

**OTIF/RID/CE/GTP/2024/4**

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Original: German

**RID: 16<sup>th</sup> Session of the RID Committee of Experts' standing working group**  
(London, 20 to 23 November 2023)

**Subject: Amendment of the provisions for shunting marks in 5.3.4.1**

**Proposal transmitted by the International Union of Railways (UIC)**

## Introduction

1. With regard to their shape and dimensions, the shunting labels in accordance with models 13 and 15 to be affixed to wagons in accordance with 5.3.4.2 for certain UN numbers correspond in principle to the specifications for models 16b and 16c contained in Appendix 16 of the CIT Freight Transport Manual for shunting restriction labels.
2. This consistent approach was taken in order not to have to “double” mark wagons containing dangerous goods that are subject to shunting restrictions and that are already marked with a shunting label in accordance with model 13 of RID (shunt with care; corresponds to model 16d of the CIT Manual) or in accordance with model 15 of RID (loose shunting or hump shunting forbidden; corresponds to model 16b of the CIT Manual).
3. Shunting restriction labels are prescribed in the CIT Manual, particularly for wagons with damage-prone and valuable goods and for wagons with exceptional consignments.
4. One of the formal differences between shunting labels and shunting restriction labels is that according to RID, the width and height dimensions of 105 mm and 74 mm are defined as minimum dimensions, whereas the CIT Freight Transport Manual does not allow any deviation from these dimensions in principle.
5. In accordance with 5.3.4.1, indelible shunting marks may also be affixed instead of the shunting labels; these marks do not require a white background but otherwise, they basically correspond to the prescribed models for shunting labels.
6. In transport practice, loaders and fillers repeatedly affix labels that do not correspond 100% to the prescribed model for shunting labels (symbols not on a white background), but which, apart from not being indelible, do correspond to those for shunting marks. Some examples:



## Proposal

7. Amend 5.3.4.1 to read as follows (deleted text is crossed out and shown in bold):

### “5.3.4.1 General provisions

The general provisions of 5.3.1.1.1 and 5.3.1.1.6 and of 5.3.1.3 to 5.3.1.6 shall also apply to the shunting labels conforming to models Nos. 13 and 15.

Instead of the shunting labels, ~~indelible~~ shunting marks corresponding exactly to the prescribed models may be affixed. These may simply consist of the red triangle with a black exclamation mark (at least 100 mm base by 70 mm height).”

## Justification

8. In terms of being affixed on a background of contrasting colour, weather-resistance and durability throughout the entire journey, the provisions of 5.3.1.1.1, which also apply to shunting labels in accordance with 5.3.4.1, ensure the functional equivalence of labels which, with the exception of indelibility, comply with the provisions for shunting marks.
9. As far as UIC is aware, many supervisory authorities already tolerate non-indelible shunting marks in the form of a label.