



**Economic and Social  
Council**

Distr.  
GENERAL

ECE/TRANS/WP.15/AC.1/2007/2  
18 December 2006

ENGLISH  
Original: FRENCH

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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

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

Bern, 26-30 March 2007  
Agenda item 5

**PROPOSALS FOR AMENDMENTS TO RID/ADR/ADN\***

**Chapter 3.4: Orientation arrows for goods packed in limited quantities**

**Transmitted by the Government of Austria**

**SUMMARY**

<i>Executive summary:</i>	Exempting packages containing limited quantities of dangerous goods from the provisions relating to orientation arrows normally applicable under RID/ADR/ADN can lead to loading errors which must be avoided.
<i>Decision to be taken:</i>	Supplement chapter 3.4 so that the relevant provisions in RID/ADR/ADN, parts 5 and 7, on orientation arrows are applicable.
<i>Related documents:</i>	None.

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\* Circulated by the Intergovernmental Organization for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2007/2.

## **Introduction**

A recent incident in Austria involving a leak demonstrated that the lack of orientation arrows on packages containing dangerous goods packed in limited quantities can lead to incorrect loading. When such dangerous goods are not packed in limited quantities, orientation arrows are required. The exemption normally applicable to orientation arrow markings on packages (5.2.1.9) and to overpacks (5.2.1.2 (b)) and to the orientation of packages (7.5.1.5) that is provided in chapter 3.4 of the requirements should therefore be reconsidered, and not maintained. There has been an increase in the number of such packages with inner packagings containing up to 5 litres of liquid.

## **Proposal**

Add the following new section 3.4.8 to chapter 3.4:

“3.4.8 The applicable requirements

- (a) of 5.2.1.9 on the placement of orientation arrows on packages;
- (b) of 5.1.2.1 (b) on the placement of orientation arrows on overpacks; and
- (c) of 7.5.1.5 on the orientation of packages

shall be applicable also to packages and overpacks transported in accordance with this chapter.”

## **Justification**

- Safety: The placement of orientation arrows makes it possible to avoid handling errors during loading, and thus enhances safety.
- Applicability: The requirement to place orientation arrows is justified by the increase in safety.
- Transitional measure: The general provision of 1.6.1.1 should suffice.

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