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**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

Bern, 26-30 March 2007  
Agenda item 5

**PROPOSALS FOR AMENDMENTS TO RID/ADR/ADN\***

**Application of exemptions under ADR 1.1.3.6 in combined road/rail transport**

**Transmitted by the International Union of Combined  
Road-Rail Transport Companies (UIRR)**

**Introduction and justification**

ADR 1.1.3.6 provides certain facilities for the transport by road of quantities under a certain limit. For example, it is permissible not to apply the requirements of chapter 5.3 relating to the affixing of placards and orange-coloured plates.

In combined road/rail transport operations, problems regularly arise, as RID does not provide for such exemptions. When the transport units are transloaded onto rail, the carrying wagon must be marked after the fact. This is disruptive to the operation and increases the time spent in combined traffic transloading stations.

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\* Circulated by the Intergovernmental Organization for International Carriage by Rail (OTIF) under the symbol OTIF/RID/RC/2007/1.

## Suggestion

UIRR suggests the following amendments to RID 1.1.3.6:

**1.1.3.6** Amend to read as follows:

“Total maximum permissible quantity per wagon or large container and exemptions for combined road/rail traffic”.

**1.1.3.6.1** Amend to read as follows:

“When the requirements of ADR 1.1.3.6 are met, the exemptions from certain provisions listed in ADR 1.1.3.6.2 shall apply by analogy also to combined road/rail traffic.”

In addition, UIRR suggests the following amendment to ADR 1.1.3.6.2:

**1.1.3.6.2** The NOTE becomes NOTE 1. Add a NOTE 2, to read as follows:

“NOTE 2. The exemptions from certain requirements referred to above are applicable by analogy also to combined road/rail traffic (see RID 1.1.3.6.1).”

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