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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-seventh session, 4-8 July 2005
Item 6 of the provisional agenda

LISTING, CLASSIFICATION AND PACKING

Classification testing for Class 8 materials

Test validity and inconsistencies between requirements of the UN Model Regulations and the Manual of Tests and Criteria

Transmitted by the expert from Australia

SCOPE

This proposal aims at recommending:

i. Amendments to 2.8.2.5 (c) (ii) of the Model Regulations.

ii. Harmonisation between 2.8.2.5 (c) (ii) of the Model Regulations and 37.4.1.2 of the Manual of Tests and Criteria (Fourth revised edition).

RELATED DOCUMENTS

UN/SCETDG/26/INF.39 (Australia) Classification testing for Class 8 materials

Introduction

1. During the twenty-sixth session, the expert from Australia presented informal document INF.39 relating to classification testing for Class 8 materials. As noted in ST/SG/AC.10/C.3/52, para. 52, there was insufficient time to consider this proposal, however, some comments were provided to the Australian expert and the proposal has been modified as a result. The content of UN/SCETDG/26/INF.39 has been reproduced in this paper in paragraphs 2 to 4 with paragraph 5 being the requested revision.

Issue

2. The wording of 2.8.2.5 (c) (ii) of the revised edition of Model Regulations suggests that Class 8 testing may be conducted using sheets of steel **or** aluminium. This section makes reference to Chapter 37 of the Manual of Tests and Criteria (Fourth revised edition) where in 37.4.1.2 it appears to indicate that tests should be conducted on sheets of steel **and** aluminium of the type specified in the Manual.

3. Noting that the corrosive properties of some goods will vary depending whether or not it is exposed to steel or aluminium the correct interpretation should be that sheets of **both aluminium and steel** are used in the test. The justification for this position is that aluminium is used in the construction of airframes and is increasingly being applied in shipbuilding, particularly in large high speed Roll On- Roll Off (RO-RO) and Roll On-Roll Off Passenger (RO PAX) vessels. For such conveyances it is important the carrier is aware of the potential for structural damage should a spill occur when such cargoes are carried.

Proposal

4. It is recommended that the first part of 2.8.2.5 (c) (ii) be modified to read:

"…are judged not to cause full thickness destruction of intact skin tissue but which exhibit a corrosion rate on **either** steel or aluminium surfaces exceeding 6.25 mm a year at a test temperature of 55 °C when **tested on both materials**…"

5. In addition it is recommended a note be added below 2.8.2.5 (c) (ii) to the effect:

"***NOTE:*** *Where an initial test on either steel or aluminium indicates the substance being tested is corrosive the follow up test on the other metal is not required.*"
