

**OTIF**



**ORGANISATION INTERGOUVERNEMENTALE POUR  
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN  
INTERNATIONALEN EISENBAHNVERKEHR**

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

**OTIF/RID/CE/2011/10**

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**RID: 50<sup>th</sup> Session of the Committee of Experts on the Transport of Dangerous Goods**  
(Malmö, 21 – 25 November 2011)

**Subject: Placarding of wagons**

**Proposal transmitted by Sweden**

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## **Introduction**

1. At the Joint Meeting in Bern, March 2011, Sweden proposed in document ECE/TRANS/WP.15/AC.1/2011/8 (OTIF/RID/RC/2011/8) harmonised criteria for reducing the dimensions of placards and markings. This paper also presented an overview of current provisions regulating the size of different placards and markings on wagons/vehicles (see Annex).
2. The report from the Joint Meeting pointed out that:  
  
"Several delegations were not in favour of the proposal by Sweden. ADR, unlike RID, did not require the use of placards for the carriage in packages of substances other than those of Class 1 and Class 7. It was therefore unnecessary to specifically harmonize conditions for affixing smaller markings."
3. In RID the following provisions can be found:  
  
Placards on wagons shall be not less than 250 mm by 250 mm but may be reduced to 150 mm x150 mm.
4. As a consequence, if several placards have to be affixed to a wagon, placards with several dimensions can be found. E.g. the subsidiary risk(s) is displayed on 250 mm by 250 mm placard(s) but the primary risk is displayed on a placard that only measures 150 mm by 150 mm (see picture below).

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5. Sweden believes this is unacceptable for persons involved in the carriage of dangerous goods as well as for the rescue services that have to respond on the basis of the markings, placards and labels displayed. A larger placard implies that a hazard is more severe than a smaller placard does.
6. Sweden is in favour of the possibility of reducing the size of the placard on railway wagons for reasons linked to the construction of the wagon, but this should not be done unconditionally.

#### Proposal 1

7. Replace the text in 5.3.1.7.4 with the following text (new text underlined):

**"5.3.1.7.4** The dimensions of the placards to be affixed to wagons may be reduced to 150 mm by 150 mm if the size and construction of the wagon is such that the available surface area is insufficient to affix the prescribed placards. In this case, the other dimensions prescribed for the symbol, lines, figures and letters do not apply."

#### Proposal 2

8. Add a new sentence to 5.3.1.7.4:

"If the dimensions of a primary risk placard are reduced, the dimensions of subsidiary risk placard(s) shall also be reduced to the same size."

#### Justification

9. This would improve safety. Regulations for the inland transport of dangerous goods would be more harmonised.

**Annex****Overview of current provisions regulating the size of different placards and markings on vehicles/wagons**

	<b>ADR</b>	<b>RID</b>	<b>ADN</b>
Placards	The size shall be at least 250 mm by 250 mm.		
		For all Classes the size of placards affixed to wagons may be reduced to 150 mm by 150 mm, unconditionally.	
	For Classes 1 and 7 the size may be reduced to 100 mm by 100 mm if available surface area on the vehicle is insufficient to affix the placard. Valid also for tank transport.		For Classes 1 and 7 the size may be reduced to 100 mm by 100 mm (vehicles) and 150 mm by 150 mm (wagons) if available surface area is insufficient to affix the placard. Valid also for tank transport.
		Indelible danger markings referred to in 5.2.2.1.2 shall apply	
	<i>(For small tanks and containers the size may be reduced to 100 mm by 100 mm, unconditionally.)</i>		
Environmentally hazardous mark	The mark shall be treated as a placard and may <i>not</i> be reduced in size.	The mark shall be treated as a placard and may be reduced in size.	The mark shall be treated as a placard and may be reduced in size for wagons but not for vehicles.