Organisation intergouvernementale pour les transports internationaux ferroviaires
Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr
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RID: **18th session of the RID Committee of Experts' working group on tank and vehicle technology**

(Video-conference, 6 and 7 October 2020)

Subject: **Extra-large tank-containers – fixing of welded elements and pressure resistance of closures on the shell**

Information from the Secretariat

Introduction

1. At its 11th session (Vienna, 25 to 28 November 2019), the RID Committee of Experts' standing working group decided to consider the subjects of "fixing of welded elements" and "pressure resistance of closures on the shell" as concluded (see report OTIF/RID/CE/GTP/2019-A, paragraph 53). There was a previous discussion at the 17th session of the working group on tank and vehicle technology (Ludwigshafen, 14 and 15 October 2019) (see report OTIF/RID/CE/GTT/2019-A, paragraphs 23 to 26).

2. The Secretariat subsequently submitted a proposal to the Joint Meeting with the aim of extending the provisions of RID 6.8.2.2.1 and 6.8.2.2.4 applicable to tank-wagons to tank-containers as well (see document ECE/TRANS/WP.15/AC.1/2020/6).

3. At its last session (10 and 11 September and 14 to 16 September 2020), the RID/ADR/ADN Joint Meeting's working group on tanks decided for tank-containers to carry over into RID/ADR 6.8.2.2.1 the provision of RID 6.8.2.2.1 only as a provision for a protective aim. It was also noted that there are differences between the various language versions of RID 6.8.2.2.1.

4. The working group on tanks was unable to reach a consensus on the issue of the pressure resistance of manhole closures for the internal inspection of tanks, which, for tank-wagons, must be designed for a test pressure of at least 4 bar. The RID Committee of Experts' standing working group was asked to look at this issue again.

5. Below are the extracts from the report of the working group on tanks (informal document INF.64), in which the discussions on these two points are reproduced.

Extract from the report of the RID/ADR/ADN Joint Meeting's working group on tanks (10 and 11 September and 14 to 16 September 2020)

ITEM 1: Extra-large tank-containers

Document: ECE/TRANS/WP.15/AC.1/2020/6 (OTIF Secretariat)

Informal document: INF.45 (ITCO)

3. The document contained two issues. On the issue of fixing of welded elements to the shell there was consensus among the experts that provisions should express the purpose and not be design restrictive. A more general new wording was introduced that would be suitable for tank-containers as well as tank-vehicles. It was remarked that the text for tank-wagons in the French language version could be improved by lining the wording up with those of the English version.

Proposal 1: In 6.8.2.2.1 RID after the first sentence, right-hand side introduce new text to read (new text in Italic script):

"To prevent tearing of the shell due to accidental stresses, welded elements shall be fixed to the tank as follows: – Underframe connection: securing by means of a pad ensuring distribution of dynamic loads; – Supports for upper gangway, access ladder, drainage pipes, valve control mechanisms and other load transmission brackets: securing by means of weld-on reinforcement plate; – Appropriate dimensioning or other protective measures (e.g. designated breaking point).	*Welded elements shall be attached to the shell in such a way that tearing of the shell is prevented."*

Proposal 2: Introduce new text after the first sentence in 6.8.2.2.1 of ADR to read (new wording in Italic script):

"Welded elements shall be attached to the shell in such a way that tearing of the shell is prevented."

4. For 6.8.2.2.4 no consensus could be reached on the mandatory fitment of 4 bar manlids on tank-containers. In particular for tank-containers for powdery substances with a "G" in the tank code this would not be justified due to surge. A suggestion to limit the proposed requirement to tank-containers with a capacity of more than 40,000 litres was not carried. It was suggested that the proposal should be reconsidered at the next RID Standing Working Group in November 2020 together with a possible transitional measure.