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| **LNG TRUCK COMPATIBILITY APPROVAL CHECKLIST DECLARATION\*** | | | | | | | | | |
| \*\*Following information must be sent to DESFA (Revithoussa LNG Terminal) by e-mail, To: [c.silamianos@desfa.gr](mailto:c.silamianos@desfa.gr)  Cc: [a.nastos@desfa.gr](mailto:a.nastos@desfa.gr) | | | | | | | | | |
|  | LNG Truck Company |  | | | | | | | |
|  | Tractor ID |  |  | | | |  | | |
|  | LNG Tank/ISO Tank Container Semi-Trailer ID |  |  | | | |  | | |
|  | Total Volume of LNG Tank (Cold Condition) |  |  | | | |  | | |
|  | Total Tare Weight of LNG Truck\*\*\* |  |  | | | |  | | |
| **Required Information** | | | | | | | | | |
|  | LNG Tank/ISO Tank Container Semi-Trailer Dimensions [LWH(m)] | | |  | |  | | |  |
|  | Location of flanges and dimensions (pictures): required coupling should be: | | | | | | | | |
|  | * MannTek CBC Unit 3”-3” ANSI CI.300 for LNG supply to trailer. Part No: MC462C44 | | | | | | | | |
|  | * MannTek CBC Unit 2”-2” ANSI CI.300 for BOG return from trailer. Part No: MC258C44 | | | | | | | | |
|  | Pictures of the Truck/LNG Tank/ISO Container | | | | | | | | |
|  | Technical data and P&ID of the Truck/LNG Tank/ISO container | | | | | | | | |
|  | Setpoint of Relief Valves:       bar(g) | | | | | | | | |
|  | * Trycocks and their respective filling level: | at       % | | |  | | | Loading Check by DESFA | |
| at       % | | |  | | |
| at       % | | |  | | |
|  | * Procedure of cooldown and loading operation:   LNG Tank/ISO Container under natural gas or under inerted nitrogen atmosphere condition | | | | | | | | |
|  | * Plan for Safe Transportation of Dangerous Goods (PSTDG), elaborated by an appointed ADR Advisor | | | | | | | | |
| **Minimum Technical Requirements for Tractors/LNG Tanks or ISO Tank Containers Semi-Trailers** | | | | | | | | | |
|  | * Conform to the ADR regulations | | | | | | | | |
|  | * Conform to the IMDG regulations (T75 for LNG ISO Tank Container, IMO (8) for LNG Tank Semitrailers) | | | | | | | | |
|  | * Outer Tank material: Stainless or Carbon Steel with sufficient mechanical & thermal resistance | | | | | | | | |
|  | * Inner Tank material: Stainless Steel 304 | | | | | | | | |
|  | * Isolation type: Multi-Layer Super Insulation + Vacuum | | | | | | | | |
|  | * Instrument Air connection for ESD incident in case of pressure loss: preferably install a male quick coupling 8mm LEGRIS type or similar. Instrument Air Pressure Supply: 7 bar | | | | | | | | |
|  | * Purging of the Hoses after completion of the loading operation | | | | | | | | |
|  | * Earth Connection inside the Valve Cabinet or nearby | | | | | | | | |
|  | * Suitable device to check whether the vessel is in an empty condition | | | | | | | | |
|  | * The outlet of the Trycocks shall be at a safe and accessible location | | | | | | | | |
| **Minimum Requirements for the Drivers** | | | | | | | | | |
|  | * Drivers shall speak Hellenic or English language | | | | | | | | |
| TLS User Declaration Signature | | DESFA LNG Terminal Representative Approval Signature | | | | | | | |
|  | |  | | | | | | | |

\*Only for Initial Authorization. Final Authorization will take place at the loading bay in Revithoussa LNG Terminal.

\*\*As well as the appropriate technical documentation described in TLS - Technical Requirements for Trucks-LNG Tanks & Drivers

\*\*\* Tractor Tare Weight + LNG Tank or ISO Tank Container Semi-Trailer Tare Weight = Total Weight of LNG Truck