

## **Economic Commission for Europe**

### **Inland Transport Committee**

#### **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**

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**Tanks**

7 February 2018

### **Interpretation of the purpose and visibility of the markings required by 6.8.2.5.2 and 6.8.3.5.6.**

**Transmitted by the Government of the Netherlands**

#### **Introduction**

1. Recently particular markings required by 6.8.2.5.2 and 6.8.3.5.6 were found to be placed inside the cabinet containing the valves for filling and discharge of the tank. During carriage the doors of the cabinet are closed and the markings are not visible.

#### **Background**

2. Generally the markings required by 6.8.2.5.2 and 6.8.3.5.6 are provided by adhesive or painted letters and cyphers on the outside of the tank or on a metal plate fitted to the tank.

3. The markings are readily legible from the outside of the tank during carriage. With an open market within the EU different interpretations surface between countries in this case on markings.

4. The information provided by the markings seems to address particular users. For instance the name of operator or owner is of importance to rescue services while other information addresses in particular the filler.

5. It seems to be interpreted that if markings only applicable to the filler are available during loading, it is not necessary that they are visible during carriage.

#### **Discussion**

6. The Netherlands proposes to discuss the purpose and visibility of markings in the Working Group on Tanks. The operational requirements of 4.3.3.3.2 (only the name of the loaded or just discharged gas shall be visible and others should be covered up) should also be evaluated in this discussion.

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