

OTIF



**ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBAHNVERKEHR**

**INTERGOVERNMENTAL ORGANISATION FOR INTER-
NATIONAL CARRIAGE BY RAIL**

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RID: 50th Session of the Committee of Experts on the Transport of Dangerous Goods
(Malmö, 21 – 25 November 2011)

Subject: Drip leaks

Proposal transmitted by the European Chemical Industry Council (CEFIC)

1. At the last meeting of the working group on tank and vehicle technology (Hamburg, 6-7 October 2011) CEFIC provided information (INF.2) on checklists that could be used by undertakings that fill or discharge dangerous goods into and from tanks (e.g. tank-wagons) in order to ensure the leakproofness of valves and inspection openings.
2. Four checklists (attached at Annex) have been developed:
 - filling from the bottom
 - filling from the top
 - discharging from the bottom
 - discharging from the top.
3. The working group on tank and vehicle technology welcomed these documents and recommended that a reference should be made to them in chapter 1.4 of RID
4. CEFIC therefore proposes to amend the safety obligations of the filler and the unloader as follows:
 - (a) Insert a footnote in 1.4.3.3 (f) with the following text:

** The industry has issued checklists for use during the filling of tank-wagons in order to ensure the leakproofness of closing devices. These checklists can be found on the CEFIC (European Chemical Industry Council) website www.cefic.org."

For reasons of cost, only a limited number of copies of this document have been made. Delegates are asked to bring their own copies of documents to meetings. OTIF only has a small number of copies available.

(b) Insert a footnote in 1.4.3.7.1 (d) (ii) with the following text:

- "* The industry has issued checklists for use during the discharging of tank-wagons in order to ensure the leakproofness of closing devices. These checklists can be found on the CEFIC (European Chemical Industry Council) website www.cefic.org."

Note by the Secretariat:

The working group on tank and vehicle technology (Hamburg, 6 and 7 October 2011) recommended that the checklists be referred to in a Note. A review of RID revealed that in other places, the text refers directly to those standards or UIC leaflets which are deemed equivalent to comply with the provisions.

For reasons of legal technicalities, the Secretariat therefore suggests including the following text directly after 1.4.3.3 (f) and 1.4.3.7.1 (d) (ii) and to refer to the exact title, publication reference and date (static reference) in a footnote.

"The provisions of this section are deemed to be met if the checklists to be used for the filling/discharge of tank-wagons to ensure the leakproofness of the closing devices, published by the European Chemical Industry Council (CEFIC), are applied."

Introduction to the checklists:

The **filler** and **unloader** are the undertakings that fill dangerous goods into tanks (e.g. tank-wagons) or discharge them. The legal obligations these legal entities have include

- checking that closing devices are leakproof once the tank has been filled (filler, see RID 1.4.3.3 [= Regulations concerning the International Carriage of Dangerous Goods by Rail]), and
- ensuring after the tank has been unloaded that the valves and inspection openings are closed (unloader, see RID 1.4.3.7.1).

Depending on the product and specification of the tank and fittings, tank-wagons may:

- be **filled** from the **bottom** through the bottom valve in conjunction with the external shut-off device (discharge valve, dry coupling) or **filled** from the **top** through the filling pipe or dome cover;
- **discharged** through the **bottom** shut-off device (discharge valve, dry coupling) or from the **top** through an attached dip tube.

The following checklists are a chronological sequence of the steps necessary for the filling and discharge of tank-wagons. Using them as an aid, users can be sure that they have followed them fully in the correct sequence. If one of the steps cannot be carried out properly, the filling or discharge process is interrupted or stopped until the discrepancy/fault is rectified. This should enable errors and unsafe situations to be recognised in advance and avoided.

As the most frequent cause of leaks is incorrect filling or discharge processes, the main aim behind these standardised checklists is to avoid leaks from **tank-wagons for liquids** by means of correct and professional handling on the part of operating staff working for fillers and unloaders (note: **tank-wagons for pressurised gases** are **not** dealt with here). They include the necessary steps (checkpoints) in the procedure to ensure leakproofness in the appropriate sequence which normally have to be observed when filling or emptying liquids into or from tank-wagons. They may need to be supplemented by the user for other specific operational steps/procedures (operating instructions).

Points relevant to leakproofness for filling rail tank-wagons (top filling) for liquids (for inclusion in checklists) – with explanations/examples

Prepared jointly by

- German Chemical Industry Association (VCI)
- Association of the German Petroleum Industry (MWV)
- Independent Tank Storage Association
- Association of Private Goods Wagon Users (VPI)

As at: 23.09.2011

1. Before filling			
	Check	Explanation	ok
1.1*	Tank and equipment in technically faultless condition (visual inspection from the ground).	Before clearance for filling, the tank and its items of equipment must be checked to ensure that they are in conformity with RID.	
1.2 ¹	Bottom valve (internal stop-valve) closed and secured against unintentional opening, no leakages visible (visual inspection).	The shut-off devices (valves) must clearly indicate whether the valve position is “open” or “closed”. There must be no leakage, i.e. there must be no drips on the valves. If drips are found, further measures are necessary. This also applies to observing the closure sequence in accordance with RID when discharging residues.	
1.3*	Discharge valve (external stop-valve) closed (on opposite side also), no leakages visible (visual inspection).	External shut-off devices must be checked manually or with a suitable tool to ensure that they are closed. Any safety devices to protect against unintentional opening must be used if available. There must be no leakage, i.e. there must be no drips on the valves. If drips are found, further measures are necessary. This also applies to the closure sequence in accordance with RID when discharging residues.	
1.4*	Closing device (e.g. screw thread, blank flange) closed on both sides.	There must be no leakage, i.e. there must be no drips on the outlets. If drips are found, further suitable measures are necessary. To close the cap, only a suitable tool may be used, with which the necessary force is generated by means of even leverage and damage to the sealing elements is avoided.	

¹ Points 1.1 to 1.4 may also be carried out upon arrival at the facilities (arrival check) rather than directly before filling.

1. Before filling			
	Check	Explanation	ok
1.5	Check dome cover/dome cover sealing and other operational openings in the dome area for visually faultless condition. Visual inspection: if the dome is not opened during filling (e.g. chemical dome cover) and shows no sign of leakage and if the threads are in a proper condition, there is no need to open the dome cover to check the seals.	Torn or otherwise damaged dome cover seals must be replaced.	

2. During filling			
	Check	Explanation	ok
2.1	Degree of filling observed.		
2.2	Supervise filling procedure.		

3. After filling			
	Check	Explanation	ok
3.1	Bottom valve (internal stop-valve) closed and secured (visual inspection).	The bottom valve is in a recognisably closed position and secured against unintentional opening.	
3.2	Closing device (e.g. screw thread, blank flange) opened. Discharge valve (external stop-valve) closed and secured, no leakages visible (visual inspection). Then check closing device (e.g. screw thread, blank flange) closed.	External shut-off devices and fittings must be checked manually or with a suitable tool to ensure they are closed. Any safety devices to protect against unintentional opening must be used if available.	
3.3	Operational openings (e.g. dome cover, pressure pipe, inspection openings, vapour return pipe, dip tube) closed and leakproof (visual inspection).		
3.4	Outside of tank free of dangerous residues.		

3. After filling			
	Check	Explanation	ok
3.5	Closing device is leakproof <u>both sides</u> (visual inspection).	<p>If the closing device was only used on one side, it only needs to be checked on this side if the other (unused) device has been sealed or secured and it can thus be ascertained that it has not been used.</p> <p>One component of a final check is to ensure that there are no leaks at all, i.e. there must be no drops on the valves and outlets. If drips are found, further suitable measures are necessary.</p>	
3.6	Handover report is signed/clearance.	The proper condition is documented. Effectiveness check is carried out on a random basis and is documented.	

Points relevant to leakproofness for emptying rail tank-wagons (top discharge) for liquids (for inclusion in checklists) – with explanations/examples

Prepared jointly by

- German Chemical Industry Association (VCI)
- Association of the German Petroleum Industry (MWV)
- Independent Tank Storage Association
- Association of Private Goods Wagon Users (VPI)

As at: 23.09.2011

1. Before unloading			
	Check	Explanation	ok
1.1	Closing device (e.g. screw thread, blank flange) closed both sides.		
1.2	Tank and items of equipment closed in such a way that nothing can escape uncontrolled.		
1.3	No damage to tank and items of equipment (no danger for unloading procedure) ascertained.	Notify damaged tanks and items of equipment/do not clear for transport.	
1.4	Before opening the closing device (e.g. dome cover, blank flange) check that it is leakproof.		
1.5	Closing device (e.g. dome cover, blank flange) opened, discharge device connected.	To open closing devices, only use suitable tool, with which the necessary force is generated by means of even leverage and damage to the sealing elements is avoided.	
1.6	Internal and external stop-valves opened.	Opening sequence according to instructions.	
2. During unloading			
	Check	Explanation	ok
2.1	No damage to tank and items of equipment (no danger for unloading procedure) ascertained.	Notify damaged tanks and items of equipment/do not clear for transport.	

3. After unloading			
	Check	Explanation	ok
3.1	Check whether tank emptied.	Suitable measures are, e.g. sight glass or use flow meters in the discharge device pipes, weighing, change in pump noise, product no longer carried.	
3.2	Operational openings (e.g. dome cover, pressure pipe, inspection openings, dip tube) closed and leakproof (visual inspection).		
3.3	Outside of tank free of dangerous residues.		
3.4	Handover report is signed/clearance.	The proper condition is documented. Effectiveness check is carried out on a random basis and is documented.	

Points relevant to leakproofness for filling rail tank-wagons (bottom filling) for liquids (for inclusion in checklists) – with explanations/examples

Prepared jointly by

- German Chemical Industry Association (VCI)
- Association of the German Petroleum Industry (MWV)
- Independent Tank Storage Association
- Association of Private Goods Wagon Users (VPI)

As at: 23.09.2011

1. Before filling			
	Check	Explanation	ok
1.1*	Tank and equipment in technically faultless condition (visual inspection from the ground).	Before clearance for filling, the tank and its items of equipment must be checked to ensure that they are in conformity with RID.	
1.2 ²	Discharge valve (external stop-valve) closed (on opposite side also), no leakages visible (visual inspection).	External shut-off devices and fittings must be checked manually or with a suitable tool to ensure that they are closed. Any safety devices to protect against unintentional opening must be used if available. There must be no leakage, i.e. there must be no drips on the valves. If drips are found, further measures are necessary. This also applies to the closure sequence in accordance with RID when discharging residues.	
1.3	Filling device attached and internal and external stop-valve on the filling side open; closing device on opposite side closed.	The specific operating instructions for filling must be observed.	

2. During filling			
	Check	Explanation	ok
2.1	Degree of filling observed.		
2.2	Supervise filling procedure.		

² Points 1.1 and 1.2 may also be carried out upon arrival at the facilities (arrival check) rather than directly before filling.

3. After filling			
	Check	Explanation	ok
3.1	Closing sequence observed (from inside to outside), internal and external shut-off and closing devices closed in accordance with operating instructions.	To close cap and handwheels for the discharge valves, use only a suitable tool, with which the necessary force is generated by means of even leverage and damage to the sealing elements is avoided.	
3.2	Bottom valve (internal stop-valve) closed and secured (visual inspection).	The bottom valve is in a recognisably closed position and secured against unintentional opening.	
3.3	Closing device (e.g. screw thread, blank flange) opened. Discharge valve (external stop-valve) closed and secured, no leakages visible (visual inspection). Then check closing device (e.g. screw thread, blank flange) closed.	External shut-off devices and fittings must be checked manually or with a suitable tool to ensure that they are closed. Any safety devices to protect against unintentional opening must be used if available.	
3.4	Closing device (e.g. screw thread, blank flange) correctly mounted (seals present and checked), closed with suitable tool and leakproof (visual inspection).	There must be no leakage, i.e. there must be no drips on the outlets. If drips are found, further suitable measures are necessary. To close the cap, only a suitable tool may be used, with which the necessary force is generated by means of even leverage and damage to the sealing elements is avoided.	
3.5	Operational openings (e.g. dome cover, pressure pipe, inspection openings, vapour return pipe, dip tube) closed and leakproof (visual inspection).		
3.6	Outside of tank free of dangerous residues.		
3.7	Closing device is leakproof both sides (visual inspection).	If the closing device was only used on one side, it only needs to be checked on this side if the other (unused) device has been sealed or secured and it can thus be ascertained that it has not been used. One component of a final check is to ensure that there are no leaks at all, i.e. there must be no drops on the valves and outlets. If drips are found, further suitable measures are necessary.	
3.8	Handover report is signed/clearance.	The proper condition is documented. Effectiveness check is carried out on a random basis and is documented.	

Points relevant to leakproofness for emptying rail tank-wagons (bottom discharge) for liquids (for inclusion in checklists) – with explanations/examples

Prepared jointly by

- German Chemical Industry Association (VCI)
- Association of the German Petroleum Industry (MWV)
- Independent Tank Storage Association
- Association of Private Goods Wagon Users (VPI)

As at: 23.09.2011

1. Before unloading			
	Check	Explanation	ok
1.1	Closing device (e.g. screw thread, blank flange) closed both sides.		
1.2	Tank and items of equipment closed in such a way that nothing can escape uncontrolled.		
1.3	No damage to tank and items of equipment (no danger for unloading procedure) ascertained.	Notify damaged tanks and items of equipment/do not clear for transport.	
1.4	Before opening the closing device (e.g. screw thread, blank flange) check that it is leakproof.		
1.5	Closing device (e.g. screw thread, blank flange) opened, discharge device connected.	To open cap and release handwheels for the discharge valves, only use suitable tool, with which the necessary force is generated by means of even leverage and damage to the sealing elements is avoided.	
1.6	Internal and external stop-valves opened.	Opening sequence according to instructions.	
2. During unloading			
	Check	Explanation	ok
2.1	No damage to tank and items of equipment (no danger for unloading procedure) ascertained.	Notify damaged tanks and items of equipment/do not clear for transport.	

3. After unloading			
	Check	Explanation	ok
3.1	Check whether tank is empty, discharge device empty (visual inspection or other suitable measure).	Other suitable measures are, e.g. sight glass or use flow meters in the discharge device pipes, weighing, change in pump noise, product no longer carried.	
3.2	Bottom valve (internal stop-valve) closed and secured (visual inspection).	Lever position closed. Closing sequence observed (from inside to outside), internal and external shut-off and closing devices are closed in accordance with the operating instructions. The bottom valve is in a recognisably closed position and secured against unintentional opening.	
3.3	Closing device (e.g. screw thread, blank flange) opened. Discharge valve (external stop-valve) closed and secured, no leakages visible (visual inspection). Then check closing device (e.g. screw thread, blank flange) closed.	Closing sequence observed (from inside to outside), internal and external shut-off and closing devices are closed in accordance with the operating instructions. External shut-off devices and fittings must be checked manually or with a suitable tool to ensure that they are closed. Any safety devices to protect against unintentional opening must be used if available.	
3.4	Closing device (e.g. screw thread, blank flange) correctly mounted (seals present and checked), closed with suitable tool and leakproof on both sides (visual inspection).	If the closing device was only used on one side, it only needs to be checked on this side if the other (unused) device has been sealed or secured and it can thus be ascertained that it has not been used. To close cap and release handwheels for the shut-off device, use only a suitable tool, with which the necessary force is generated by means of even leverage and damage to the sealing elements is avoided. There must be no leakage, i.e. there must be no drips on the outlets. If drips are found, further suitable measures are necessary. To close the cap, only a suitable tool may be used, with which the necessary force is generated by means of even leverage and damage to the sealing elements is avoided.	
3.5	Operational openings (e.g. vapour return pipe) closed and leakproof (visual inspection).		
3.6	Outside of tank free of dangerous residues.		
3.7	Handover report is signed/clearance issued.	The proper condition is documented. Effectiveness check is carried out on a random basis and is documented.	