



INF. 8

23 October 2017

(English only)

RID: 8th Session of the RID Committee of Experts' standing working group
(Utrecht, 20 to 24 November 2017)

Subject: Duplicated indents in 4.3.3.5

Proposal transmitted by Sweden

Summary

Executive summary: In 4.3.3.5, the paragraphs following paragraphs (a) – (e) read (a) – (g). Repeating the same letters is confusing when they are in the same sub-section.

Decision to be taken: Amend the sequence of the letters of the paragraphs in sub-section 4.3.3.5.

Related documents: None.

Introduction

1. While working with the provisions of RID and ADR, we noticed that the paragraphs in 4.3.3.5 are not lettered sequentially. They are lettered from (a) – (e) and then start again from (a) – (g).
2. To avoid misunderstandings, it is proposed to amend the letters of the paragraphs in the second half of 4.3.3.5. In RID, there are two cross-references to 4.3.3.5 (see 1.6.3.45 and 1.6.4.47) and one in ADR (see 1.6.4.47). However, since these cross-references do not refer to a specific paragraph, no consequential amendment is necessary.

Proposal

3. Amend 4.3.3.5 as follows (changes crossed out or underlined):

- 4.3.3.5** The actual holding time shall be determined for each journey of a tank 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 insulation⁴.

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)).

Tanks 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 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 achieved⁴.
