

**OTIF**



**ORGANISATION INTERGOUVERNEMENTALE POUR  
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN  
INTERNATIONALEN EISENBAHNVERKEHR**

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

**INF. 11**

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(English only)

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

**Subject: Comments from Switzerland on document OTIF/RID/CE/2011/10 from Sweden –  
Placarding of wagons**

1. Switzerland welcomes the document submitted by Sweden and wishes to open a debate regarding the difficulties encountered with the use of placards.
2. The picture displayed under § 4 of the Swedish proposal is a good example of the non uniform application of the requirements regarding placarding:
  - Two placards were affixed on the plate and two directly on the tank;
  - It seems that the Class 2 placard affixed on the tank and partially torn could not be properly removed and has been replaced by a smaller Class 2 placard on the plate.
3. What was the reason for introducing the possibility of reducing the size of the placards in 5.3.1.7.4, as there is plenty of space on a tank-wagon?
4. The following pictures are presented with the aim of helping to lead a discussion on this question.

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A good example: a tank-wagon carrying chlorine.



Not such a good example: confusing placarding (duplication of the Class 8 placard with a crossed out placard on the tank).

