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|  |  | **INF.10** |

**Economic Commission for Europe**

Inland Transport Committee

**Working Party on the Transport of Dangerous Goods**

**103rd session 23 October 2017**

Geneva, 6-10 November 2017

Item 5 (b) of the provisional agenda

**Miscellaneous proposals**

Duplicated indents in sub-section 4.3.3.5

Transmitted by the Government of Sweden

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| *Summary* |
| **Executive summary**: In sub-section 4.3.3.5, the indents following the paragraphs (a) – (e) read (a) – (g). To have duplicated letters is confusing when these are contained in the same sub-section. |
| **Action to be taken**: Amend the reading of the second half of the indents in sub-section 4.3.3.5. |
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Introduction

While working with the provisions in ADR and RID, we discovered that the indents in the right column in ADR, sub-section 4.3.3.5 are, to some extent, duplicated. The indents run from (a) – (e) and then continues with (a) – (g). The same applies to sub-section 4.3.3.5 in RID.

To avoid misunderstandings, it is proposed to amend the reading of the second half of the indents in sub-section 4.3.3.5. When searching for cross-references in ADR and RID to sub-section 4.3.3.5 only one is found in ADR (1.6.4.47) and two in RID (1.6.3.45 and 1.6.4.47). However, since these cross-references do not specify a certain indent, no consequential amendment would be needed.

Proposal

Amend sub-section 4.3.3.5 as follows (changes ~~stricken through~~ or underlined):

“4.3.3.5

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|  | The actual holding time shall be determined for each journey of a tank-container carrying a refrigerated liquefied gas on the basis of the following: |
|  | (a) The reference holding time for the refrigerated liquefied gas to be carried (see 6.8.3.4.10) as indicated on the plate referred to in 6.8.3.5.4; |
|  | (b) The actual filling density; |
|  | (c) The actual filling pressure; |
|  | (d) The lowest set pressure of the pressure limiting device(s); |
|  | (e) The deterioration of the insulation**[[1]](#footnote-2)4**. |
|  | ***NOTE:*** *ISO 21014:2006 ‘Cryogenic vessels – Cryogenic insulation performance’ details methods of determining the insulation performance of cryogenic vessels and provides a method of calculating the holding time.* |
|  | The date at which the actual holding time ends shall be entered in the transport document (see 5.4.1.2.2. (d)). |
|  | Tank-containers shall not be offered for carriage: |
|  | ~~(a)~~ (f) In an ullage condition liable to produce an unacceptable hydraulic force due to surge within the shell; |
|  | ~~(b)~~(g) When leaking; |
|  | ~~(c)~~(h) When damaged to such an extent that the integrity of the tank-container or its lifting or securing arrangements may be affected; |
|  | ~~(d)~~(i) Unless the service equipment has been examined and found to be in good working order; |
|  | ~~(e)~~(j) Unless the actual holding time for the refrigerated liquefied gas being carried has been determined; |
|  | ~~(f)~~(k) Unless the duration of carriage, after taking into consideration any delays which might be encountered, does not exceed the actual holding time; |
|  | ~~(g)~~ (l) Unless the pressure is steady and has been lowered to a level such that the actual holding time may be achieved**[[2]](#footnote-3)4**.” |
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1. **4** *Guidance is provided in the European Industrial Gases Association (EIGA) document “Methods to prevent the premature activation of relief devices on tanks” available at* [*www.eiga.eu*](http://www.eiga.eu)*.* [↑](#footnote-ref-2)
2. [↑](#footnote-ref-3)