

## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on the Transport of Dangerous Goods

##### Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods

Geneva, 15–19 September 2014

Item 4 of the provisional agenda

##### Interpretation of RID/ADR/ADN

10 September 2014

### Comments on ECE/TRANS/WP.15/AC.1/2014/42 (Spain) „Marking of the overpack with the mark “OVERPACK” “

Transmitted by the European Aerosol Federation (FEA)

#### *Summary*

**Executive summary:** FEA interprets 5.1.2.1 (a) that it is not necessary to mark an overpack with the word “OVERPACK”, when all representative information (except the type approval codes) are clearly visible. This is applicable to packagings with limited quantities and fully regulated packagings

**Future editorial amendments might increase the clarity of the text**

#### **Justification**

1. The general principle, to duplicate all representative labels and markings (but not the type approval code(s)) on the outside of an overpack, if relevant information is hidden, is in the Model and modal Regulations for more than ten years. FEA checked this back to the 10<sup>th</sup> edition of the Orange Book and back to ADR 2001.

2. Based on a proposal from the Netherlands at the UN SCoE TDG (see <http://www.unece.org/fileadmin/DAM/trans/doc/2002/ac10c3/ST-SG-AC10-C3-2002-43e.pdf>), which was adopted, the additional marking with the word “OVERPACK” was introduced and published in the 13<sup>th</sup> edition of the Orange Book. Looking into the Dutch proposal it was submitted to have a clear indication in an inspection, that an overpack, which looked like a regular packaging, but having no type approval code on the outside, could be surely identified as an overpack.

3. Parallel to that the air transport industry used the sentence „INNER PACKAGINGS COMPLY WITH PRESCRIBED SPECIFICATIONS“ just for the same reason.

By adding “The “overpack” marking is an indication of compliance with this requirement” in 5.1.2.2 of the Model Regulations both concepts (air transport and surface modes) could be harmonized.

4. These amendments were introduced in RID/ADR 2005. Especially the text of 5.1.2.2 ADR2005 saying that “Each package of dangerous goods contained in an overpack shall comply with all applicable provisions of ADR. **The "overpack" marking is an indication of compliance with this requirement...**” made the whole change understandable for the users of the regulations, who were not familiar with air transport.

5. In 5.1.2.2. of ADR 2007 the sentence “**The "overpack" marking is an indication of compliance with this requirement**” was removed. With this deletion there might be today the impression, that the marking with the word “OVERPACK” is another hazard communication element. But having in mind the history of this topic and the current text of the Model Regulations, this impression is false. A re-introduction of this sentence might solve some interpretation problems.

6. Especially the first sentence of 3.4.11 of RID/ADR might also need some editorial tidying up exercise to make sure that the overpack marking for limited quantity packagings follows the same logic as for the fully regulated ones.

A good example is 3.4.5.4 IMDG Code 36<sup>th</sup> Amdt, saying “When packages containing dangerous goods packed in limited quantities are placed in an overpack..., the overpack ... shall be marked with the marking required by this chapter unless the markings representative of all dangerous goods in the overpack or the unit load are visible. In addition, an overpack shall be marked with the word “OVERPACK” unless markings representative of all dangerous goods, as required by this chapter, in the overpack are visible. ...”

## Proposal

7. FEA proposes to mention the outcome of this discussion in the report of this meeting and to reflect the view of the Joint meeting in the discussion on the same issue in the December meeting of the UN SCoE TDG (see: <http://www.unece.org/fileadmin/DAM/trans/doc/2014/dgac10c3/ST-SG-AC.10-C.3-2014-65e.pdf> from Spain).

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