chapter 3.2 for the substances to be carried in the tank.*

The following particulars shall be inscribed either on the tank-container (on the tank itself or on plates) <sup>12</sup>:

- names of owner and of operator;
- capacity of the shell;
- ***tare of the tank-container;***
- ***maximum permissible ~~laden~~ gross mass of the tank-container;***
- for the substances according to 4.3.4.1.3, the proper shipping name of the substance(s) accepted for carriage;
- tank code according to 4.3.4.1.1;
- for substances other than those according to 4.3.4.1.3, the alphanumeric codes of all special provisions TC and TE which are shown in column (13) of Table A of Chapter 3.2 for the substances to be carried in the tank.

## Proposal 2

ADR only

<sup>12</sup> Add the units of measurement after the numerical values.

3. Insert “and demountable tanks” in the text adopted in the last session of the Joint Meeting, as follows:

“1.6.3.41 Tank-vehicles *and demountable tanks* constructed before 1 July 2013 in accordance with the requirements in force up to 31 December 2012, but which do not, however, meet the marking provisions of 6.8.2.5.2 or 6.8.3.5.6 applicable as from 1 January 2013, may continue to be marked in accordance with the requirements applicable up to 31 December 2012 until the next periodic inspection after 1 July 2013.”

## Justification

4. The table below indicates that information on the use of demountable tanks is limited.

5. Especially the lack of information that is not already required in 6.8.2.5.1 can present a safety risk when incorrect conclusions are drawn by fillers.

| Information required<br>X: on tanks/plate according to 6.8.2.5.2<br>ADR/RID or<br>Y: on the certificate of approval according to<br>9.1.3.5 ADR<br>Z: on the tank/plate according to 6.8.2.5.1<br>ADR/RID | Tank-<br>vehicle | Demountable<br>tank | Tank-<br>container | Tank-<br>wagon |
|---|------------------|---------------------|--------------------|----------------|
| name of owner   | X or             |                     | X and              |                |
| name of operator  | X                |                     | X                  | X              |
| capacity of the shell   | Z                | Z                   | X and Z            | X and Z        |
| unladen mass/tare   | X                |                     | X                  | X              |
| maximum permissible [laden] mass  | X                |                     | X                  |                |
| proper shipping name for substances according<br>to 4.3.4.1.3   | Y                |                     | X                  | X              |
| tank code according to 4.3.4.1.1  | Y                | X                   | X                  | X              |
| special provisions TC / TE for substances other<br>than those according to 4.3.4.1.3  | Y                |                     | X                  | X              |
| next periodic inspection  |                  |                     |                    | X              |
| load limits of the wagon and category of track  |                  |                     |                    | X              |

6. Demountable tanks on its carrying vehicle are hardly to be distinguished from fixed tank(s). Because of different prescriptions for the marking it is preferable to have an additional indication “demountable tank” on the demountable tank.

7. The marking for capacity for tank-containers is not taken over for demountable tanks. Fixed tanks and demountable tanks are in many cases divided in several compartments, while tank-containers and tank-wagons in general only have one compartment. Therefore indicating the total capacity could be confusing.

8. RID contains no specific markings for demountable tanks in 6.8.2.5.2 and no problem is known to exist with the present text. Therefore this amendment concerns the markings for ADR demountable tanks only.

9. The term “maximum permissible laden mass” is replaced by “maximum permissible gross mass” as defined in 1.2.1 of ADR and RID.

### **Safety**

10. Correct information will prevent misinterpretation and will increase safety.

### **Feasibility**

11. This kind of marking is already in use for tank-containers and no problems are foreseen to mark demountable tanks. A transitional measure will facilitate the feasibility.

### **Enforceability**

12. Enforceability will benefit from readily available reliable information on the tank.

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