



Secretariat

Distr.
GENERAL

ST/SG/AC.10/C.3/60
18 December 2006

Original: ENGLISH

**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

**REPORT OF THE SUB-COMMITTEE OF EXPERTS
ON ITS THIRTIETH SESSION**

(Geneva, 4-12 December 2006)

CONTENTS

	<u>Paragraphs</u>
ATTENDANCE	1-7
ADOPTION OF THE AGENDA	8
PROPOSALS OF AMENDMENTS TO THE RECOMMENDATIONS ON THE TRANSPORT OF DANGEROUS GOODS	9-92
Proposals of amendments to the Model Regulations relating to texts adopted at the previous three sessions.....	10-38
Pending issues and new proposals	39-83
Proposals of amendments to the Manual of Tests and Criteria.....	84-85
Provisions concerning radioactive material	86-92

CONTENTS (cont'd)

	<u>Paragraphs</u>
OPTIONS TO FACILITATE GLOBAL HARMONIZATION OF TRANSPORT OF DANGEROUS GOODS REGULATIONS WITH THE UN MODEL REGULATIONS	93
IMPROVEMENT OF HAZARD COMMUNICATION	94 - 95
GUIDING PRINCIPLES FOR THE MODEL REGULATIONS.....	96 - 98
ISSUES RELATED TO THE GLOBALLY HARMONIZED SYSTEM OF CLASSIFICATION AND LABELLING OF CHEMICALS (GHS)	99
PROGRAMME OF WORK OF THE SUB-COMMITTEE	100 - 101
DRAFT RESOLUTION 2007/... OF THE ECONOMIC AND SOCIAL COUNCIL	102
ELECTION OF OFFICERS FOR THE BIENNIUM 2007-2008	103
OTHER BUSINESS.....	104-112
ADOPTION OF THE REPORT.....	113
Annex: Draft amendments to the Recommendations on the Transport of Dangerous Goods, Model Regulations and Manual of Tests and Criteria.....	page 21

ATTENDANCE

1. The Sub-Committee of Experts on the Transport of Dangerous Goods held its thirtieth session from 4 to 12 December 2006, with Mr. S. Benassai (Italy) as Chairman and Ms. L. Hume-Sastre (Canada) as Vice-Chairman.
2. Experts from the following countries took part in the session: Argentina, Australia, Austria, Belgium, Brazil, Canada, China, Czech Republic, Finland, France, Germany, Italy, Japan, Netherlands, Norway, Poland, Portugal, Russian Federation, Spain, Sweden, United Kingdom and United States of America.
3. Under rule 72 of the rules of procedure of the Economic and Social Council, observers from the following countries also took part: Bulgaria, Kenya, Romania and Switzerland.
4. The following intergovernmental organizations were represented: European Commission and Intergovernmental Organization for International Carriage by Rail (OTIF).
5. A representative of the International Atomic Energy Agency (IAEA) was also present.
6. Representatives of the International Civil Aviation Organization (ICAO), the International Maritime Organization (IMO) and the Universal Postal Union (UPU) were also present.
7. Representatives of the following non-governmental organizations took part in the discussion of items of concern to their organizations: Association of Hazmat Shippers, Inc. (AHS), Compressed Gas Association (CGA), Council on Safe Transportation of Hazardous Articles (COSTHA), Dangerous Goods Advisory Council (DGAC), European Aerosol Association (FEA), European Association of Automotive Suppliers (CLEPA), European Cosmetic, Toiletry and Perfumery Association (COLIPA), European Council of the Paint, Printing Ink and Artists' Colours Industry (CEPE), European Fertilizer Manufacturers' Association (EFMA), European Industrial Gases Association (EIGA), European Liquefied Petroleum Gas Association (AEGPL), European Metal Packaging (EMPAC), International Air Transport Association (IATA), International Association of the Soaps, Detergents and Maintenance Products Industry (AISE), International Confederation of Container Reconditioners (ICCR), International Confederation of Drum Manufacturers (ICDM), International Confederation of Intermediate Bulk Container Associations (ICIBCA), International Confederation of Plastics Packaging Manufacturers (ICPP), International Council of Chemicals Associations (ICCA), International Electrotechnical Commission (IEC), International Federation of Airline Pilots' Associations (IFALPA), International Federation of Freight Forwarders Associations (FIATA), International Organization of Aluminium Aerosol Container Manufacturers (AEROBAL), International Organization for Standardization (ISO), International Vessel Operators Hazardous Materials Association (VOHMA), Portable Rechargeable Battery Association (PRBA), Responsible Container Management Association of Southern Africa (RCMASA), Sporting Arms and Ammunition Manufacturers' Institute (SAAMI), US Fuel Cells Council (USFCC) and World Nuclear Transport Institute (WNTI).

ADOPTION OF THE AGENDA

Documents: ST/SG/AC.10/C.3/59 (Provisional agenda)
ST/SG/AC.10/C.3/59/Add.1 (List of documents)

Informal documents: INF.1 and INF.2 (Lists of documents)
INF.15 (Provisional timetable)

8. The Sub-Committee adopted the provisional agenda prepared by the secretariat after amending it to take account of informal documents (INF.1 to INF.77).

PROPOSALS OF AMENDMENTS TO THE RECOMMENDATIONS ON THE TRANSPORT OF DANGEROUS GOODS

Document: ST/SG/AC.10/C.3/2006/101

9. The Sub-Committee considered all the amendments to the Model Regulations on the Transport of Dangerous Goods and the Manual of Tests and Criteria adopted at the previous three sessions and confirmed them, with some minor editorial corrections and with the deletion of all the square brackets (see annex).

10. It was agreed to revert to some of those texts on the basis of the various new proposals.

Proposals of amendments to the Model Regulations relating to texts adopted at the previous three sessions

Fuel cells

Document: ST/SG/AC.10/C.3/2006/82 (Canada)

Informal documents: INF.11 and -/Add.1 (ISO)
INF.25 (Canada)
INF.58 (United States of America)
INF.59 (USFCC)

11. After discussion of the various proposals, the expert from Canada revised her proposal for new entries for fuel cell cartridges to take account of some of the comments made.

12. The proposal by USFCC that the water capacity of cartridges should be increased from 120 ml to 1 litre was not endorsed.

13. Several experts opposed the introduction of a reference to technical specification ISO TS 16111:2006 as this specification did not have the status of a standard, and further work was required to address this specific safety issue. It was deemed preferable to insert the necessary technical specifications in a special provision 337.

14. The proposal by Canada, as amended at the meeting, was adopted (see annex).

Excepted quantities

Document: ST/SG/AC.10/C.3/2006/92 (United Kingdom)

15. The Sub-Committee shared the view of the expert from the United Kingdom that it was not necessary to include excepted quantities for UN Nos. 1950, Aerosols, 2037, Receptacles, small, containing gases, and 2857, Refrigerating machines (see annex). The proposal relating to UN No. 1845 was withdrawn.

Document: ST/SG/AC.10/C.3/2006/103 (Secretariat)

Informal document: INF.32 (United Kingdom)

16. The Sub-Committee decided that it was not necessary to have a special provision for each Division 5.2 entry and that organic peroxides should not be transported under the excepted quantities regime, except under UN No. 3316, Chemical kit or First aid kit, for which a special provision was added (see annex).

17. The Sub-Committee decided that the entries listed in paragraph 6 of the secretariat document should not be transported under the excepted quantities regime, except under UN No. 3316 in the conditions stipulated in special provision 338 (see annex).

18. The Sub-Committee decided to insert a new paragraph for Division 2.2 in subsection 3.5.1.2, after the table, as proposed in paragraphs 4 and 5 of the secretariat document.

19. With regard to the manner in which the excepted quantity provisions should be indicated in the Dangerous Goods List, the Sub-Committee took note of the problems outlined by the secretariat but decided to endorse the proposal by the expert from the United Kingdom to include two columns (7 (a) and 7 (b)), one for limited quantities and the other for excepted quantities. In order to make space for a new column, it was agreed to replace the word "None" with the code "E0" for excepted quantities and with "0" for limited quantities (see annex).

20. It was also decided to insert at the head of each column in the Dangerous Goods List a reference to the relevant section or chapter of the Model Regulations.

21. The proposed amendments to 3.5.1.2 (paragraph 15 of the secretariat document) and the consequential amendments (paras. 14 and 24) were adopted subject to such modifications or additions as might be necessary to take account of the decisions made (see annex).

22. Regarding marking of packages, the Sub-Committee adopted the symbol proposed by the expert from the United Kingdom (INF.32) and the proposal by the secretariat that asterisks should be used on the model of the mark to indicate the location of the information to be provided.

23. It was specified that the class or, where it existed, the division number should be indicated, without being preceded by the words "class" or "division".

24. As to the identification of the name of the consignor or consignee, several delegations acknowledged that this could pose problems in practice for multimodal transport operations,

since the consignor and consignee according to the contract of carriage could be different on each successive leg of a transport operation. It was agreed, however, to retain this information, it being understood that, in accordance with the spirit of this provision, it was not necessary to change the information provided on the mark in the course of a transport operation involving several successive legs.

25. It was agreed that the hatching around the edges of the mark could be black or red and that the symbol should appear in the same colour as the hatching of the mark.

26. With regard to documentation, it was confirmed that it was not necessary to describe the dangerous goods in excepted quantities on a transport document under 5.4.1.1 but that, if a consignment was accompanied by a document, for example, a bill of lading or an air waybill, that document should include the statement "Dangerous Goods in Excepted Quantities" and indicate the number of packages.

27. In 3.5.1.6, it was decided to replace the reference to transport units with a reference to road vehicles, rail wagons and containers (see annex).

28. The proposal to limit the total quantity per outer packing to that of the most restrictive Code where goods assigned to different Codes are packaged together (INF.32) was adopted (see annex).

29. The Sub-Committee confirmed that code E1 applied to substances of Division 2.2 with no subsidiary risk and decided that code E0 would apply to substances of Division 2.2 with a subsidiary risk (see annex).

UN 3475 (Ethanol and gasoline mixtures)

Document: ST/SG/AC.10/C.3/2006/95 (United States of America)

30. The Sub-Committee adopted the proposal to assign an IBC02 code to UN No. 3475 (see annex).

1-Hydroxybenzotriazole monohydrate

Informal document: INF.27 (United States of America)

31. Several delegations were against amending the new shipping name for UN 3474 to cover the hydrated form of 1-HOBt since the information had been submitted late as an informal document. The proposal was not adopted.

Vibration test for IBCs

Document: ST/SG/AC.10/C.3/2006/78 (Canada)

Informal documents: INF.22 (ICPP)
INF.30 (Canada)

32. On the basis of informal document INF.30 as amended at the meeting, the Sub-Committee adopted the Canadian proposal to introduce additional vibration test criteria in 6.5.6.13.6.1, namely that no breakage or failure of structural components should be observed (see annex).

Informal documents: INF.20 (United States of America)
INF.54 (United Kingdom)

33. As to the technique for carrying out the test (6.5.6.13.3.2), the Sub-Committee adopted a new text based on informal document INF.54 as amended at the meeting (see annex).

Target for drop tests

Document: ST/SG/AC.10/C.3/2006/81 (DGAC/ICCR)

Informal documents: INF.19 (ICDM)
INF.35 (ICIBCA)
INF.44 (Germany)
INF.68 (France)

34. Several delegations agreed with DGAC and ICCR that the new provisions adopted by the Sub-Committee for paragraphs 6.1.5.3.4, 6.3.5.3.1, 6.5.6.9.3 and 6.6.5.3.4.3 would pose problems, since the target mass at many test laboratories did not meet the specifications of ISO 2248, notably for testing IBCs and large packagings. It was also noted that the standard in question was to be revised and that it might be premature to introduce precise requirements if the specifications for drop targets were to be amended in the near future.

35. However, other delegations stressed that the industry recognized that the characteristics of the drop target had a decisive influence on test results and that it would therefore be advisable to standardize them. In addition, they considered that the investment required to construct such targets was not very substantial when compared with, for example, the investment that would be necessary for vibration tests.

36. The Sub-Committee ultimately decided to introduce in the regulations a text that reproduced only the performance requirements, without actually quantifying them at the current time, on the basis of the proposal made by the expert from France (INF.68) (see annex). Those requirements could be specified subsequently, for example in the light of the work undertaken by ISO.

New organic peroxide entries

Informal document: INF.56 (United Kingdom)

37. The Sub-Committee took note of the comments made by the expert from the United Kingdom concerning certain entries introduced in 2.5.3.2.4. However, since the informal document had been submitted late, most delegations had been unable to analyse those comments. Accordingly, the Sub-Committee decided not to revisit its previous decisions.

Miscellaneous

Informal document: INF.37/Rev.1 (Secretariat)

38. The Sub-Committee adopted the consequential amendments and corrections to document ST/SG/AC.10/C.3/2006/101 proposed by the secretariat, with the exception of the correction relating to the fumigation warning sign (see annex).

Pending issues and new proposals

Assignment of duties to persons involved in the transport of dangerous goods

Document: ST/SG/AC.10/C.3/2006/69 (Austria)

39. Several delegations were of the view that it was not necessary to amend 1.1.1.3 in the manner proposed by the expert from Austria, i.e. by adding recommendations establishing the duties of the various participants. They considered that that fell more within the scope of legal instruments pertaining to the specific transport modes or of national regulations. The proposal was not adopted.

Definition of “freight container”

Document: ST/SG/AC.10/C.3/2006/85 (United Kingdom)

40. The Sub-Committee noted with appreciation the efforts by the expert from the United Kingdom to harmonize the text of the Model Regulations with that of the IAEA Regulations. However, several delegations were opposed to the amendment proposed to the definition of “freight container”. Some considered it helpful to point out that packagings and IBCs were not containers. Others believed that it was not appropriate to specify in a Note to a definition that freight containers must meet the requirements of the CSC Convention and that that stipulation should instead appear in Part 7. The proposal was not adopted and the existing reference to the CSC Convention remains unchanged.

Carriage of dangerous goods by mail

Document: ST/SG/AC.10/C.3/2006/100 (UPU)

Informal document: INF.55 (Secretariat)

41. The Sub-Committee noted that UPU had decided to prohibit the international carriage by mail of Category A infectious substances. It therefore decided to amend 1.1.1.6 to reflect that (see annex).

42. As to the other amendments proposed, the Sub-Committee noted that the Acts of UPU only applied to international carriage. It was not clear whether the conditions of transport - in international carriage and even in domestic carriage - depended solely on the postal authorities or on other authorities as well. It was therefore decided to refer to the “appropriate national authorities”.

43. The Sub-Committee also noted that the texts of the Acts of UPU relating to the transport of dangerous goods were likely to be revised in 2007 or 2008.

Exemption for small quantities of pharmaceutical research and development substances

Document: ST/SG/AC.10/C.3/2006/77 (ICCA/DGAC)

44. Several experts were against introducing new exemptions for a particular type of substances, considering inter alia that samples could be classified and transported under the provisions of 2.0.4 and, moreover, would in the future be covered by the provisions on transport of excepted quantities.

45. The proposal was put to a vote and not adopted.

Bulk transport of infected animal carcasses

Document: ST/SG/AC.10/C.3/2006/91 (United Kingdom)

Informal document: INF.28 (United Kingdom/United States of America)

46. The Sub-Committee adopted new provisions for the transport of animal carcasses and animal feedstuffs infected by Category A or B pathogens, on the basis of informal document INF.28 as amended during the meeting (see annex).

Provisions for chlorosilanes

Document: ST/SG/AC.10/C.3/2006/11 (ICCA)

Informal documents: INF.18 (ICCA)

47. The Sub-Committee adopted the ICCA proposals to reclassify UN Nos. 1250 and 1305 from packing group I to packing group II and to impose consistently more rigorous transport conditions on other chlorosilanes (see annex).

Firework classification

Document: ST/SG/AC.10/C.3/2006/84 (United Kingdom)

Informal documents: INF.3 (United Kingdom)
INF.24 (Netherlands)
INF.31 (Canada)
INF.52 (United Kingdom)
INF.60 (Germany)

48. It was recalled that fireworks should normally be classified on the basis of Series 6 tests. The possibility of default classification according to 2.1.3.5 was introduced to permit classification by analogy, without recourse to tests, on the basis of the pyrotechnic composition and size of fireworks so as to enable competent authorities that lack the means to carry out tests to authorize classification within an acceptable margin of safety.

49. It was noted, however, that in some cases, the industry was getting around these new rules by altering the pyrotechnic composition of the fireworks.

50. To address this problem, the Sub-Committee decided to amend Note 2 to 2.1.3.5.5 in line with the proposal in informal document INF.52, and to replace the time for the pressure rise of 4ms to 8ms (see annex).

New entries for lithium ion batteries

Document: ST/SG/AC.10/C.3/2006/83 (IFALPA)

Informal document: INF.67 (IFALPA)

51. The proposal to include separate entries for lithium ion batteries and lithium metal batteries was adopted (see annex).

Classification of ammonium nitrate-based fertilizer (UN 2067)

Document: ST/SG/AC.10/C.3/2006/90 (EFMA)

52. The proposal to allow the addition of calcium sulphate to ammonium nitrate-based fertilizers (UN No. 2067) containing more than 80% but less than 90% ammonium nitrate (SP 307 (b)) was adopted with the proviso that the calcium sulphate should be of mineral origin (industrial calcium sulphate, which might contain impurities affecting the stability of the mixture, is not permitted) (see annex).

Special provision 289

Informal document: INF.45 (United Kingdom)

53. The Sub-Committee adopted the editorial changes to special provision 289 (see annex).

Pentaerythrite tetranitrate, wetted with not less than 9% of water but less than 25% of water (by mass)

Informal document: INF.47 (Spain)

54. The expert from Spain was requested to submit her proposal in the form of an official document for the next session and to provide the necessary technical justification.

Packing instructions P099 and IBC99

Document: ST/SG/AC.10/C.3/2006/70 (Australia)

55. Several experts opposed the requirement that a copy of the competent authority approval should accompany shipments requiring packages subject to special permits, since paper documentation is an obstacle to trade facilitation. Others took the contrary view that such copies would avoid problems in the course of controls, and that, in international transport, it was useful to have some knowledge of the transport conditions associated with these special permits in order to ensure compliance.

56. It was recalled that the term “competent authority” could only be interpreted in a specific legal context, and that, depending on circumstances, such permits might have to be issued by competent authorities in several countries, or by different competent authorities responsible for different modes of transport.

57. The Australian proposal was put to a vote and adopted (see annex).

Informal document: INF.38 (IATA)

58. The representative of IATA noted that precise - but different - packing conditions were specified in national regulations, RID and ADR, and the ICAO Technical Instructions in respect of substances assigned to Packing Instruction P099, and suggested that it would be helpful to harmonize them.

59. It was noted that Packing Instruction P099 applied in general only to substances that posed very serious or specific dangers for which transport conditions might vary from one mode to another or substances that some competent authorities might wish to be able to monitor closely. Assignment to Packing Instruction P099 in the Model Regulations does not prevent national authorities or contracting parties to certain agreements from stipulating precise packing conditions that do not require special permits in a defined legal context. Some experts believed that it might be appropriate to review the assignment to P099 particularly where some modal regulations have assigned a general packing instruction.

Applicability of PP1 to some UN 3082 substances

Document: ST/SG/AC.10/C.3/2006/79 (CEPE)

Informal document: INF.50 (CEPE)

60. The proposal by CEPE in informal document INF.50 to extend the applicability of Special Packing Provision PP1 to certain substances classified under UN No. 3082 (for example paints, etc.) was adopted (see annex).

Special provision “d” of Packing Instruction P200 for silane

Documents: ST/SG/AC.10/C.3/2006/94 (United States of America)
ST/SG/AC.10/C.3/2006/39 (United States of America)

Informal document: INF.29 (United States of America)

61. Some experts were not in favour of the proposal to discontinue the applicability of special provision “d” to silane (UN No. 2203) because the results cited in informal document INF.39 to demonstrate that there is no embrittlement of steel alloys by hydrogen were obtained using test method “C” of ISO 11114-4, whereas, according to them, test methods “A” and “B” of the same standard would yield different results. They would prefer to scrutinize this proposal in the course of the coming biennium, specifically in the competent body of ISO (WG.7) responsible for the standard.

62. The Sub-Committee noted, however, that the standard described the three tests as being equivalent, and that no reports of tests using methods “A” and “B” had been submitted.

63. The proposal was put to a vote and adopted (see annex).

P200 filling ratio at maximum working pressure and test pressure

Document: ST/SG/AC.10/C.3/2006/96 (CGA)

64. The Sub-Committee adopted the proposals to amend certain values for UN Nos. 2196 (tungsten hexafluoride), 2189 (dichlorosilane) and 1660 (nitric oxide, compressed) (see annex).

Document: ST/SG/AC.10/C.3/2006/99 (United States of America)

Informal documents: INF.4 (United States of America)
INF.29 (United States of America)

65. The proposed amendments were adopted (see annex).

Amendment to P520

Document: ST/SG/AC.10/C.3/2006/73 (ICCA)

66. The proposal to allow plastics bags (5H4) for organic peroxides packed according to methods OP7 and OP8 was put to a vote but not adopted.

Container/vehicle packing certificate

Document: ST/SG/AC.10/C.3/2006/72 (ICCA)

67. The proposal relating to container/vehicle packing certificates to authorize facsimile signatures where applicable laws and regulations recognize the legal validity of facsimile signatures, and their replacement by the name of the authorized person in the case of electronic data interchange, was adopted (see annex).

Assembly of packages by freight forwarders

Document: ST/SG/AC.10/C.3/2006/76 (IATA)

Informal document: INF.7 (COSTHA)

68. Following a preliminary discussion, the representative of IATA invited delegations to consider in greater detail the practical problems of overpacks and assembly of packages and to transmit their comments to him so that he could study the question in the course of the next biennium.

Labels for gas cylinders

Document: ST/SG/AC.10/C.3/2006/87 (ISO)

Informal document: INF.21 (ISO)

69. The Sub-Committee adopted the updated proposals regarding references to ISO standards 7225 (in 5.2.2.2.1.2) and 10461 (in 6.2.2.4) (see annex).

Salvage packagings

Document: ST/SG/AC.10/C.3/2006/71 (EIGA)

70. Several delegations endorsed in principle the proposal by EIGA to introduce provisions for salvage packagings for gases, but proposed a number of editorial changes.

71. The representative of EIGA made a number of minor editorial changes and requested that the proposal be put to a vote. The proposal, as amended, was not adopted.

Use of rubber polymers in packing

Document: ST/SG/AC.10/C.3/2006/74 (Norway)

72. The Sub-Committee adopted an amendment to 6.1.2.6 and 6.5.1.2 to treat polymeric materials (such as rubber) as plastics (see annex).

Chapter 6.2

Document: ST/SG/AC.10/C.3/2006/75 (Germany)

Informal document: INF.70 (AEGPL)

73. The first proposal to amend 6.2.1.5.1 and 6.2.1.5.2 was adopted with some amendments (see annex).

74. The second proposal to rearrange sections 6.2.1.4 to 6.2.1.6 was also adopted, but not the section referring to an inspection body in 6.2.1.5.1 (formerly 6.2.1.4.1).

Special Provision 188 concerning lithium batteries

Document: ST/SG/AC.10/C.3/2006/97 (United States of America)

Informal documents: INF.63 (PRBA)
INF.72 (United States of America)

75. The Sub-Committee adopted the amendments to Special Provision 188, as contained in informal document INF.72 (see annex).

Portable tank assignments for toxic by inhalation liquids

Document: ST/SG/AC.10/C.3/2006/93 (United States of America)

Informal documents: INF.74 and INF.75 (United States of America)

76. After discussion in plenary session and by a drafting group, some of the proposals were adopted and it was agreed that the substances concerned could continue to be carried under the current provisions until 31 December 2014 (see annex). For other substances, the expert from the United States of America was invited to provide additional data.

Filling ratio (P200) for stibine

Informal documents: INF.33 (CGA)
INF.43 (EIGA)

77. The proposals to apply special provision “r” to UN 2676 (stibine), to decrease the filling ratio from 1.20 to 0.49, to increase the minimum test pressure from 20 to 200 bar, and to amend special provision “z” were adopted (see annex).

78. The additional proposal by EIGA was carried forward to the next biennium.

Pressure receptacles for liquids

Informal document: INF.39 (Germany)

79. The Sub-Committee noted that although the provisions of RID and ADR would be aligned on those of the UN Model Regulations for the use for pressure receptacles for substances other than Class 2 as from 1 January 2007, some of these provisions would be more detailed when applied in relation to P401, P402 and P601. The Sub-Committee considered that such issues should be discussed on the basis of official proposals.

Packing instruction P801 for UN Nos. 2794, 2795 and 3028

Informal document: INF.62 (Switzerland)

80. The proposal by the observer from Switzerland to amend P801 was adopted (see annex).

Control of acetylene in portable tanks carrying calcium carbide (UN 1402) of packing group I

Informal document: INF.69 (China)

81. The proposal to amend TP7 in order to allow the control of the acetylene contents (below 1% by volume) as an alternative to the elimination of air by nitrogen or other means was not adopted.

Limited quantity marking (3.4.8)

Informal document: INF.71 (ICAO)

82. Several experts considered that the lack of harmonization between the provisions applicable to the carriage of limited quantities by different modes of transport was unfortunate, and it would be difficult to solve the problem if ICAO continued to impose labelling and marking requirements which were not consistent with the provisions of the UN Model Regulations and those applicable to other modes of transport.

Miscellaneous proposals

Document: ST/SG/AC.10/C.3/2006/102 (Secretariat)

83. The proposed amendments designed to correct inconsistencies or omissions in 3.1.2.2, 6.7.4.14.4, 6.7.4.14.5, section 5.4.1.5 of the Model Regulations and section 38.3.2.2 of the Manual of Tests and Criteria were adopted (see annex).

Proposals of amendments to the Manual of Tests and Criteria

Document: ST/SG/AC.10/C.3/2006/80 (Switzerland)

84. The Sub-Committee adopted the proposal clarifying the text of 23.2.1 (see annex).

Informal document: INF.57 (United States of America)

85. The Sub-Committee noted that there was an error in 17.6.1.4 which would have to be corrected (see annex).

Provisions concerning radioactive material

Document: ST/SG/AC.10/C.3/58/Add.2 (Texts adopted at the twenty-ninth session)
ST/SG/AC.10/C.3/2006/88 (United Kingdom)

Informal document: INF.14 (Secretariat)

86. The Sub-Committee confirmed the adoption of the texts with some additional amendments proposed by the secretariat and the expert from the United Kingdom, for inclusion in the 15th revised edition of the Model Regulations.

Informal document: INF.64 (IAEA)

87. The Sub-Committee noted that, at its session in September 2006, the IAEA General Conference had adopted Resolution GC(50)L.5 aimed at encouraging cooperation between IAEA and the United Nations with a view to harmonizing the IAEA Regulations with the United Nations Model Regulations. IAEA intended to pursue its efforts in this area, which should lead to the publication in 2009 of a revised version of its regulations. A team of consultants had been established for this purpose.

Transport under exclusive use

Document: ST/SG/AC.10/C.3/2006/68 (Austria)

Informal document: INF.65 (IAEA)

88. The expert from Austria withdrew his proposal, explaining that it could be discussed by IAEA in the context of its work on harmonization.

Denial of shipments

Informal document: INF.66 (IAEA)

89. The Sub-Committee noted the serious problems that occur when port and airport authorities and carriers and forwarders refuse to accept shipments of radioactive material, even if all regulations and requirements have been complied with. Many radioactive materials have a limited lifetime, and if delays occur in the course of transport they may lose their usefulness, which has particularly serious consequences in the case of radioactive sources destined for medical or pharmaceutical use.

90. The Sub-Committee noted the efforts of IAEA, IMO, ICAO, IATA and IFALPA to reverse this trend towards denial of shipments, considering that it was right to join in these efforts and encourage all organizations concerned to cooperate with IAEA.

Security of radioactive material during transport

Informal document: INF.26 (Secretariat)

91. The Sub-Committee took note of the IAEA draft security guide entitled "Security of Radioactive Material during Transport" that had been distributed to its member States for comments, and a number of differences between this document and the security provisions in the Model Regulations.

92. These differences might necessitate a future re-examination of the Model Regulations. In the meantime, members of the Sub-Committee were invited to liaise effectively with the authorities responsible for representing to the IAEA consultation document in order to minimize the need for such differences where possible.

OPTIONS TO FACILITATE GLOBAL HARMONIZATION OF TRANSPORT OF DANGEROUS GOODS REGULATIONS WITH THE UN MODEL REGULATIONS

Note of the informal meeting on methods to demonstrate chemical compatibility of plastics packagings and IBCs

Informal document: INF.41 (Germany/ICPP)

93. The Sub-Committee took note of the report on the session of an informal meeting organized on 5 July 2006 by the expert from Germany and ICPP, which was intended to compare

the systems used in Europe and in the United States of America to demonstrate chemical compatibility of plastics packagings and IBCs.

IMPROVEMENT OF HAZARD COMMUNICATION

Standardization of emergency procedures

Informal document: INF.12 (CTIF)

94. The expert of Canada did not agree with the conclusion presented in the CTIF report, because she considered that the full analysis of emergency response guides and emergency action codes had not been completed, and she would not support the introduction of emergency action codes in the UN Model Regulations.

95. The Sub-Committee noted that no proposal had yet been submitted and the issue of the standardization of emergency procedures could only be discussed on the basis of official proposals.

GUIDING PRINCIPLES FOR THE MODEL REGULATIONS

Document: ST/SG/AC.10/C.3/2006/86 (United Kingdom)

Informal documents: INF.6 (United Kingdom)
INF.34 (Belgium)
INF.76 (IMO)

96. The Sub-Committee noted that some parts of the text proposed by the expert from the United Kingdom would have to be updated to take account of the decisions made during this session, e.g. with respect to excepted quantities, and it was agreed that these changes could be made by the secretariat.

97. The expert from Belgium proposed improvements in the numbering system, and for certain paragraphs of the text. Several experts felt that the text could be improved indeed, but some of the comments made were questionable since they would require parallel amendments to the text of the UN Recommendations on the Transport of Dangerous Goods. Since this was the first version of the Guidelines, the Sub-Committee agreed that it should be published as proposed on the web site of the UNECE secretariat, and that the secretariat should have the freedom to present the text as deemed appropriate and to correct mistakes and inconsistencies if any. Improvement of the text could be discussed in the next biennium.

98. Similarly, the representative of IMO drew attention to the fact that, as for air transport, provisions more stringent than those of the UN Model Regulations may also occasionally apply for maritime transport (e.g. certain packing provisions are more stringent). He proposed to amend paragraph 5 of the UN Recommendations accordingly, but it was finally agreed that the wording of this paragraph would require more careful consideration and that this could be done in the next biennium.

ISSUES RELATED TO THE GLOBALLY HARMONIZED SYSTEM OF CLASSIFICATION AND LABELLING OF CHEMICALS (GHS)

Systematic approach for colours and appearance of pictograms (placards) according to the GHS classification

Informal document: INF.5 (CTIF)
INF.61 (AEGPL)

99. There was no support for this CTIF proposal for a revised system of pictograms. Most experts considered that the system proposed would be too complicated with too much information required on labels and placards, and would require a significant number of additional labels which would not be practicable in particular for the carriage of gases.

PROGRAMME OF WORK OF THE SUB-COMMITTEE

Informal documents: INF.10 (Germany)
INF.23 (AHS)
INF.40 (Germany)
INF.42 (United Kingdom)
INF.51 (IATA)

100. The Sub-Committee agreed that the programme of work for the next biennium would be as follows:

- Routine listing, classification and related packaging/tank issues;
- Performance of packagings, including IBCs;
- Measures to enhance multimodal harmonization of measures regulating the transport of dangerous goods in limited quantities;
- Provisions for the safe transport of fumigated freight containers and dry ice;
- Provisions for the transport of dangerous goods in open cryogenic receptacles;
- Use of electronic data interchange (EDI) for documentation requirements;
- Proposals for facilitation of the harmonization of IAEA Regulations for the safe transport of radioactive material with the UN Model Regulations;
- Further measures to facilitate global harmonization of transport of dangerous goods regulations with the UN Model Regulations;
- Cooperation with the GHS Sub-Committee for any work related to classification criteria for physical hazards, e.g. chemically unstable substances (if required by the GHS Sub-Committee) and implementation of the GHS in transport;

101. For the proposal of editorial review of Part 6 of the Model Regulations, several delegations considered that regulations should remain as stable as possible and should not be editorially reviewed for the sake of changes. Therefore the editorial reviews should be linked to substantial changes only.

DRAFT RESOLUTION 2007/... OF THE ECONOMIC AND SOCIAL COUNCIL

Informal document: INF.77 (secretariat)

102. The Sub-Committee adopted Part A of a draft resolution for approval by the Committee and submission to the Council. The adopted text was issued during the session as document ST/SG/AC.10/C.3/2006/CRP.4/Add.7. The final draft resolution, as adopted by the Committee, is reproduced as annex 4 to document ST/SG/AC.10/34.

ELECTION OF OFFICERS FOR THE BIENNIUM 2007-2008

103. The Sub-Committee elected Mr. R. Richard (United States of America) and Mr. C. Pfauvadel (France) respectively Chairman and Vice-Chairman for 2007-2008.

ANY OTHER BUSINESS

Random vibration test

Informal document: INF.48 (ISO)

104. It was recalled that the Sub-Committee had decided that the vibration test should be a repetitive shock test rather than a random vibration test, and therefore there was not much immediate interest for ISO work on a random test.

References to packaging standards in the UN Model Regulations

Informal document: INF.49 (ISO)

105. The Sub-Committee underlined that additional work on performance tests for packagings and IBCs was likely to be carried out by the Sub-Committee in the new biennium and therefore it might be premature for ISO to undertake work in this field. The current ISO standards for packagings intended for the carriage of dangerous goods do not fully match the requirements of the UN Model Regulations, and their acceptance by the Sub-Committee would depend on the commitment of ISO to fully respect the essential requirements of the UN Model Regulations.

Transport of dangerous goods documentation

Informal document: INF.53 (Secretariat)

106. The Sub-Committee welcomed the revision of the UN/CEFACT Recommendation No 11 on the Documentary Aspects of the Transport of Dangerous Goods, and some editorial comments on the revised text were transmitted to the secretariat.

107. With respect to comments made as regards the multimodal dangerous goods form, the Sub-Committee noted that this form had been developed in the 1990s in cooperation with many intergovernmental and non-governmental organizations, including IMO, ICAO, IATA, IRU, OTIF, UNECE, CIT, UIC, and as a result had been recognized as an acceptable form for maritime transport (FAL form and IMDG Code) and under ADR/RID/ADN, but not by IATA.

108. Organizations which would like to revise this multimodal form should send their comments to the UNCEFACT secretariat.

Application for consultative status

Informal documents: INF.8(AEROBAL)
INF.9 (EUROBITUME)
INF.13 (RCMASA)
INF.16 (IAPRI)

109. The Sub-Committee agreed that AEROBAL, EUROBITUME, and RCMASA could participate in its work in consultative status.

110. The Sub-Committee noted that all relevant information had not been provided by IAPRI to the secretariat and therefore no decision could be taken for this application.

Tributes

111. The Sub-Committee was informed that Mr. S. Benassai, expert from Italy since 1987 and Chairman of the Sub-Committee since 1997, Mr. Y. Yasogawa, expert from Japan since 1983 and Mr. W. Karl, advisor to the German expert, would retire after this session. It congratulated them for their outstanding contribution to its work and to transport of dangerous goods safety in general and wished them all the best for a long and happy retirement.

112. The Sub-Committee was also informed that Mr. G. Kafka, expert from Austria, and Mr. Wang Yihui, expert from China would assume new functions as from 2007, and wished them all success in their new endeavours.

ADOPTION OF THE REPORT

113. The Sub-Committee adopted the report on its thirtieth session, and annexes thereto, on the basis of a draft prepared by the secretariat.

Annex

Draft amendments to the Recommendations on the Transport of Dangerous Goods, Model Regulations and Manual of Tests and Criteria

The draft amendments adopted during the session were listed in:

- ST/SG/AC.10/C.3/2006/CRP.4 and addenda 1-6.

They were adopted with some minor corrections and transmitted to the Committee, which endorsed them, as corrected, at its third session (14 December 2006). The adopted texts may be found as annexes 1 and 2 to the Committee's report as follows:

- Amendments to the Recommendations on the transport of Dangerous Goods, Model Regulations: ST/SG/AC.10/34/Add.1;
 - Amendments to the Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria: ST/SG/AC.10/34/Add.2.
-