

OTIF



**ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBAHNVERKEHR**

**INTERGOVERNMENTAL ORGANISATION FOR INTER-
NATIONAL CARRIAGE BY RAIL**

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**RID: 44th Session of the Committee of Experts on the Transport of Dangerous Goods
(Zagreb, 19 - 23 November 2007)**

**Subject: Waiving the requirement for placarding on carrying wagons used for piggyback
transport if road vehicles carrying packages in accordance with ADR bear plac-
ards**

Proposal transmitted by UIC

Introduction

This subject has already been dealt with at the 42nd session of the RID Committee of Experts (Madrid, 21-25 November 2005) (report A 81-03/501.2006, paragraphs 49 - 53) and at the Joint Meeting (Berne, 20 – 23 March 2006) (report OCTI/RID/GT-III/2006-A, paragraphs 61 - 63), but in UIC's view, it has not yet been satisfactorily resolved.

According to RID 5.3.1.3.2 (c), it is not necessary to affix placards to carrying wagons used in piggyback transport for other carriage of road vehicles carrying packages when these vehicles visibly bear placards corresponding to the packages being carried.

However, ADR 5.3.1.5.1 and 5.3.1.5.2 require that only for vehicles carrying

- packages containing substances or articles of Class 1 (other than of Division 1.4, compatibility group S) and
- radioactive material of Class 7 in packagings or IBCs (other than excepted packages)

placards must be affixed.

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Proposal

5.3.1.3.2 (c) Amend to read as follows:

"(c) for other carriage of road vehicles carrying packages when these vehicles bear placards in accordance with ADR 5.3.1.5.1 and 5.3.1.5.2."

Justification

Harmonization of the requirements of RID with those of ADR. Avoids having to placard carrying wagons at a later stage at the road/rail interface for road vehicles carrying packages containing dangerous goods of classes 2 to 6, 8 and 9.

Safety

Safety would not be compromised, as all the information on the dangerous goods being carried is contained in the transport documents and moreover, in accordance with RID 1.4.2.2.5, the carrier must ensure that the manager of the railway infrastructure being used is able to obtain at any time during carriage rapid and unrestricted access to the information allowing him to meet the requirements of 1.4.3.6 (b).

Feasibility

No problems are anticipated. On the contrary, doing away with the requirement for the subsequent placarding of carrying wagons will make operations in combined road/rail transport easier.
