

Joint meeting of the RID safety committee and the working party on the transport of dangerous goods (Bern, 20-23 March 2006)

Belgian comments to INF. 7 (Annex 4)

Introduction

In Annex 4 of INF 7, the secretariat of OTIF refers to document OCTI/RID/CE/42/51) of the 42nd session of the RID Committee of Experts, dealing with the marking of piggyback transports (the carriage of road vehicles on rail wagons).

In this document, it was pointed out that, in the case of piggyback transport, there is no need for additional RID-marking on the rail wagon itself if the tank-vehicle that is being carried displays on the sides of the tank(s) the orange-coloured plates with identification numbers according to 5.3.2.1.2 of ADR.

If, however, the tank vehicle bears an orange-coloured plate marking according to 5.3.2.1.3 or 5.3.2.1.6 of ADR (where the plates with numbers are placed at the front and rear of the vehicle) the additional RID-marking on the rail wagon remains necessary, because the front and rear of the wagons (or of their loads) are not visible during the rail transport.

In order to avoid a supplementary marking at the transshipment stations, the use of the relaxations given in 5.3.2.1.3 or 5.3.2.1.6 of ADR is therefore to be avoided in the case of piggyback transport.

Proposal

Add a new note at the end of 5.3.2.1.3 and 5.3.2.1.6 of ADR :

NOTE : If over a section of the journey the transport unit is loaded on board of a wagon for rail transport (piggyback transport), the orange-coloured plate marking according to this paragraph is not allowed.
