|  |  |  |  |  |  |  |  |  |
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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) | | | | | | | | |
|  | TLS User | | TLS Carrier | | | | | |
|  | Tractor ID | |  | | | | | |
|  | LNG Tank/ISO Container Semi-Trailer ID | |  | | | | | |
|  | Maximum Loading Mass of LNG Tank Semi-Trailer (kg) | |  | | | | | |
|  | Tare Weight of LNG Truck\*\*\* | |  | | | | | |
| **Required Information** | | | | | | | | |
|  | LNG Tank/ISO 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 LNG Truck (LNG Tank/ISO Container Semi-Trailer) | | | | | | | |
|  | Technical Data and P&ID of the LNG Truck (LNG Tank/ISO Container Semi-Trailer) | | | | | | | |
|  | 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 LNG Trucks** | | | | | | | | |
|  | * 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: A male [ES12NI - DN 7.2 type](https://www.luedecke.de/fileadmin/Dateiverzeichnis/Dokumente/05_Download___Media/02_Kataloge___Broschueren/03_PNEUMATIK/01_PNEUMATIK_PROGRAMM/02_PNEUMATIK_2021_EN.pdf) Quick Connector must be installed. 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 LNG Tank is in an empty condition | | | | | | | |
|  | * The outlet of the Trycocks shall be at a safe and accessible location | | | | | | | |
| **Minimum Requirements for the Drivers** | | | | | | | | |
|  | * Driver shall speak Hellenic or English language | | | | | | | |
| TLS User Rep. Declaration Signature\*\*\*\* | | DESFA LNG Terminal Rep. Approval Signature | | | | | | |
|  | |  | | | | | | |

\*Only for Initial Authorization. Final Authorization will take place at the TLF Loading Bay in Revithoussa LNG Terminal.

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

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

\*\*\*\* Should be Mechanical Engineer or ADR Advisor of TLS User.