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Working Party on the Transport of Dangerous Goods

Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods

Geneva, 13–17 September 2010

Item 5 (b) of the provisional agenda

New proposals for amendments to RID/ADR/ADN

Affixing of marks for elevated temperature substances, environmentally hazardous substances, and carriage of dangerous goods in limited quantities and of the fumigation warning sign

Proposals by the Belgian Government^{1, 2}

Summary

Specify whose responsibility it is to affix marks for elevated temperature substances, environmentally hazardous substances and carriage of dangerous goods in limited quantities and the fumigation warning sign.

¹ In accordance with the programme of work of the Inland Transport Committee for 2006–2010 (ECE/TRANS/166/Add.1, programme activity 02.7 (c)).

² Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2010/53.

Introduction

1. The RID Committee of Experts decided to add a second paragraph to 3.4.12 specifying that “loaders of dangerous goods packed in limited quantities shall observe the provisions of 3.4.13 to 3.4.15 concerning marking”. The Joint Meeting was informed of this decision by document ECE/TRANS/WP.15/AC.1/2008/5 (para. 18) from the OTIF secretariat.

2. The addition of this paragraph was confirmed at the forty-seventh session of the RID Committee of Experts. Indeed, it was noted that the responsibility for marking wagons and containers carrying dangerous goods in limited quantities had not been taken into account in Chapter 1.4.

3. It is also noted that:

- In RID, affixing marks for elevated temperature substances and environmentally hazardous substances is not mentioned as being one of the responsibilities of the loader and the unloader. However, ADR does include these marks. It is nevertheless felt that the term “danger markings” used in ADR should be clearly defined in Chapter 1.2 and could also encompass the marks for carriage of dangerous goods in limited quantities and the fumigation warning sign.
- Neither RID nor ADR includes affixing marks for elevated temperature substances and environmentally hazardous substances among the responsibilities of the filler.
- Responsibility for affixing the warning sign for wagons/vehicles, containers and tanks that have been fumigated is not defined in Chapter 1.4.
- If the term “danger marking” was defined, it could then be used for the consignor and the carrier as well.
- Amending 5.3.1.7.3 on small containers and bringing RID into line with ADR would enable the definition of “danger marking” to cover small container labelling.

Proposal

Proposal 1: Definition

Add to 1.2.1 a definition of “danger marking”.

The term “danger marking” includes:

- The marking as described in 3.4.15
- The placarding as described in 5.3.1
- The orange-coloured marking as described in 5.3.2
- The mark for elevated temperature substances as described in 5.3.3
- The shunting labels as described in 5.3.4 [*RID only*]
- The environmentally hazardous substance mark as described in 5.3.6
- The warning sign for fumigated cargo transport units as described in 5.5.2

Proposal 2: Amendment to 5.3.1.7.3

(ADR) “5.3.1.7.3 For tanks with a capacity of not more than 3 m³ and for small containers, the dimensions of the placards, may be reduced to 100 mm on each side.”

(RID) “5.3.1.7.3 For tanks with a capacity of not more than 3 m³ and for small containers, the dimensions of the placards may be reduced to 100 mm x 100 mm.”

(RID) Delete the NOTE under 5.2.2.

Proposal 3: Loader

2 (a) In the French version of ADR, insert “1.4.3.1.1” before the first line under the heading of 1.4.3.1.

2 (b) Include the mark for carriage of dangerous goods in limited quantities and the fumigation warning sign under 1.4.3.1.1 (d) of ADR and RID, and bring the two texts into line (the references to wagons in RID should be preserved):

(ADR) “1.4.3.1.1 (d) shall, after loading dangerous goods into a container comply with the requirements concerning **danger markings**.”

(RID) “1.4.3.1.1 (d) shall, **after loading dangerous goods into a wagon or a large container, comply with the requirements concerning danger markings**”.

Proposal 4: Unloader

Include the mark for carriage of dangerous goods in limited quantities and the fumigation warning sign under 1.4.3.7.1 (f) of ADR and RID and bring the two texts into line (the references to wagons in RID should be preserved):

(RID) “1.4.3.7.1 (f) ensure that the wagons and containers once completely unloaded, cleaned, degassed and decontaminated, no longer display **the danger marking**.”

(ADR) “1.4.3.7.1 (f) ensure that the containers once completely unloaded, cleaned, degassed and decontaminated, no longer display **the danger marking**.”

Proposal 5: Filler

“1.4.3.3 (h) shall, in preparing the dangerous goods for carriage, ensure that **the danger marking** prescribed is affixed on the tanks, on the wagons/vehicles and on the large and small containers for carriage in bulk in accordance with the requirements.”

Proposal 6: Consignor

“1.4.2.1.1 (e) ensure that even empty uncleaned and not degassed tanks (tank-wagons/tank-vehicles, battery-wagons/battery-vehicles, wagons with removable tanks/demountable tanks, portable tanks, tank-containers and MEGCs) or empty uncleaned wagons/vehicles and large and small bulk containers **display the prescribed danger marking** and that empty uncleaned tanks are closed and present the same degree of leakproofness as if they were full.”

Proposal 7: Carrier

1.4.2.2.1 (f) ascertain that the **danger marking** prescribed for the wagons/vehicles has been affixed.

Justification

Ever since Chapter 1.4 was created, new markings have been introduced, but in many cases Chapter 1.4 has not been amended accordingly.
