

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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(Luxembourg, 2 – 4 November 2010)

Subject: Placarding or orange-coloured plate marking of wagons and swap-bodies

Discussion paper transmitted by Sweden

1. This paper only contains a general view on orange-coloured plate marking and placarding and not on the special provisions applicable to e.g. classes 1 and 7.

Marking and placarding of wagons

2. New provisions for piggyback transport are included in RID 2011. It is no longer necessary to affix placards, markings or orange-coloured plates to carrying wagons if road trailers or road transport units bears placards, markings or orange-coloured plates in accordance with ADR.
3. This means that a consignment with the same packaged dangerous goods carried in a wagon or in a trailer in piggyback transport can use two different ways of displaying the danger:
 - An ordinary wagon must display placards with all relevant risks;
 - In piggyback transport, orange-coloured plates may be displayed.
4. The reasons for two different approaches to displaying the risk of the dangerous goods being carried no longer seem obvious.
5. As a step toward harmonisation between RID and ADR, the expert of Sweden is of the opinion that freight wagons could be marked and placarded in the same way as trailers or transport units in piggyback transport.

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Marking piggyback transport with orange-coloured plates

6. ADR 5.3.2.2.1 indicates that the orange-coloured plates *may* be separated in the middle with a black horizontal line. This sentence does not exist in RID i.e. it could be concluded that the only alternative in RID is an orange-coloured plate with the hazard identification number and UN number. However, the new 1.1.4.4 in RID 2011 introduces an unnumbered orange-coloured plate and this new plate seems not to be defined in RID 2011.
7. As a step towards harmonisation between RID and ADR, the expert of Sweden is of the opinion that RID should introduce a text more harmonised with ADR so that an unnumbered plate is also defined in RID.

Placarding of swap-bodies and wagons carrying swap-bodies

8. Sub-sections 5.3.1.2 and 5.3.1.3 of RID 2011 regulate the placarding of containers and wagons, while the same sub-sections in ADR 2011 regulate the placarding of containers and vehicles. For road transport there are no requirements for the placarding of swap-bodies except for swap-bodies carried in combined road/rail transport.
9. This means that for the carriage by rail of a consignment with the same packaged dangerous goods carried in a trailer in piggyback transport, a consignment of a separate swap-body or a trailer with a swap-body, two different ways of displaying the danger can be used:
 - The trailer only needs orange-coloured plates;
 - The swap-body needs to be placarded.
10. The reasons for these different approaches for displaying the risk of the dangerous goods no longer seem obvious.
11. Also, as a step towards harmonisation between RID and ADR, the expert of Sweden is of the opinion that marking and placarding in respect of swap-body transport should be the same for road and rail transport, i.e. there should be no requirement for the placarding of swap-bodies in rail transport.
12. The expert of Sweden would like to know the opinion of the RID Committee of Experts on this matter.
