RID : 16th Session of the RID Committee of Experts’ standing working group  
(London, 20 - 23 November 2023)

Subject: Identification in the transport document of the wagon and, where appropriate, of the large container, tank-container or portable tank

Proposal transmitted by Belgium

SUMMARY

Explanatory summary: Continuation of the discussion started at the Joint Meeting on the addition of a second sentence to 5.4.0.1 or 5.4.0.2 concerning the identification of the wagon.

Measure to be taken: Decide whether this addition should be included in 5.4.0.1 or 5.4.0.2. Decide whether provision should also be made to identify large containers, tank-containers or portable tanks in the transport document.

Related documents: Informal documents INF.36 and INF.43 from the Joint Meeting in March 2023. Informal document INF.6 from the Joint Meeting in September 2023

Introduction

1. At the Joint Meeting in March 2023, the addition of a second sentence to 5.4.0.1 was adopted between square brackets on the basis of informal documents INF.36 and INF.43:

   ["The information prescribed in this Chapter related to the dangerous goods carried shall be available during carriage in such a way that the goods per wagon/vehicle/vessel and the wagon/vehicle/vessel which is carrying them can be identified in the documentation."]
The May 2023 session of WP.15 supported this amendment.

2. In informal document INF.36, this addition had originally been proposed for 5.4.0.2, the aim being to ensure the link between the transport document and the wagon/vehicle/vessel carrying the dangerous goods when an electronic transport document is being used.

3. At the Joint Meeting in September 2023, based on informal document INF.6 from IRU, the Joint Meeting finally decided to add this sentence to 5.4.0.2, i.e. only in connection with the use of an electronic transport document, as initially provided for in informal document INF.36.

4. There was also some discussion on the need to replace the term “vehicle” by “transport unit” in ADR. This discussion should be continued at WP.15 in November 2023.

5. The representative of Belgium announced that she would submit a document to the RID Committee of Experts’ standing working group with a view to maintaining this addition to 5.4.0.1 and including a reference to the identification of large containers, tank-containers or portable tanks, which is current practice.

Proposal

6. Amend 5.4.0.1 to read as follows (new text in bold, amendments compared to the sentence adopted by the Joint Meeting in bold and underlined):

"5.4.0.1 Unless otherwise specified, any carriage of goods governed by RID shall be accompanied by the documentation prescribed in this Chapter, as appropriate.

The information prescribed in this Chapter related to the dangerous goods carried shall be available during carriage in such a way that the goods per wagon, large container, tank-container or portable tank, as well as the wagon and, as appropriate, the large container, tank-container or portable tank which is carrying them, can be identified in the documentation."

Justification

7. In the CIM consignment note, the identification of the wagon and, as applicable, of the large container, tank-container or portable tank corresponds to current practice.

8. France drew the Joint Meeting’s attention to the need to include in Chapter 5.4 of RID/ADR/ADN all the fields to be taken into account when developing electronic transport documents. This is why Belgium proposes to include the identification of large containers, tank-containers and portable tanks in Chapter 5.4 so that this information is not lost when moving to paperless documents.

9. Belgium is of the view that this sentence can be introduced into 5.4.0.1, because for rail transport, this already corresponds to current practice for paper documents (see examples at annex).
Annex

Examples of transport documents

Example 1

Example 2