

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

29 January 2024

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

Bern, 25-28 March 2024

Item 2 of the provisional agenda:

Tanks

Orange band on tank-wagons

Transmitted by International Union Wagon Keepers (UIP)

I. Introduction

1. RID 5.3.5 requires tank-wagons for the carriage of liquefied, refrigerated liquefied or dissolved gases to be marked with an unbroken, orange band of about 30 cm wide. Special provision TM 6 in RID 6.8 refers to this requirement in RID 5.3.5.
2. At the sixteenth session of the RID Committee of Experts' standing working group (London, 20 - 23 November 2023), Belgium asked in informal document INF.8 who is competent/responsible for this marking. The question was the result of discussions at the TPED NOBO group, which had rejected the inspection bodies' being responsible for checking this band and was of the view that the filler/loader is responsible for this.
3. In the course of the discussion at the standing working group, it was noted that this requirement for an orange band had already been deleted in ADR some time ago. In addition to the question of responsibility, the very specifically described colour requirement for the marking was also discussed. Reference was made here to the specifications concerning the colour quality of the orange-coloured plates in 5.3.2.
4. UIP confirmed that there were regular discussions about the quality of the colour of the band if, for example, the shade and brilliance no longer meet the requirements of RID 5.3.2 due to chalking. UIP affirmed that the keeper is responsible, but also pointed out that minor repairs must be carried out during the scheduled tank inspections.
5. However, the question arises as to why this marking is not required for road tank-vehicles and tank-containers, despite the same risk profile. UIP therefore points out that this must be rather confusing for safety personnel and doubts whether the band improves safety, as safety personnel are trained more to recognise multimodal markings, such as orange-coloured plates.
6. As a result of the discussion at the standing working group, most delegates were of the view that it is the operator/keeper that has the basic obligation to affix the band. However, delegates were also of the view that the filler/loader is also responsible for checking the band in accordance with their obligations in Chapter 1.4 of RID.
7. The meeting decided not to amend RID and delegations were given the option of introducing this topic to the Joint Meeting.

II. Question

8. Following the discussion at the standing working group, the question for UIP is whether this very old marking requirement for tank-wagons is still considered to be a useful safety requirement or whether the obligation to affix the orange band can also be dispensed with in RID for tank-wagons. If it is confirmed that this provision is necessary, the question also arises as to whether, for the purpose of harmonisation, a similar marking would also be of use for road tank-vehicles and tank-containers.
 9. UIP requests the Joint Meeting's working group on tanks to give an opinion on this issue.
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