

# BIODIESEL

As at February 2004



## Instructions for the transport of Biodiesel

*The transport of Biodiesel makes particular demands on each person involved of the Biodiesel economy and obliges each to a great care. Only with the cooperation of each person involved and the consequent translation of quality assuring measures it can be guaranteed that the quality of Biodiesel will not be influenced negatively by transport.*

*The following recommendations present a summary of the experiences gained up to now within this area and have been put together to the best knowledge and belief. Nevertheless, it cannot be excluded, that some of the statements are incomplete or faulty. Following these advice cannot particularly mean any claims that the goods handed over from the tanker to the filling station corresponds to the requirements of DIN EN 14214.*

*Problems can derive from the pollution with different fuels as well as from the entry of water. It is not namely the duty and task of the loading places to take over the responsibility for the suitability / cleanliness of the used transport means as for the „ex works business“. But the experience gained show that it is necessary to examine the transport vehicles and containers before loading them. Regarding this the holder / driver of the tanker is to remind of his duty.*

### Road transport

*Following transport means are used for the transport of Biodiesel:*

- 1. tankers*
- 2. carriers for top tanks*
- 3. carriers for battery tanks > 1.000 l*
- 4. vehicles for the carriage of tank containers*

*Minimum standard should be the sole use of such transport means additionally having*

- valid type approval*
- B3-certification / ADR*
- test according § 29 Road Traffic Licencing Regulations*

### Note

*The flash point of Biodiesel has to be corresponding to the requirements of the standard DIN EN 14214 at least 120° according to the prescribed test method. For this reason and in view of further features as for the safety regulations Biodiesel is classified neither as a danger material nor a danger goods road / railway. Even, however, the addition of 1 to 2 % mineral oil diesel fuel (for example through remaining quantities of a prior loading) can lower the flash point clearly below 100 °C and therefore lead to an automatic classification as danger material or danger goods respectively.*

*Biodiesel is classified into the water pollution class 1 (WGK 1) that means weakly water endangering.*



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## Measures

- Transport containers or vehicles having beforehand transported any products with a flash point < 55 °C must definitely be refused for safety reasons, if a cleaning is impossible.
- A mixing of Biodiesel with mineral combustibles or fuels has to be excluded.
- The system and the measured length included of the tankers with a full-hose-system must be rinsed with a sufficient quantity before loading.

The control of this measure is effected by the voucher which must be presented for evidence reasons in case of a objection.

- The chambers / tanks of the transport mean must have no water and no pollution. This also applies for those chambers / tanks which should not be filled.
- Any such transport means with the following prior loading(s), without any cleaning, must be excluded from transport:
  1. Acids or alkaline solutions of any nature – also as mixings –
  2. Glycerine, plant oils
  3. Products with a flash point < 55 °C (highly or easily inflammable as well as inflammable, formerly designed as „danger class A I or II“).

The measures for the quality assurance during the transport of Biodiesel are consequently focussed on no having system rests and above all product rests of any earlier loadings which would lead to a mixing and thus a deterioration of the quality of Biodiesel. The unintentional filling of tanks with different fuels can be avoided by suitable markings.

If during the loading of the Biodiesel into the tanker or during the unloading of the goods with the customer any restoring samples are taken, a sampling protocol signed by both parties is to issue documenting the traceability of the circumstances of the sampling. It is recommended to sample at least 3 control samples that an unopened third sample is available for a possible arbitrary analysis. During the sampling the rules of DIN 51750 have to be kept to take a representative sample.

## Note:

Carry always with you the updated and batch-related certificate of the works of the Biodiesel-producer. This one has to show that it deals of Biodiesel corresponding to DIN EN 14214.

## Supreme law

Each person involved in the transport chain has to pay attention to that point that the entry of water is excluded during the loading, transport and unloading. Make sure that in the moment of handing over the goods at the filling station the dome shaft is free of water. It principally applies that unnecessary transfer proceedings should be avoided in the interest of the fuel quality.

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