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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

**Working Party on the Transport
of Dangerous Goods**
**(Sixty-seventh session
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**LEAKPROOFNESS TEST ON TANKS
DESIGNED ACCORDING TO MARGINAL 211 123 (1)**

Transmitted by the Government of Germany

Executive summary:	Modification of the method of performing leakproofness tests on tanks;
Action to be taken:	Addition to marginal 211 152;
Related documents:	None

Introduction:

Working Group WG 5 of CEN TC 296 which deals with the testing of tanks intended for dangerous goods takes the view that, in the interest of the experts, the method of testing tanks should be modified. In order to simplify the procedure, Germany has agreed to submit the proposal (a proposal transmitted by CEN would take some time).

Proposal:

The following text should be added after the last sentence of marginal 211 152:

"For shells designed in accordance with marginal 211 123 (1) [and exclusively intended for the transport of mineral oil products of class 3], the leakproofness test of the individual compartments may be dispensed with."

Justification:

The second sentence of marginal 211 152 requires a leakproofness test to be carried out on each compartment of compartmented tanks. This requirement is applicable only to tanks of tank vehicles, demountable tanks and tanks of battery vehicles but not to tanks of rail tank wagons or tank containers. CEN TC 296/WG 5 discussed this requirement when dealing with the current practice in the CEN member states of carrying out leakproofness tests. CEN TC 296/WG 5 stated that, for the following reasons, it is necessary to differentiate as far as both the current practice and the need for requirements are concerned:

1. In order to assess the leakproofness test on tanks designed in accordance with marginal 211 123 (1) (so-called vented tanks), it is necessary to enter a compartment while the tanks is being pressurized. According to CEN TC 296/WG 5, past experience has shown that in some cases, a sudden collapse of the partitions caused by the test pressure being applied for the purpose of the leakproofness test occurred just after the inspector had entered the compartment, putting him in great danger.
2. In order to assess the leakproofness test on tanks designed in accordance with marginal 211 123 (2) to (4), other methods than visual inspections may be used.
3. The purpose of the requirement to inspect each partition is to verify the leakproofness of the partitions so that any dangerous mixture and reaction of dangerous goods in adjacent compartments will be prevented.
4. Mixing of dangerous goods usually transported in tanks designed in accordance with marginal 211 123 (1) (e.g. petrol, diesel, heating oil) does not cause any dangerous effects while dangerous goods are being transported. In most cases, heating oil is transported in special vehicles used for this purpose only so that it is not possible that heating oil will get mixed. For the transport of petrol and diesel, the vehicles and compartments are fitted with the safety equipment required for petrol.
5. Mixing of dangerous goods transported in tanks designed in accordance with marginal 211 123 (2) to (4) may cause dangerous effects while dangerous goods are being transported.

For these reasons, CEN TC 296/WG 5 is requesting an amendment to be made to the second sentence of marginal 211 152 as proposed above.
