

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

Sub-Committee of Experts on the Transport of Dangerous Goods

30 November 2012

### Forty-second session

Geneva, 3 – 11 December 2012

Item 2(b) of the provisional agenda

**Global harmonization of transport of dangerous goods regulations  
with the Model Regulations.**

## Assignment of E codes for transport in excepted quantities

Transmitted by the International Civil Aviation Organisation (ICAO)

### Introduction

1. In ST/SG/AC.10/C.3/2012/88, ICAO proposed a number of amendments to the Model Regulations in order to ensure harmonization with the ICAO Technical Instructions.
2. Previously at the forty-first session, ICAO was requested to review the list of differences and to provide justification if possible (ST/SG/AC.10/C.3/82, paragraphs 58 to 61 refers). This review was done at the ICAO DGP Working Group of the Whole meeting, Montreal, 15 to 19 October 2012. An extract from the report of that meeting is presented below. The full report can be found at [www.icao.int/safety/DangerousGoods/Pages/WG12.aspx](http://www.icao.int/safety/DangerousGoods/Pages/WG12.aspx).

### 3.2.14 Harmonization of Excepted Quantity Codes in the UN Model Regulations and the Technical Instructions (DGP-WG/12-WP/25)

3.2.14.1 It was reported that a number of substances which are forbidden on passenger aircraft were permitted in excepted quantities in the Model Regulations. A paper which listed these substances along with other anomalies was presented at the Forty-first session of the Sub-Committee of Experts on the Transport of Dangerous Goods (Geneva, 25 June – 4 July 2012) (ST/SG/AC.10/C.3/2012/25). A review of the differences was performed by the Secretariat and would be presented at the December meeting of the Sub-Committee. The working group was invited to provide comments to the Secretary on this review. The results of the working group's discussion would be provided in an informal paper to the Forty-second Session of the UN Sub-Committee.

3.2.14.2 Background information on how the excepted quantity provisions were incorporated into the Model Regulations was provided during discussion of the working paper. It was explained that excepted quantity provisions had been unique to air transport for quite some time. The UN decided to incorporate the provisions into the Model Regulations to facilitate transport between modes. They developed a rationalized approach to assigning excepted quantity codes which was based on the provisions of the 2005-2006 Edition of the Technical Instructions. Any inconsistencies in the Model Regulations were not intentional. The Sub-Committee was prepared to address these inconsistencies, but asked that the DGP consider whether there was a need to be more restrictive in the air mode.

3.2.14.3 It was noted that when packages were shipped in excepted quantities, there was no way to identify what that package contained. The only identification on the package was the excepted quantity mark and an indication of the class or division. If a package was shipped using excepted quantity provisions permitted by other modes but not by air, there would be no way for an air operator to know that that package was not in compliance with the air mode. For this reason, the excepted quantity provisions needed to be harmonized.

3.2.14.4 It was strongly agreed that the criteria used by the DGP to assign excepted quantity codes should not change. Harmonization of the codes for the other modes with the air mode was crucial, but it was also recognized that it was difficult for the other modes to keep up-to-date with the Technical Instructions. Excepted quantity codes assigned to substances may change and it would be up to the DGP via the Secretariat to inform the Sub-Committee of these changes.

3. Additionally, a number of inconsistencies have been noted and the Sub-Committee is requested to take these into consideration when reviewing ST/SG/AC.10/C.3/2012/88.

### **Proposal**

4. *Delete* the following as the entries are harmonized:

UN 3494, PETROLEUM SOUR CRUDE OIL, FLAMMABLE, TOXIC (Class 3, Packing Groups II and III)

UN 3487, CALCIUM HYPOCHLORITE, HYDRATED, CORROSIVE or CALCIUM HYPOCHLORITE, HYDRATED MIXTURE, CORROSIVE, with not less than 5.5% but not more than 16% water (Division 5.1, subsidiary risk 8, Packing Group II)

UN 1471, LITHIUM HYPOCHLORITE, DRY or LITHIUM HYPOCHLORITE, MIXTURE (Division 5.1, Packing Group III)

UN 1602, DYE, LIQUID, TOXIC, N.O.S. or DYE, INTERMEDIATE, LIQUID, TOXIC, N.O.S (Division 6.1, Packing Groups II and III)

UN 2215, MALEIC ANHYDRIDE (Class 8, Packing Group III)

UN 3495, IODINE (Class 8, subsidiary risk 6.1, Packing Group III)

UN 2071, AMMONIUM NITRATE BASED FERTILIZER, (Class 9, Packing Group III)

5. *Add* the following entries as they are forbidden on passenger aircraft (one of the conditions for assignment to E0):

UN 3336, MERCAPTANS, LIQUID, FLAMMABLE, N.O.S., (Class 3, Packing Group I) - E3 is assigned

UN 3483, MOTOR FUEL, ANTI-KNOCK MIXTURE, FLAMMABLE, (Division 6.1, subsidiary risk 3, Packing Group I) - E5 is assigned

UN 3208, METALLIC SUBSTANCE, WATER-REACTIVE, N.O.S., (Division 4.3, Packing Group II) - E2 is assigned:

UN 3129, WATER-REACTIVE LIQUID, CORROSIVE, N.O.S. (Division 4.3, subsidiary risk 8, Packing Group II) - E2 is assigned

UN 3130, WATER-REACTIVE LIQUID, TOXIC, N.O.S. (Division 4.3, subsidiary risk 6.1, Packing Group II) - E2 is assigned