

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: Exchange of experiences for recognized experts in accordance with paragraph
6.8.2.4.6 of RID
(Berne, 13 Mai 2008)**

Subject: Assessment of flame traps on tanks with tank code LGBF

Proposed topic for discussion transmitted by Sweden

The problem

1. When tanks are assigned tank code LGBF, the tank must be equipped with a venting system fitted with a flame trap or the tank must be explosion-pressure proof. This is described by RID 4.3.4.1.1.

However, neither Chapter 4.3, nor Chapter 6.8, actually defines the flame trap requirements in terms of placement and functionality.

Therefore, the approval and inspection processes of such tanks give rise to several uncertainties.

2. Chapter 6.8 of RID does not specify where flame traps should be placed. Should each vacuum-relief device and spring-loaded safety valve be fitted with a flame trap? In the case of tanks consisting of multiple compartments, should each compartment be fitted with a flame trap?

The arrangement of flame traps is unclear.

3. Furthermore, Chapter 6.8 does not specify any technical or operational requirements regarding flame traps.

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In relation to this, the standard EN 12874 contains performance requirements, test methods and limits for use.

In what respect is this standard or other methods of assessments used by other states?

Discussion

4. How do other States interpret the flame trap requirements of RID and which procedures and considerations are used when assessing flame traps on tanks assigned to tank code LGBF?
