

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/GTP/2012/7

26 September 2012

Original: German

**RID: 1st Session of the RID Committee of Experts' standing working group
(Riga, 12 – 15 November 2012)**

Subject: Creation of a symbol model number for the marking of environmentally hazardous substances and alignment of the provisions concerning documentation for environmentally hazardous substances with the system according to 5.4.1.1.1

Proposal transmitted by the International Union of Railways (UIC)

Introduction

1. On the basis of the proposal by the European Council of the Paint, Printing Ink and Artists' Colours Industry (CEPE) to the RID/ADR/ADN Joint Meeting held in Geneva from 17 to 21 September 2012 (document OTIF/RID/RC/2012/22 – ECE/TRANS/WP.15/AC.1/2012/22; see Annex 1), UIC suggested in informal document INF.22 (see Annex 2) not to deal with the documentation for environmentally hazardous substances by means of a new "symbol" (MP/EH), as proposed by CEPE, but in the context of the information required in accordance with 5.4.1.1.1.
2. To do this, it was suggested, among other things, that the marking for environmentally hazardous substances prescribed in 5.2.1.8.3 be assigned a "number", and that this number be shown in brackets (in last position) after the first number of the danger label model (main hazard) required in accordance with the 3rd indent of 5.4.1.1.1 (c).
3. Unfortunately, it was not possible to discuss the UIC document at the Joint Meeting, as CEPE's proposal was referred to IMO's "Dangerous Goods Solid Cargoes and Containers" (DSC) sub-committee to be dealt with further.

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4. However, UIC is of the view that its suggestion should again be examined in more depth and would therefore like to find out the opinions of delegates on this proposal.
 5. If the majority of delegates were also of the view that UIC's proposal could contribute to simplifying the legislation, further intermodal harmonisation and in particular to the facilitation of telematics applications, there should first be agreement on how to take things forward.
 6. Together with interested national and association representatives, UIC would be prepared to clarify and explain the proposal in more depth, perhaps in a working group (it was also suggested that a marking/symbol model number be assigned to other markings and symbols).
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