



Economic and Social Council

Distr.: General
10 July 2023
English
Original: French

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

Geneva, 19–29 September 2023

Item 5 (a) of the provisional agenda

Proposals for amendments to RID/ADR/ADN:

Pending issues

Clarification of the provisions applicable to placarding of wagons/vehicles for carriage in bulk

Transmitted by the Government of France*, **

Summary

Executive summary:	The purpose of this document is to clarify the provisions applicable to the placarding of wagons/vehicles for carriage in bulk as defined in RID/ADR 5.3.1.4.
Action to be taken:	Amend the heading of 5.3.1.4.
Related documents:	ECE/TRANS/WP.15/AC.1/168, para. 15 Informal document INF.18 of the 2023 spring session of the RID/ADR/ADN Joint Meeting

Introduction

1. Following the March 2023 session of the Joint Meeting and informal document INF.18 discussed at that session, France proposes the present document, as agreed, with an amendment to the heading of 5.3.1.4 to clarify the provisions applicable to the placarding of wagons/vehicles for carriage in bulk.
2. As the heading is currently worded, when a wagon/vehicle for carriage in bulk is used to transport packages (flexible IBCs, for example), it must comply with the provisions on placarding for carriage in bulk, but that does not reflect the reality of the transport regime.

* A/77/6 (Sect. 20), table 20.6.

** Circulated by the Intergovernmental Organisation for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2023/50.



3. The proposal is to amend the heading of 5.3.1.4 to specify that the provisions apply only to wagons/vehicles used for carriage in bulk.
4. France therefore proposes to amend the heading of 5.3.1.4 as follows.

Proposal

5. Amend the heading of 5.3.1.4 to read:
“5.3.1.4 Placarding of wagons/vehicles used for carriage in bulk, tank-wagons/tank-vehicles, battery-vehicles, MEMUs and wagons/vehicles with demountable tanks”.

Justification

6. The amendment clarifies the regulatory provisions and thus avoids possible confusion as to the transport regime applicable to the dangerous goods being transported.
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