

## Economic Commission for Europe

### Inland Transport Committee

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

19 August 2014

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

Geneva, 15-19 September 2014

Item 2 of the provisional agenda

#### Tanks

### Colour coding for tanks

#### Transmitted by the Government of Belgium

#### Introduction

1. During the summer of 2013, the Belgian authorities received an ADR 1.8.5 incident report concerning the carriage by tank-vehicle of UN 1791, HYPOCHLORITE SOLUTION, PG II. The driver noticed a drip leak behind the vehicle when driving and proceeded to inspect the tank. He noticed the drip leak originated from the drain tube of one of the surge plates, later to be found being the result of a crack in the inner coating of the tank. The driver also proceeded to relieve some of the pressure from the tank, which had stood out in the open sun during the weekend. During this operation, however, the driver accidentally opened the closure of the dip tube instead of the vent. The driver was hit directly with product but was not permanently injured due to the fortunate vicinity of an emergency shower in a nearby chemical production facility.
2. The above stated incident prompted the company to implement a colour coding system on the closures of the dip tube and vent to eliminate mistakes as follows:



Red : danger – product in dip tube, Blue : vent

## Proposal

3. Taking into account the added benefit to safety and the relative ease with which colour coding can be applied, Belgium asks the Joint Meeting, and in particular the Tanks Working Group, to discuss the option of implementing a harmonized colour coding scheme for tanks carrying dangerous goods, in particular the tank equipments, as well as the most appropriate way to achieve this (e.g. through inclusion of a new section in RID/ADR 6.8, through a reference to a standard,...). In other sectors (e.g. pipelines (ANSI A13.1, IS 2379), worker safety (ANSI Z535, ISO 3864), gas cylinders,...) colour coding is already a long standing practice, typically related to the type of product contained or the type of hazard presented.

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