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**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

Twenty-fifth session, 5-14 July 2004
Items 4(a), 5 and 12 (a) of the provisional agenda

PACKAGINGS

DANGEROUS GOODS PACKED IN LIMITED QUANTITIES

**HARMONIZATION WITH THE GLOBALLY HARMONIZED SYSTEM OF CLASSIFICATION AND
LABELLING OF CHEMICALS (GHS)**

Outcome of the eighth session of the Sub-Committee on Dangerous
Goods, Solid Cargoes and Containers

Submitted by the International Maritime Organization (IMO)

1 IMO's Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC) held its eighth session from 22 to 26 September 2003. Its report is submitted to the Maritime Safety Committee (MSC) as a document bearing the symbol DSC 8/15. The United Nations Sub-Committee of Experts on the Transport of Dangerous Goods may wish to note the outcome on the issues of relevance to the work of this Sub-Committee, which are detailed in the ensuing paragraphs.

Dangerous goods in limited quantities

2 The Sub-Committee considered a report by the chairman of the DSC Sub-Committee (DSC 8/3/11) and agreed that there was a need to consider this report in the context of facilitating multimodal transport and further agreed that issues related to the need for identification of and documentation for dangerous goods in limited quantities required detailed consideration in the context of maritime transport. The Sub-Committee also agreed that consolidation of dangerous goods in limited quantities could lead to a situation whereby considerable quantities of dangerous goods would be packed in one cargo transport unit and the consequences of such a development required in-depth study before a firm decision was taken.

3 In this context, the Sub-Committee agreed that issues related to excepted quantities of dangerous goods and consumer commodities required careful consideration.

Top lift test for flexible IBCs

4 The Sub-Committee considered a proposal by the Republic of Korea (attached as annex) and agreed with the proposal, in principle, and instructed the Editorial and Technical Group to finalize the proposal for inclusion in the amendments to the International Maritime Dangerous Goods (IMDG) Code.

GHS marking for marine pollutants

5 The Sub-Committee, in considering issues related to the UN GHS marking for marine pollutants, agreed that when the UN Committee of Experts on the Transport of Dangerous Goods and the Globally Harmonized System of Classification and Labelling of Chemicals will adopt the UN GHS marking for marine pollutants, the Sub-Committee would make a recommendation to the MSC to consider doing the same and delete the marine pollutant (MP) mark.

Action requested of the Sub-Committee

6 The Sub-Committee is invited to note the above and take action as appropriate.

ANNEX

INTERNATIONAL MARITIME
ORGANIZATION

IMO

ESUB-COMMITTEE ON DANGEROUS GOODS,
SOLID CARGOES AND CONTAINERS
8th session
Agenda item 3DSC 8/3/17
15 July 2003
Original: ENGLISH**AMENDMENTS TO THE IMDG CODE AND SUPPLEMENTS INCLUDING
HARMONIZATION OF THE IMDG CODE WITH UN RECOMMENDATIONS
ON THE TRANSPORT OF DANGEROUS GOODS****Amendments to the IMDG Code and supplements****Definition for “maximum permissible load”****Submitted by the Republic of Korea****SUMMARY**

Executive summary:	This document proposes that maximum permissible load used only for top lift test for flexible IBCs should be amended to mean maximum permissible gross mass in order to avoid user’s confusion
Action to be taken:	Paragraph 3
Related documents:	IMDG Code, amendment 31-02, paragraph 6.5.4.5.2

Background

1. Even though the definition for "maximum permissible load" meaning maximum net mass was deleted in amendment 30-00 to the IMDG Code, maximum permissible load is being used in paragraph 6.5.4.5.2 (preparation of the IBC for top lift test). For this reason, users have been confused about whether maximum permissible load means maximum net mass or maximum permissible gross mass.

Proposal

2. For all tests for flexible IBCs except top lift test, maximum permissible gross mass is used. Maximum permissible load is obsolete definition used only for top lift test for flexible IBCs. Therefore, in order to avoid user’s confusion we propose to amend paragraph 6.5.4.5.2 of amendment 31-02 to the IMDG Code to read:

Metal, rigid plastics and composite IBCs shall be filled. A load shall be added and evenly distributed. The mass of filled IBC and the load shall be twice the maximum permissible gross mass. Flexible IBCs shall be filled to six times their maximum permissible gross mass, the load being evenly distributed.

Action requested of the Sub-Committee

3. The Sub-Committee is invited to consider the proposals in paragraph 2 and take action as appropriate.
