



# CGA C-16 – 2014

REAFFIRMED 2020

## CGA CYLINDER REGISTRATION PROGRAM FOR CYLINDER OWNER SYMBOLS

THIRD EDITION

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Cylinder Specifications Committee

NOTE—No technical information has been changed from the 2014 edition. This reaffirmed edition may include minor editorial changes.

NOTE—Appendix A (Informative) is for information only.

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## 1 Introduction

Title 49 of the U.S. *Code of Federal Regulations* (49 CFR) relating to cylinder markings was changed effective January 1, 1983, and owner symbols were no longer required on cylinders [1].<sup>1</sup> Similarly, Canada's *Transportation of Dangerous Goods Regulations* do not require ownership symbols to be stamped on cylinders [2]. The Compressed Gas Association (CGA) and the compressed gas industry recognize the value of owner symbols on cylinders and believe these valuable markings should be maintained. CGA serves as the registrar for permanent owner symbols.

The revised 49 CFR states that, where additional information such as owner symbols is used, only one owner symbol shall be permanently embossed on each cylinder. Such symbols shall only be removed or changed by the owner or with the owner's written permission [1]. When Transport Canada (TC) regulations adopted the Canadian standard CSA B339, *Cylinders, spheres, and tubes for the transportation of dangerous goods*, it adopted the Canadian Transportation Commission's (CTC) mandatory requirement for marking the name of the owner [2, 3]. CSA B339 permits additional markings including the name of the owner when authorized by the inspector.

Initially, owner symbol registration was controlled by the Bureau of Explosives (BOE) of the Association of American Railroads (AAR), as authorized by the Interstate Commerce Commission (ICC). The U.S. Department of Transportation (DOT) assumed responsibility for continuing the program in 1970 and maintained the program until June 30, 1982.

The owner symbol registration program established by CGA registers owner symbols previously registered under past programs and regulations. The CGA registration form also includes provisions and provides means for registering new, not previously registered, symbols.

For the first edition, CGA accepted all previously registered symbols (DOT, ICC, CTC, TC) and symbols in current use, including duplicates [1, 2]. After the first edition, no duplicates will be accepted and added to the listing.

Those registering symbols with CGA will have their symbols and address listed in CGA C-16.1, *CGA Cylinder Owner's Registration Symbols and Company Names* [4]. C-16.1 will be reissued periodically to keep the list of registered owner symbols current. The first edition of CGA C-16.1 included all registered symbols as of 1982.

## 2 Scope

This publication explains CGA's program for registering cylinder ownership symbols and is intended for cylinder owners and those interested in understanding cylinder ownership symbols.

## 3 General

During the period of registration by the BOE, DOT and CTC owner symbols were stamped on cylinders as required markings. This requirement no longer exists thus the new CGA registration program was developed.

Because of the long-term use life of cylinders, owner symbols are needed to indicate cylinder ownership. CGA retains records of owner symbols registered in CGA C-16.1 so the rightful owner of a cylinder can be identified throughout the lifetime of that cylinder. The cylinder manufacturer shall continue to retain those records required by the federal regulations.

Federal regulations continue to mandate that cylinders shall be marked with the cylinder manufacturer's symbol and serial number. DOT and TC believe that, for their purposes, the traceability of the origin of a cylinder can be accomplished through the use of that manufacturer's symbol and serial number.

DOT and TC *Hazardous Materials Regulations* state that containers shall not be filled without the consent of the owner of the containers (see 49 CFR 173.301(e) or Clause 5.1.1 of CSA 340, *Selection and use of cylinders, spheres, tubes, and other containers for the transportation of dangerous goods, class 2*) [1, 5]. The facility charging the cylinder for shipment is required to have the consent of the cylinder owner and shall ensure that the cylinder meets requirements of the regulations. It is the filler's responsibility to check the condition of the cylinders

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