

Hydrocarbon management

HM 59

Guidelines for the cleaning of rail tank cars carrying petroleum and refined products

HM 59

GUIDELINES FOR THE CLEANING OF RAIL TANK CARS  
CARRYING PETROLEUM AND REFINED PRODUCTS

First edition

June 2020

Published by

**Energy Institute, London**

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Registered charity number 1097899

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The EI gratefully acknowledges the financial contributions towards the scientific and technical programme from the following companies:

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ISBN 978 1 78725 189 2

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## FOREWORD

The Energy Institute (EI) Hydrocarbon Management Committee (HMC) is responsible for the production and maintenance of standards and guidelines covering various aspects of static and dynamic measurement of petroleum. The Hydrocarbon Management Subcommittee 3 (HMC-3) deals primarily with the independent inspection issues, focusing in particular on marine cargoes. The Hydrocarbon Management Subcommittee 4 (HMC-4) deals primarily with the measurement and loss of crude oil and oil products, focusing in particular on transport in the marine environment.

The EI maintains liaison with parallel working groups of the American Petroleum Institute's (API) Committee on Petroleum Measurement, and other organisations concerned with quantitative measurement in other countries and in other industries. The API is a permanent invitee to meetings of the HMC-4 committee.

The EI Hydrocarbon Management guidelines (formerly Petroleum Measurement Manual and Petroleum Measurement Papers) are widely used by the petroleum industry and have received recognition in many countries by consumers and the authorities. In order to promote international good practice, the EI works via the British Standards Institute to develop standards through the International Standards Organization's technical committee TC-28 Petroleum Products and related products of synthetic or biological origin and its subcommittee TC28/SC2 Measurement of petroleum and related products.

A full list of Hydrocarbon Management guidelines is available on request from the EI. The EI Hydrocarbon Management guidelines are recommended for general adoption but should be read and interpreted in conjunction with safety, environmental, weights and measures, customs and excise and other regulations in force in the particular country in which they are to be applied. Such regulatory requirements have precedence over corresponding clauses in the EI document except where the requirements of the latter are more rigorous, when its use is recommended. Users should also consider contractual constraints imposed by charterers, cargo owners, ship owners and any other interested party.

Although it is believed that adoption of the recommendations of this guideline will assist the user, the EI cannot accept any responsibility, of whatsoever kind, for damage or alleged damage arising or otherwise occurring on vessels, or in or about premises where this document has been applied, as final responsibility for adequate preparation of the vessel to receive a cargo lies with the parties controlling this task.

Users of these guidelines are invited to send comments, suggestions, or details of relevant experience to:

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## ACKNOWLEDGEMENTS

Members of the EI Hydrocarbon Management Committee 3 and 4 have been associated with the production of these guidelines. Membership at the time of publication is as follows:

Amspec  
Bazan Group (Oil Refineries Limited)  
BP Oil International Ltd  
Cargo Inspection Group  
ConocoPhillips Company  
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Chevron Products Company  
China International United Petroleum & Chemicals Co. Ltd (Unipec)  
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Saras SpA  
Saudi Aramco  
Saybolt  
SGS  
Shell  
Sumed  
Total  
Valero Marketing and Supply Company

The EI would like to thank VTG Rail UK Ltd for providing comments on this document.



## 1 INTRODUCTION AND SCOPE

This publication has been compiled with the aim of sharing the experiences of oil companies and other bodies represented on HMC-4 with other branches of the oil industry, by providing guidance with regard to cleaning and washing of rail tank cars (RTCs), particularly when carrying refined products and changing from one product to another.

This document addresses issues relating to most classes of refined product but does not cover chemicals or gases.

Instructions regarding washing are normally issued by the RTC owners either in the form of a specific instruction or a general tank cleaning guideline. This publication is intended to provide additional guidance to those involved with issuing such instructions and to other parties who may be involved in confirming that suitable procedures have been followed.

This publication has been prepared primarily with the aim of maintaining product quality through the use of minimum effective tank washing procedures.

Further information relating to handling and quality of aviation fuels can be found in EI/JIG 1530 *Quality assurance requirements for the manufacture, storage and distribution of aviation fuels to airports*.

Safety and environmental issues are paramount in the operations described and for detailed guidance on these issues revert to relevant international, national and local regulations.