

**Committee of Experts on the Transport of Dangerous Goods
and on the Globally Harmonized System of Classification
and Labelling of Chemicals**

10 December 2019

**Sub-Committee of Experts on the Transport of
Dangerous Goods**

Fifty-sixth session

Geneva, 4-11 December 2019

Item 6 (a) of the provisional agenda

**Miscellaneous proposals for amendments to the
Model Regulations on the Transport of Dangerous
Goods: Marking and labelling**

**Optical differentiation of labels/placards for gases: outcome
of the working group meeting on the proposals in INF.37 and
INF.40**

**Transmitted by the expert from Spain and the International Association of Fire and
Rescue Services (CTIF)**

After an exchange of views in plenary, a group of experts volunteered to meet on the margins of the session. The Sub-Committee is invited to take note of the outcome of the discussions of the working group as indicated below :

1. It was discussed that the cylinder symbol will not be the best way to go further.
 2. A possible compromise could be the use of the words « flammable gas » or « toxic gas » or the UN number or both on the label or placards, as it is already included in the Model Regulations as an option and some countries are using this option already. A question in the discussion was if this is to cover also the other classes (else there will not be a uniformity). For Spain and CTIF the inclusion of the text and/or UN number should be mandatory.
 3. There was also the discussion that to look first on tanks and big cylinders with shorter transition periods and could have very long transition period i.e.15a, for small cylinders (like the typical LPG bottles). However, something to be considered is that by the time a long transition period ends, other more effective methods could be in place with digitalisation.
 4. On the other hand regulators and the industry will try to support the new coming or partly existing systems of digitalisation for electronically available information, which would make also the long transition periods of no real benefit, if such digitalisation systems would be available and working by then.
 5. All involved parties agreed it is necessary to provide clear information on hazard to first responders and agree to find a practical solution.
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