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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

Bern, 12–16 March 2018

Item 5 a) of the provisional agenda

Proposals for amendments to RID/ADR/ADN: pending issues

5.2.1.5 RID/ADR/ADN – Additional provisions for goods of Class 1: Languages to be used for marks

Transmitted by the Government of Germany*

Summary

Executive summary: Languages to be used for the marks on packages containing goods of Class 1.

Related documents: ECE/TRANS/WP.15/AC.1/2017/28 and
ECE/TRANS/WP.15/AC.1/148, paragraphs 50 to 52.

Introduction

1. The Joint Meeting in September 2017 discussed a Swedish proposal concerning the language of the mark on the package (ECE/TRANS/WP.15/AC.1/2017/28). The discussion resulted in different positions.

2. In the meantime, another problem has been brought to the attention of the German authorities. For packages with goods of Class 1, the language is specified:

* In accordance with the draft programme of work of the Inland Transport Committee for 2018-2019, (ECE/TRANS/WP.15/237, annex V, (9.2)).

According to RID/ADR/ADN 5.2.1.5, they must bear the proper shipping name in the language of the country of origin. If that language is not French, German or English, the name must also be shown in French, German or English.

3. Compliance with this requirement leads to difficulties, particularly in return transport. For example, after military exercises abroad, unused ammunition is usually transported back in the packagings it was delivered in. Such transport does not take place between two countries only; there may be intermediate stops in other countries.

4. There is also a problem with providing the mark in the language of the country of origin when carrying fireworks, when unused materials are transported back from the venue after a firework event. This means that in practice, the marking provisions in 5.2.1.5 are not always complied with.

5. This is not a problem in air or maritime transport, as information in English is usually used and accepted for these modes.

6. It should be made possible to perform such transport without the proper shipping name in an official language of the country of origin of the return or onward transport. In order to do this, the same language rule should be used as for the transport document under RID 5.4.1.4.1 (option 1); insofar as Italian should continue to be one of the generally accepted languages in RID, as is currently the case, this can be differentiated accordingly (option 2).

Proposals

Option 1

7. Amend the second sentence of RID/ADR/ADN 5.2.1.5 as follows:

“The mark, which shall be clearly legible and indelible, shall be in one or more languages, one of which must be French, German or English, unless any agreements concluded between the countries concerned in the transport operation provide otherwise.”

Option 2

8. Amend the second sentence of ADR/ADN 5.2.1.5 as follows:

“The mark, which shall be clearly legible and indelible, shall be in one or more languages, one of which must be French, German or English, unless any agreements concluded between the countries concerned in the transport operation provide otherwise.”

Amend the second sentence of RID 5.2.1.5 as follows:

“The mark, which shall be clearly legible and indelible, shall be in one or more languages, one of which must be French, German, English or Italian, unless any agreements concluded between the countries concerned in the transport operation provide otherwise.”