

Bijlage M3.2

Tankenlijst

versie 20210304

Onderstaand overzicht geeft de tanks aan met de daarin te nu geanticiperde/geplande producten
 Verschuiving en veranderingen van producten naar andere tanks is mogelijk, mits dit is conform de geldende vergunningsvoorschriften,
 en past binnen de (veiligheids) technische uitvoering van de tank

| | | Volume [M³] | Diameter | Opp. tankdak | Hoogte | Product | Extra omschrijving | Aanname tbv MRA | | Aanname tbv QRA | | |
|--------------------------------------|---|-------------|----------|--------------|------------------------|------------------------|----------------------|-----------------------------|-----------------------------|-----------------------|-----------------------|--|
| | | Bruto [M] | [M] | [M²] | [M] | | | Beschreven inhoud | Modelstof | Beschreven inhoud | Modelstof | |
| TP-01 | T-101 | 50.000 | 44,7 | 1.569 | 32,0 | Diesel | | Diesel | Modelstof K3 | 0*/1/2/3/4 | n-hexaan (worst case) | |
| Netto-opp. + opp. grootste tank [m²] | 23.707 | T-102 | 50.000 | 44,7 | 1.569 | 32,0 Diesel | | Diesel | Modelstof K3 | 0*/1/2/3/4 | n-hexaan (worst case) | |
| Netto-opp. (=Bruto -Dak.opp tot.) | 22.138 | T-103 | 50.000 | 44,7 | 1.569 | 32,0 Diesel | | Diesel | Modelstof K3 | 0*/1/2/3/4 | n-hexaan (worst case) | |
| Bruto opp. [m²] | 33.459 | T-104 | 50.000 | 44,7 | 1.569 | 32,0 Diesel | | Diesel | Modelstof K3 | 0*/1/2/3/4 | n-hexaan (worst case) | |
| Hoogte [m] | 2,5 | T-105 | 50.000 | 44,7 | 1.569 | 32,0 Diesel | | Diesel | Modelstof K3 | 0*/1/2/3/4 | n-hexaan (worst case) | |
| | | T-106 | 37.000 | 38,4 | 1.158 | 32,0 Diesel | | Diesel | Modelstof K3 | 0*/1/2/3/4 | n-hexaan (worst case) | |
| | | T-107 | 37.000 | 38,4 | 1.158 | 32,0 Diesel | | Diesel | Modelstof K3 | 0*/1/2/3/4 | n-hexaan (worst case) | |
| | | T-108 | 37.000 | 38,4 | 1.158 | 32,0 Diesel | | Diesel | Modelstof K3 | 0*/1/2/3/4 | n-hexaan (worst case) | |
| TP-02 | Alle tanks kunnen een benzine met MTBE % ≤ 30% bevatten | | | | | | | | | | | |
| T-201 | 10.000 | 20,0 | 314 | 32,0 | Benzine | MTBE % ≤ 30 | Gasoline 30% MTBE | Modelstof K1/Modelstof t-BE | 0*/1/2/3/4 | n-hexaan | | |
| Netto-opp. + opp. grootste tank [m²] | 14.002 | T-202 | 10.000 | 20,0 | 314 | 32,0 Benzine | MTBE % ≤ 30 | Gasoline 30% MTBE | Modelstof K1/Modelstof t-BE | 0*/1/2/3/4 | n-hexaan | |
| Netto-opp. (=Bruto -Dak.opp tot.) | 12.752 | T-203 | 20.000 | 28,3 | 629 | 32,0 Benzine | MTBE % ≤ 30 | Gasoline 30% MTBE | Modelstof K1/Modelstof t-BE | 0*/1/2/3/4 | n-hexaan | |
| Bruto opp. [m²] | 18.397 | T-204 | 20.000 | 28,3 | 629 | 32,0 Benzine | MTBE % ≤ 30 | Gasoline 30% MTBE | Modelstof K1/Modelstof t-BE | 0*/1/2/3/4 | n-hexaan | |
| Hoogte [m] | 3,25 | T-205 | 40.000 | 39,9 | 1.250 | 32,0 Benzine | MTBE % ≤ 30 | Gasoline 30% MTBE | Modelstof K1/Modelstof t-BE | 0*/1/2/3/4 | n-hexaan | |
| | | T-206 | 20.000 | 28,3 | 629 | 32,0 Benzine | MTBE % ≤ 30 | Gasoline 30% MTBE | Modelstof K1/Modelstof t-BE | 0*/1/2/3/4 | n-hexaan | |
| | | T-207 | 20.000 | 28,3 | 629 | 32,0 Benzine | MTBE % ≤ 30 | Gasoline 30% MTBE | Modelstof K1/Modelstof t-BE | 0*/1/2/3/4 | n-hexaan | |
| | | T-208 | 40.000 | 39,9 | 1.250 | 32,0 Benzine | MTBE % ≤ 30 | Gasoline 30% MTBE | Modelstof K1/Modelstof t-BE | 0*/1/2/3/4 | n-hexaan | |
| TP-03 | Alle tanks kunnen MTBE % ≤ 100 bevatten; Ethanol en/of Methanol als 100 % alleen in T-302/305/307 i.v.m topping scenario en veiligheidsafstand tot hoogspanningskabels | | | | | | | | | | | |
| T-301 | 20.000 | 28,3 | 629 | 32,0 | MTBE | MTBE % ≤ 100 | MTBE 100% | Modelstof t_BE | 0*/1/2/3/4 | n-hexaan | | |
| Netto-opp. + opp. grootste tank [m²] | 9.807 | T-302 | 20.000 | 28,3 | 629 | 32,0 MTBE | MTBE % ≤ 100 | Ethanol | 0*/1/2/3/4 | n-hexaan | | |
| Netto-opp. (=Bruto -Dak.opp tot.) | 9.178 | T-303 | 20.000 | 28,3 | 629 | 32,0 MTBE | MTBE % ≤ 100 | MTBE 100% | Modelstof t_BE | 0*/1/2/3/4 | n-hexaan | |
| Bruto opp. [m²] | 13.425 | T-304 | 20.000 | 28,3 | 629 | 32,0 MTBE of ETBE | MTBE of ETBE % ≤ 100 | ETBE 100% | Modelstof t_BE | 0*/1/2/3/4 | n-hexaan | |
| Hoogte [m] | 2,5 | T-305 | 20.000 | 28,3 | 629 | 32,0 Ethanol | Ethanol % ≤ 100 | Ethanol 100% | Ethanol | 0*/1/2/3/4 | n-hexaan | |
| | | T-306 | 20.000 | 28,3 | 629 | 32,0 Benzine | MTBE % ≤ 5 | Gasoline 5% MTBE | Modelstof K1/Modelstof t-BE | 0*/1/2/3/4 | n-hexaan | |
| | | T-307 | 10.000 | 20,0 | 314 | 32,0 Methanol | Methanol % ≤ 100 | Methanol 100% | Methanol | 0*/1/2/3/4 | n-hexaan | |
| | | T-308 | 5.000 | 14,2 | 158 | 32,0 Benzine | MTBE % ≤ 5 | Gasoline 5% MTBE | Modelstof K1/Modelstof t-BE | 0*/1/2/3/4 | n-hexaan | |
| TP-04 | Benzeen % > 5%, ook wel aangeduid als Pygas. Pygas staat voor Pyrolysis Gasoline met maximaal 50% benzeencomponent (5 tot 50%) | | | | | | | | | | | |
| T-401 | 10.000 | 20,0 | 314 | 32,0 | Benzine component | Benzeen % > 5 | Pygas | Modelstof K1 | 0*/1/2/3/4 | n-hexaan | | |
| Netto-opp. + opp. grootste tank [m²] | 9.932 | T-402 | 5.000 | 14,2 | 158 | 32,0 Benzine component | Benzeen % > 5 | Pygas | Modelstof K1 | 0*/1/2/3/4 | n-hexaan | |
| Netto-opp. (=Bruto -Dak.opp tot.) | 9.303 | T-403 | 20.000 | 28,3 | 629 | 32,0 Benzine component | Benzeen % > 5 | Pygas | Modelstof K1 | 0*/1/2/3/4 | n-hexaan | |
| Bruto opp. [m²] | 13.550 | T-404 | 20.000 | 28,3 | 629 | 32,0 Benzine component | Benzeen % > 5 | Pygas | Modelstof K1 | 0*/1/2/3/4 | n-hexaan | |
| Hoogte [m] | 2,5 | T-405 | 20.000 | 28,3 | 629 | 32,0 Benzine component | Benzeen % > 5 | Pygas | Modelstof K1 | 0*/1/2/3/4 | n-hexaan | |
| | | T-406 | 20.000 | 28,3 | 629 | 32,0 Benzine component | Benzeen % > 5 | Pygas | Modelstof K1 | 0*/1/2/3/4 | n-hexaan | |
| | | T-407 | 20.000 | 28,3 | 629 | 32,0 Benzine component | Benzeen % > 5 | Pygas | Modelstof K1 | 0*/1/2/3/4 | n-hexaan | |
| | | T-408 | 20.000 | 28,3 | 629 | 32,0 Benzine component | Benzeen % > 5 | Pygas | Modelstof K1 | 0*/1/2/3/4 | n-hexaan | |
| TP-05 | T-501 | 17.000 | 26,1 | 535 | 32,0 Jet-Fuel/Kerosine | | Jet-Fuel/Kerosine | Modelstof K1 | 0*/1/2/3/4 | n-hexaan | | |
| Netto-opp. + opp. grootste tank [m²] | 7.857 | T-502 | 17.000 | 26,1 | 535 | 32,0 Jet-Fuel/Kerosine | | Jet-Fuel/Kerosine | Modelstof K1 | 0*/1/2/3/4 | n-hexaan | |
| Netto-opp. (=Bruto -Dak.opp tot.) | 7.228 | T-503 | 20.000 | 28,3 | 629 | 32,0 Jet-Fuel/Kerosine | | Jet-Fuel/Kerosine | Modelstof K1 | 0*/1/2/3/4 | pentaan (worst case) | |
| Bruto opp. [m²] | 9.556 | T-504 | 20.000 | 28,3 | 629 | 32,0 Jet-Fuel/Kerosine | | Jet-Fuel/Kerosine | Modelstof K1 | 0*/1/2/3/4 | pentaan (worst case) | |
| Hoogte [m] | 3 | | | | | | | | | | | |
| TP-06 | T-601 | 35.000 | 37,4 | 1.099 | 32,0 Diesel/ Gasolie | | Diesel/ Gasolie | Modelstof K3 | 0*/1/2/3/4 | n-hexaan (worst case) | | |
| Netto-opp. + opp. grootste tank [m²] | 11.047 | T-602 | 35.000 | 37,4 | 1.099 | 32,0 Diesel/ Gasolie | | Diesel/ Gasolie | Modelstof K3 | 0*/1/2/3/4 | n-hexaan (worst case) | |
| Netto-opp. (=Bruto -Dak.opp tot.) | 9.948 | T-603 | 35.000 | 37,4 | 1.099 | 32,0 Diesel/ Gasolie | | Diesel/ Gasolie | Modelstof K3 | 0*/1/2/3/4 | n-hexaan (worst case) | |
| Bruto opp. [m²] | 14.812 | T-604 | 25.000 | 31,6 | 784 | 32,0 Diesel/ Gasolie | | Diesel/ Gasolie | Modelstof K3 | 0*/1/2/3/4 | n-hexaan (worst case) | |
| Hoogte [m] | 3,5 | T-605 | 25.000 | 31,6 | 784 | 32,0 Diesel/ Gasolie | | Diesel/ Gasolie | Modelstof K3 | 0*/1/2/3/4 | n-hexaan (worst case) | |
| TP-07 | T-701 | 17.000 | 26,1 | 535 | 32,0 Diesel/ Gasolie | | Diesel/ Gasolie | Modelstof K3 | 0*/1/2/3/4 | n-hexaan (worst case) | | |
| Netto-opp. + opp. grootste tank [m²] | 11.725 | T-702 | 17.000 | 26,1 | 535 | 32,0 Diesel/ Gasolie | | Diesel/ Gasolie | Modelstof K3 | 0*/1/2/3/4 | n-hexaan (worst case) | |
| Netto-opp. (=Bruto -Dak.opp tot.) | 10.941 | T-703 | 17.000 | 26,1 | 535 | 32,0 Diesel/ Gasolie | Bio-diesel/FAME | Bio-diesel/FAME K3 (FAME) | 0*/1/2/3/4 | n-hexaan (worst case) | | |
| Bruto opp. [m²] | 15.276 | T-704 | 6.000 | 15,5 | 189 | 32,0 Diesel/ Gasolie | Bio-diesel/FAME | Bio-diesel/FAME K3 (FAME) | 0*/1/2/3/4 | n-hexaan (worst case) | | |
| Hoogte [m] | 2,5 | T-705 | 25.000 | 31,6 | 784 | 32,0 Diesel/ Gasolie | | Diesel/ Gasolie | Modelstof K3 | 0*/1/2/3/4 | n-hexaan (worst case) | |
| | | T-706 | 6.000 | 15,5 | 189 | 32,0 Diesel/ Gasolie | | Diesel/ Gasolie | Modelstof K3 | 0*/1/2/3/4 | n-hexaan (worst case) | |
| | | T-707 | 25.000 | 31,6 | 784 | 32,0 Diesel/ Gasolie | | Diesel/ Gasolie | Modelstof K3 | 0*/1/2/3/4 | n-hexaan (worst case) | |
| | | T-708 | 25.000 | 31,6 | 784 | 32,0 Diesel/ Gasolie | | Diesel/ Gasolie | Modelstof K3 | 0*/1/2/3/4 | n-hexaan (worst case) | |
| TP-08 | T-801 | 35.000 | 37,4 | 1.099 | 32,0 Diesel/ Gasolie | | Diesel/ Gasolie | Modelstof K3 | 0*/1/2/3/4 | n-hexaan (worst case) | | |
| Netto-opp. + opp. grootste tank [m²] | 10.726 | T-802 | 9.000 | 19 | 284 | 32,0 Diesel/ Gasolie | | Diesel/ Gasolie | Modelstof K3 | 0*/1/2/3/4 | n-hexaan (worst case) | |
| Netto-opp. (=Bruto -Dak.opp tot.) | 9.628 | T-803 | 35.000 | 37,4 | 1.099 | 32,0 Diesel/ Gasolie | | Diesel/ Gasolie | Modelstof K3 | 0*/1/2/3/4 | n-hexaan (worst case) | |
| Bruto opp. [m²] | 13.491 | T-804 | 9.000 | 19 | 284 | 32,0 Diesel/ Gasolie | | Diesel/ Gasolie | Modelstof K3 | 0*/1/2/3/4 | n-hexaan (worst case) | |
| Hoogte [m] | 3,5 | T-805 | 35.000 | 37,4 | 1.099 | 32,0 Diesel/ Gasolie | | Diesel/ Gasolie | Modelstof K3 | 0*/1/2/3/4 | n-hexaan (worst case) | |