

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

Ninety-third session

Geneva, 6-9 November 2012

Item 6(b) of the provisional agenda

Miscellaneous proposals

15 October 2012

Section 3.4.13

Transmitted by the Government of Sweden

Summary

Executive summary: ECE/TRANS/WP.15/AC.1/2011/48 (Sweden), informal document INF.50 of the autumn 2011 session of the Joint Meeting (Secretariat), ECE/TRANS/WP.15/AC.1/124 (Report of the Joint meeting, September 2011).

Introduction

1. During our work translating the texts for ADR and RID 2013 we have discovered a difference between ADR and RID, section 3.4.13. In the current regulations, the last paragraph of section 3.4.13 reads as follows:

ADR: "The carrying transport unit need not be marked, except when the marking affixed to the containers is not visible from the outside this carrying transport unit. In this latter case, the same marking shall be affixed at the front and at the rear of the transport unit."

RID: "If the marking affixed to the large containers is not visible from outside the carrying wagon, the same marking shall also be affixed to both sides of the wagon."

In RID 2013 this requirement remains, whereas it is missing in ADR 2013.

Background

2. At its 2011 autumn session, the Joint meeting adopted some amendments to the text in section 3.4.13. The adoption was based on a document from Sweden (ECE/TRANS/WP.15/AC.1/2011/48) amended by a proposal from the Secretariat (informal document INF.50) which was adopted. However, the aim with the Swedish proposal was only to clarify under which conditions a transport unit carrying limited quantities may be displayed with orange coloured plates. Deleting the requirement that the marking on containers must be made visible during transport was never proposed. Sweden believes that neither INF.50 from the Secretariat had the intention to delete this marking requirement.

3. One possible explanation to the deletion is that ADR and RID (current editions) presents the text in different ways. In ADR it is presented in a separate paragraph under section 3.4.13 while RID presents the requirement under 3.4.13 (b).
4. For the aforementioned reasons, Sweden proposes to reintroduce the text concerning markings on containers in ADR.

Proposal

Alternative 1 (more in line with RID 2011 and 2013):

5. Amend the text in 3.4.13 (b) in ADR 2013 to read as follows (change underlined):

“3.4.13 (a) Transport units with a maximum mass exceeding 12 tonnes carrying packages with dangerous goods in limited quantities shall be marked in accordance with 3.4.15 at the front and at the rear except when the transport unit contains other dangerous goods for which orange-coloured plate marking in accordance with 5.3.2 is required. In the latter case, the transport unit may display the required orange-coloured plate marking only, or both the orange-coloured plate marking in accordance with 5.3.2 and the marking in accordance with 3.4.15.

(b) Containers carrying dangerous goods in limited quantities, on transport units with a maximum mass exceeding 12 tonnes, shall be marked in accordance with 3.4.15 on all four sides except when the container contains other dangerous goods for which placarding in accordance with 5.3.1 is required. In the latter case, the container may display the required placards only, or both the placards in accordance with 5.3.1 and the marking in accordance with 3.4.15.

If the marking affixed to the containers is not visible from outside the transport unit, the same marking shall also be affixed at the front and at the rear of the transport unit.”

Alternative 2 (text identical to ADR 2011):

6. Reintroduce the last paragraph of section 3.4.13, ADR 2011, in section 3.4.13 (b) in ADR 2013 as follows (change underlined):

“3.4.13 (a) Transport units with a maximum mass exceeding 12 tonnes carrying packages with dangerous goods in limited quantities shall be marked in accordance with 3.4.15 at the front and at the rear except when the transport unit contains other dangerous goods for which orange-coloured plate marking in accordance with 5.3.2 is required. In the latter case, the transport unit may display the required orange-coloured plate marking only, or both the orange-coloured plate marking in accordance with 5.3.2 and the marking in accordance with 3.4.15.

(b) Containers carrying dangerous goods in limited quantities, on transport units with a maximum mass exceeding 12 tonnes, shall be marked in accordance with 3.4.15 on all four sides except when the container contains other dangerous goods for which placarding in accordance with 5.3.1 is required. In the latter case, the container may display the required placards only, or both the placards in accordance with 5.3.1 and the marking in accordance with 3.4.15.

The carrying transport unit need not be marked, except when the marking affixed to the containers is not visible from outside this carrying transport unit. In this latter case, the same marking shall be affixed at the front and at the rear of the transport unit.”

Entry into force

7. As it seems that the deletion of the last paragraph was not deliberate, and to maintain harmonisation with RID 2013, this amendment should enter into force as soon as possible and, if possible, before the end of the transitional period for the entry into force of ADR 2013.
