



LIQUID OXYGEN, NITROGEN, AND ARGON CRYOGENIC TANKER LOADING SYSTEMS

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As part of a programme of harmonisation of industry standards, the European Industrial Gases Association, (EIGA) has published EIGA Doc 179, *Liquid Oxygen Nitrogen and Argon Cryogenic Tanker Loading Systems*, jointly produced by members of the International Harmonisation Council and originally published by the Compressed Gas Association as CGA P-31, *Liquid Oxygen Nitrogen and Argon Cryogenic Tanker Loading Systems*.

This publication is intended as an international harmonised standard for the worldwide use and application of all members of the Asia Industrial Gases Association (AIGA), Compressed Gas Association (CGA), European Industrial Gases Association, and Japan Industrial and Medical Gases Association (JIMGA). Each association's technical content is identical, except for regional regulatory requirements and minor changes in formatting and spelling.

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1 Introduction

This publication gives information relating to the loading of cryogenic liquid oxygen, liquid nitrogen, and liquid argon.

2 Scope and purpose

2.1 Scope

This publication describes requirements for new installations designed and constructed after date of publication used for the loading of oxygen, nitrogen, or argon as cryogenic liquids. This publication may be used for existing cryogenic liquid oxygen, liquid nitrogen, and liquid argon loading systems. However, application of this publication may benefit existing installations or those in the project phase. Furthermore, to the extent that they exist, national laws may supersede the practices included in this publication. All local regulations, tests, safety procedures, or methods are not included in this publication and abnormal or unusual circumstances can warrant additional requirements.

This publication covers cryogenic liquid oxygen, liquid nitrogen, and liquid argon tanker loading systems for loading by gravity, pressure, or pump filling. It covers the design of the tanker loading systems and the period of time and activities between when a tanker enters the filling area and when it departs from the filling area.

This publication focuses on the factors affecting the transfer of oxygen, nitrogen, and argon as cryogenic liquids between a source and appropriately designed tankers used for the transportation of these products. The source can be either a storage tank or directly from the plant.

For the appropriate design of tankers, refer to ADR (European Agreement Concerning the International Carriage of Dangerous Goods by Road), and ISO 20421-1, *Cryogenic vessels—Large transportable vacuum-insulated vessels—Part 1: Design, fabrication, inspection and testing* [1, 2].¹

This publication does not cover cryogenic railcars, nor does it cover tankers unloading at a customer station or other user locations.

2.2 Purpose

The purpose of this publication is to provide information regarding safety in the design, installation, operation, and maintenance of cryogenic liquid oxygen, liquid nitrogen, and liquid argon tanker loading systems. The intent of this publication is to ensure that a uniform level of safety is provided throughout the industrial gas industry for the protection of the public and industry employees. The information presented does not replace but is intended to complement national, state, provincial / territorial, local, and insurance company safety requirements.

Through implementation of procedures, instrumentation, equipment inspection, testing, and system design criteria, this publication presents recommendations to reduce the potential for large releases of stored materials from storage systems or tankers. It emphasises prevention of releases rather than mitigation of consequences following a release.

This publication is intended to facilitate proper decisions in the design, implementation, and modification of materials and equipment for the efficient handling of cryogenic liquid oxygen, liquid nitrogen, and liquid argon in filling cryogenic tankers.

This publication is written for designers, owners, and operators of cryogenic liquid tanker loading systems.

¹ References are shown by bracketed numbers and are listed in order of appearance in the reference section.

3 Definitions

For the purpose of this publication, the following definitions apply.

3.1 Publication terminology

3.1.1 Shall

Indicates that the procedure is mandatory. It is used wherever the criterion for conformance to specific recommendations allows no deviation.

3.1.2 Should

Indicates that a procedure is recommended.

3.1.3 May

Indicates that the procedure is optional.

3.1.4 Will

Is used only to indicate the future, not a degree of requirement.

3.1.5 Can

Indicates a possibility or ability.

3.2 Technical definitions

3.2.1 Cryogenic liquid

Liquid with a boiling point less than $-90\text{ }^{\circ}\text{C}$ ($-130\text{ }^{\circ}\text{F}$) at atmospheric pressure.

3.2.2 Filling area

Location where tankers are parked, connected, and filled with cryogenic liquid.

NOTE The filling area includes the loading hoses, piping, valves, and related equipment.

3.2.3 Oxygen-deficient atmosphere

Atmosphere in which the concentration of oxygen is less than 19.5% by volume.

3.2.4 Oxygen-enriched atmosphere

Atmosphere in which the concentration of oxygen is greater than 23.5% by volume.

3.2.5 Tanker

Vacuum insulated pressure vessel designed to carry refrigerated liquefied gases. It may be self-propelled or pulled by a motor vehicle.

NOTE Also referred to as a cryogenic trailer or trailer.

3.2.6 Vacuum-jacketed pipe

Insulating system using two coaxial pipes with a vacuum in the annular space; the innermost pipe carries the cryogenic liquid.