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**Economic Commission for Europe****Inland Transport Committee****Working Party on the Transport of Dangerous Goods****102nd session**

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Item 5 (b) of the provisional agenda

**Proposals for amendments to annexes A and B of ADR:****Miscellaneous proposals****Orange-coloured plate marking in a transport chain  
including maritime or air carriage****Transmitted by the Government of Switzerland\****Summary*

**Executive summary:** The orange-coloured plate marking on transport units described in 5.3.2 is required under 1.1.4.2.2 for transport chains that include maritime or air carriage. It should be mandatory only when the transport unit is required to bear it under ADR.

**Action to be taken:** Add the words “when applicable” at the end of 1.1.4.2.2.

**Introduction**

1. Multimodal carriage is regulated under 1.1.4.2. In 1.1.4.2.2, transport units bearing plate markings that do not conform to 5.3.1 of ADR are considered acceptable if the provisions of 5.3.2 concerning orange-coloured plate markings are met. The reference to 5.3.2 makes it mandatory to mark transport units that could have been exempted from the requirement under 1.1.3.6. To avoid that situation, the words “when applicable” could be added at the end of 1.1.4.2.2.

\* In accordance with the programme of work of the Inland Transport Committee for 2016-2017 (ECE/TRANS/2016/28/Add.1 (9.2)).



## **Proposal**

2. Add the words “when applicable” at the end of 1.1.4.2.2.

## **Justification**

3. In ADR, exemption (e.g. in 1.1.3.6) from the requirement to have orange-coloured plate marking in line with 5.3.2 is intended to simplify carriage when certain quantities limitations are not exceeded. The presence of such marking when it is unnecessary may lead to problems, as it may be interpreted by those responsible for inspections and tunnel managers as an obligation to respect all the provisions of ADR. This could give rise to unnecessary and time-wasting checks or, in the case of tunnel restrictions, to a prohibition on passage. In case of an accident, it could also lead to response measures disproportionate to the actual danger. To avoid such problems, there should be no unnecessary orange-coloured plate marking.

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