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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**

**Report of the Sub-Committee of Experts on the Transport of  
Dangerous Goods on its forty-third session**

held in Geneva from 24 to 28 June 2013

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## Annexes

- I. Draft amendments to the fifth revised edition of the Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria<sup>1</sup>
- II. Draft amendments to the eighteenth revised edition of the Recommendations on the Transport of Dangerous Goods, Model Regulations<sup>1</sup>
- III. Corrections to the eighteenth revised edition of the Recommendations on the Transport of Dangerous Goods, Model Regulations<sup>1</sup>
- IV. Proposed amendments to the fifth revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals (GHS)<sup>1</sup>

<sup>1</sup> For practical reasons, this annex has been published as an addendum with the symbol ST/SG/AC.10/C.3/86/Add.1.

## I. Attendance

1. The Sub-Committee of Experts on the Transport of Dangerous Goods held its forty-third session from 24 to 28 June 2013.
2. Experts from the following countries took part in the session: Argentina, Australia, Austria, Belgium, Brazil, Canada, China, Finland, France, Germany, Italy, Japan, Netherlands, Norway, Republic of Korea, Russian Federation, South Africa, Spain, Sweden, Switzerland, 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: Romania, Slovakia and Zambia.
4. Representatives of the European Union and the Intergovernmental Organization for International Carriage by Rail (OTIF) also attended.
5. Representatives of the International Atomic Energy Agency (IAEA), the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO) were also present.
6. Representatives of the following non-governmental organizations took part in the discussion on items of concern to those organizations: Association of Hazmat Shippers (AHS); Australian Explosives Industry Safety Group (AEISG); Compressed Gas Association (CGA); Cosmetics Europe; Council on Safe Transportation of Hazardous Articles (COSTHA); Dangerous Goods Advisory Council (DGAC); Dangerous Goods Trainers Association (DGTA); European Association of Automotive Suppliers (CLEPA); European Industrial Gases Association (EIGA); European Metal Packaging (EMPAC); Federation of European Aerosol Associations (FEA); Fuel Cell and Hydrogen Energy Association (FCHEA); Institute of Makers of Explosives (IME); International Air Transport Association (IATA); International Association for Soaps, Detergents and Maintenance Products (AISE); International Association for the Promotion and Management of Portable Rechargeable Batteries (RECHARGE); International Confederation of Container Reconditioners (ICCR); International Confederation of Drums Manufacturers (ICDM); International Confederation of Intermediate Bulk Container Associations (ICIBCA); International Confederation of Plastics Packaging Manufacturers (ICPP); International Council of Chemical Associations (ICCA); International Federation of Airline Pilots' Associations (IFALPA); International Federation of Freight Forwarders Associations; International Fibre Drum Institute (IFDI); International Organization for Standardization (ISO); International Paint and Printing Ink Council (IPPIC); International Tank Container Organisation (ITCO); KiloFarad International (KFI); Portable Rechargeable Battery Association (PRBA); Responsible Packaging Management Association of Southern Africa (RPMASA); Sporting Arms and Ammunition Manufacturers' Institute (SAAMI); and the World Nuclear Transport Institute (WNTI).

## II. Adoption of the agenda (agenda item 1)

<i>Documents:</i>	ST/SG/AC.10/C.3/85 and Corr.1 (Provisional agenda) ST/SG/AC.10/C.3/85/Add.1 (List of documents)
<i>Informal documents:</i>	INF.1, INF.2 (List of documents) INF.16 (Provisional timetable) INF.25 (Reception by NGOs)

7. The Sub-Committee adopted the provisional agenda prepared by the secretariat after amending it to take account of informal documents (INF.1 to INF.61/Rev.1).

8. The Sub-Committee regretted the fact that the documentation for the session was issued so late. All the authors had once again made great efforts to comply with the rules and submit their documents not only on time, but very often in advance of the deadlines. It was thus incomprehensible that the translations should be made available with such delay, thus obliging delegates to prepare for the session on the basis of copies made available by the UNECE secretariat and not on the basis of official documents that should have been distributed much earlier by the Division of Conference Management of the United Nations Office at Geneva. The situation was particularly detrimental to the French-speaking delegations, who did not have translations in advance of the event and whose proposals in French had not been translated on time into English. A member of the secretariat indicated that he had forwarded the complaints of the French-speaking delegations to the Director of the Division of Conference Management, who had assured him that measures would be taken to establish the reasons for such delays and to take the necessary organizational measures within his Division.

### **III. Explosives and related matters (agenda item 2)**

9. Following preliminary consideration in the plenary, most of the questions relating to agenda item 2 were referred to the Working Group on Explosives, which met from 24 to 27 June 2013, with Mr. E. de Jong (Netherlands) in the Chair.

10. As for informal document INF.18 submitted by IME on the drafting of a harmonized international standard for explosives traceability markings, the Sub-Committee considered that the question was of the utmost importance from the point of view of security, but that it was perhaps not within its terms of reference. It called on the Working Group on Explosives to examine the question and in particular to look into whether there was an international body more competent to tackle the issue.

11. The Sub-Committee also requested the Working Group to give preliminary consideration to document ST/SG/AC.10/C.3/2013/31 (COSTHA) on safety devices (UN No. 3268), under agenda item 3 (c).

#### **Report of the Working Group on Explosives**

*Informal documents:* INF.61 and INF.61/Rev.1 (Report of the Working Group)

12. The Sub-Committee noted that INF.61/Rev.1 was is the same document as INF.61 except that INF.61/Rev.1 contained a track change version of annexes 2 and 3.

13. The Sub-Committee took note of the report of the Working Group and approved its conclusions and adopted texts, subject to the following.

#### **A. Tests and criteria for flash compositions**

##### **1. Proposed modification of HSL flash composition test apparatus**

*Document:* ST/SG/AC.10/C.3/2013/23 (United States of America)

14. The Sub-Committee noted that the proposed changes appeared sensible and should advance, provided supportive data resulted from the work of a study group which should have testing completed and report back at the forty-fifth session in 2014.

## 2. Proposed modification of United States Flash composition test to measure both detonation and deflagration properties

*Document:* ST/SG/AC.10/C.3/2013/24 (United States of America)

*Informal documents:* INF.20 (Japan)  
INF.31 (United States of America)

15. Further data will be collected by the study group mentioned above. The expert from the United States of America would continue his work and collect more data with an aim to finalize refinement of the United States Flash composition test by the forty-fifth session.

## B. Review of Test Series 6

### 1. Amendments to introductory portions of the Manual of Tests and Criteria

*Document:* ST/SG/AC.10/C.3/2013/17 (SAAMI)

16. The Sub-Committee adopted the proposed amendments to section 1.1.2 of the Manual with some modifications (see annex I).

17. Since there was one objection to the proposed new section 1.1.3, the text was put to the vote and adopted (see annex I).

18. For the flexibility in the procedure for performing test 6 (c), SAAMI will consider the comments from the Working Group and submit a proposal for the forty-fifth session.

### 2. Review of Test Series 6

*Document:* ST/SG/AC.10/C.3/2013/27 (SAAMI)

*Informal documents:* INF.9 (IME)  
INF.27 (Germany)

19. The Sub-Committee adopted the amendments to section 16.6 proposed by the Working Group with some modifications (see annex I).

20. On SAAMI's proposal 1, the Sub-Committee noted that a new formal proposal is expected for the forty-fifth session.

21. On SAAMI's proposals 7 to 12, the Sub-Committee noted that SAAMI and IME would propose a solution to the box 32/33 issue at the forty-fifth session. IME will coordinate a more extensive review of Test Series 6 and prepare a working paper for the forty-fifth session to be available in March 2014.

## C. Review of tests in parts I and II of the Manual of Tests and Criteria

### 1. Test Series 1 and 2

*Informal document:* INF.10 (IME)

22. IME will consider the input provided by the Working Group and prepare a formal proposal for the forty-fifth session.

### 2. Test Series 8

23. AEISG took note of the comments made by the Working Group and requested any additional comments by the end of October 2013 so that a formal proposal could be prepared for the forty-fifth session.

### 3. Test Series 7

*Informal document:* INF.40 (United States of America)

24. The Sub-Committee adopted amendments to 2.1.1.4(f) and 2.1.2.1.1 of the Model Regulations (see annex II). The possibility of developing response descriptors for Series 6 and of developing an energy level to be associated with the Division 1.3/1.2 breakpoint will be considered during the Series 6 review led by IME.

## D. Review of packing instructions for explosives

### Amendment to PP48 as applied to Packing Instruction P114(b) for UN No. 0509

*Document:* ST/SG/AC.10/C.3/2013/18 (SAAMI)

25. SAAMI will return with a proposal at the forty-fifth session. The Sub-Committee agreed that the English text of P114(b) should be corrected to allow the use of plastics receptacles as inner packagings (see annex III).

## E. Desensitized explosives

### Implementation of a new Chapter 2.17 “Desensitized Explosives” in the GHS and implementation of “Classification procedures, test methods and criteria relating to the class of desensitized explosives” in a new Part V of the Manual of Tests and Criteria

*Informal document:* INF.13 (Germany)

26. The Sub-Committee noted that the Working Group had welcomed and unanimously supported the report from Germany on the development of a new chapter 2.17 in the GHS addressing desensitized explosives. The expert from Germany will prepare a formal proposal for the next session taking account of suggestions made by the Working Group.

## F. Miscellaneous

### 1. Screening procedures

*Document:* ST/SG/AC.10/C.3/2013/8 (Sweden)

27. The Sub-Committee endorsed the amendments to Appendix 6 of the Manual of Tests and Criteria and to 2.1.4.2.2 (c) of the GHS proposed by the Working Group and agreed to inform the GHS Sub-Committee accordingly (see annexes I and IV).

### 2. Low hazard explosive articles

*Document:* ST/SG/AC.10/C.3/2013/10 (DGAC)

28. The Sub-Committee noted the replies of the Working Group to DGAC’s questions.

### 3. Mixed transport of Class 1 with other classes

*Document:* ST/SG/AC.10/C.3/2013/12 (Sweden)

29. The Sub-Committee adopted the amendment to 7.1.3.2.3 of the Model Regulations proposed by the Working Group (see annex II).

### 4. Ammonium nitrate (Special Provision 370)

*Document:* ST/SG/AC.10/C.3/2013/15 (AEISG)



30. The Sub-Committee decided to amend Special Provision 370 in accordance with the second option suggested in the AEISG document.

**5. Default list for Class 1 (other than fireworks)**

*Document:* ST/SG/AC.10/C.3/2013/19 (SAAMI)

31. SAAMI was encouraged to consider the input provided by the Working Group and to come back with a formal proposal.

**6. Competent Authority Documents**

*Informal document:* INF.11 (United Kingdom)

32. The Sub-Committee noted that the expert from the United Kingdom intends to submit a formal proposal for the forty-fifth session.

**7. Harmonized International Standard for Explosives Traceability Markings**

*Informal document:* INF.18 (IME)

33. The Sub-Committee agreed that it might be worthwhile to include some text in 1.4.3.2.2 (Security Plans) of the Model Regulations that provides for a harmonized format for such markings, most likely based on the European Union marking format. IME was encouraged to return with a formal proposal to accomplish this.

**8. Classification of ammunition, smoke, containing titanium tetrachloride**

*Informal document:* INF.21 (Austria)

34. The Sub-Committee noted that support of the Working Group for a proposal as discussed in INF.21 would be dependent upon the appropriateness of the data provided in support of such a proposal.

**9. UN3375: Review and packing group assignment**

*Informal documents:* INF.32 (AEISG)  
INF.54/Rev.1 (Switzerland)

35. The Sub-Committee agreed that AEISG could prepare a proposal, based on test data, preferably Test O.3, for the forty-fifth session.

**10. Proposal to eliminate the description text for the proper shipping name of “Safety devices” for UN No. 3268 (Class 9)**

*Document:* ST/SG/AC.10/C.3/2013/31 (COSTHA)

36. The Sub-Committee noted that, after discussion in the Working Group session, COSTHA had withdrawn its proposal.

**IV. Listing, classification and packing (agenda item 3)**

**A. Classification of polymerizing substances**

*Document:* ST/SG/AC.10/C.3/2013/33 (DGAC)

*Informal document:* INF.17 (DGAC)

37. After an exchange of views, it was decided that the issue should be further addressed by a correspondence group led by the DGAC representative who would draw up a new proposal for the next session.

## **B. Classification inconsistencies (application of criteria versus dangerous goods list)**

*Informal document:* INF.15 (CEFIC)

38. It was pointed out that the procedures for assigning a product to a UN number were explained clearly in chapter 2.0 of the Model Regulations. If a dangerous product was mentioned by name in the Dangerous Goods List, the transport conditions specified for that product should be applied irrespective of whether the name and description accounted for all hazards posed by the substance. Others believed a more appropriate name and description should be selected (for example an n.o.s entry) that reflected all hazards posed by the substance and related transport conditions. It was recognized that if new data on the dangerous properties of a product mentioned by name identified additional hazards, the new data should be submitted, using the form in Figure 1 of the Recommendations, for the Sub-Committee to decide on a new classification and the appropriate transport conditions. ICCA was requested to prepare a text for the Guiding Principles to indicate the procedure to be followed until the classification was updated, particularly when there were differences between the labelling for transport and the labelling required under other regulations.

## **C. Miscellaneous**

### **1. New organic peroxide formulations to be listed in 2.5.3.2.4 and IBC 520**

*Document:* ST/SG/AC.10/C.3/2013/1 (ICCA)

*Informal document:* INF.3 (Secretariat)

39. The proposal was adopted (see annex II).

### **2. Adsorbed ammonia storage systems**

*Document:* ST/SG/AC.10/C.3/2013/36 (France)

*Informal document:* INF.44 (France)

40. Several experts were of the opinion that there was no reason to consider such storage systems in the context of transport of dangerous goods because the substance as contained did not meet the criteria for classification.

41. The expert from France pointed out that there was a slight risk of leakage of toxic gas (ammonia) in the event of contact with humidity, and that the risk was not currently the subject of any regulation. The substance still met the definition of adsorbed gas that had recently been introduced in 2.2.1.2.

42. Following a discussion, it was agreed that the expert from France would propose a special provision at the next session making it possible to exempt adsorbed ammonia, depending on its adsorption characteristics and packaging. It might be necessary to develop a more general approach for adsorption addressing other possible gases and adsorbants.

### **3. Packagings for aerosols**

*Document:* ST/SG/AC.10/C.3/2013/7 (Germany)

*Informal document:* INF.56 (Germany)

43. The proposed amendments to packing instructions P207 and LP02 and to special provision SP 327 contained in informal document INF.56 were adopted, with modifications made to proposals 1 and 2 (see annex II).

#### **4. Requirements for radiation detectors containing Division 2.2 gases under pressure**

*Document:* ST/SG/AC.10/C.3/2013/25 (DGAC)

*Informal documents:* INF.50, INF.53 and INF.53/Rev.1 (DGAC)

44. The proposal that detectors containing certain Division 2.2 gases should be dealt with similarly to detectors containing UN No. 1008, as set out in informal document INF.53/Rev.1 (addition of special provision 378 for the gases in question), was adopted (see annex II).

#### **5. Packing requirements for UN No. 1873**

*Document:* ST/SG/AC.10/C.3/2013/30 (COSTHA)

45. Several experts endorsed the proposal to authorize plastic inner packagings and inner receptacles made of fluoropolymers, but some would like to receive more information on the data relating to chemical compatibility, and others suggested amending the proposal. The representative of COSTHA would submit a new proposal, taking into consideration the comments made.

## **V. Electric storage systems (agenda item 4)**

### **A. Testing of lithium batteries**

*Informal document:* INF.41 (PRBA, RECHARGE, COSTHA)

46. The Sub-Committee noted that the session of the informal working group planned during the previous session (ST/SG/AC.10/C.3/84, paras. 34–37) would take place from 2 to 4 October 2013 in Washington, D.C. The World Forum for Harmonization of Vehicle Regulations (WP.29) should be informed so that its experts who were interested in taking part could contact their experts in the Sub-Committee.

### **B. Safety procedures for damaged or defective lithium batteries**

47. No document was submitted on this agenda sub-item (for reference, see also ST/SG/AC.10/C.3/84, para. 40).

### **C. Large batteries**

48. No document was submitted on this agenda sub-item (for reference, see also ST/SG/AC.10/C.3/84, para. 86 (c)).

## **D. Thermal batteries**

*Document:* ST/SG/AC.10/C.3/2013/14 (Germany)

49. The experts who spoke supported the proposal by Germany in principle. They were asked to send detailed comments to the expert from Germany so that she could prepare a new proposal for the next session.

## **E. Miscellaneous**

### **1. Amendments regarding lithium batteries**

*Document:* ST/SG/AC.10/C.3/2013/13 (Germany)

*Informal document:* INF.23 (Austria)

50. Some experts considered that the existing texts were clear and that the proposal by Germany was not necessary. The discussion nevertheless raised a number of technical points, depending for example on whether the batteries were lithium metal or lithium ion batteries. The expert from Germany said that she would submit a new proposal taking account of the comments made.

### **2. Transitional measures on the marking of capacitors (UN No. 3499 and UN No. 3508)**

*Document:* ST/SG/AC.10/C.3/2013/34 (Japan)

51. The Sub-Committee agreed that capacitors UN Nos. 3499 and 3508 manufactured before 1 January 2014 (UN No. 3499) or 1 January 2016 (UN No. 3508) could continue to be transported without Wh-marking. The organizations responsible for the various modal regulations were invited to introduce these transitional measures into the next version of their respective instruments (see amendments to special provisions 361 and 372 in annex II).

### **3. Documentation requirement for lithium batteries in Special Provision 188**

*Document:* ST/SG/AC.10/C.3/2013/35 (PRBA)

52. The representative of PRBA, supported by IATA, ICCA, COSTHA and DGTA, requested the removal of the documentation requirements in Special Provision 188, chiefly because the documentation duplicated the marking, was not used in practice and needlessly complicated shipping procedures. The majority of experts did not share this view and considered that the documentation was necessary for safe transport, and notably hazard communication. Accordingly, the representative of PRBA withdrew the proposal.

### **4. Appropriate hazard communication for Class 9**

*Document:* ST/SG/AC.10/C.3/2013/26 (ICAO)

*Informal document:* INF.55 (ICAO)

53. Most delegations recognized that the Class 9 label alone did not make it possible to adequately communicate the hazard or hazards posed by the many different groupings of substances and articles of Class 9, in particular when such articles contained dangerous goods of other classes or posed specific hazards such as electrical shocks or short circuits, as was the case for electric storage systems. However, there was no consensus, and no final conclusion could be drawn on how to improve the hazard communication for Class 9.

54. The communication of hazards was of interest not only to transport workers who handled the packages, but also to emergency responders. It would thus be advisable to determine for each mode of transport which additional hazard communication elements would genuinely be required, bearing in mind the basic principles set out in paragraphs 12, 13 and 15 of the Recommendations.

55. Because of the variety of the hazards posed by the various electric storage systems, it had so far been impossible to foresee uniform treatment of all such systems.

56. All the experts and organizations concerned were asked to give consideration to the issues raised by ICAO so as to find a solution that would avoid having separate approaches for each mode of transport.

## **VI. Transport of gases (agenda item 5)**

### **A. Ethylene oxide and propylene oxide mixtures**

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

57. This issue was not discussed as no formal document had been submitted.

### **B. Global recognition of UN and non-UN pressure receptacles**

*Informal document:* INF.49 (United Kingdom and United States of America)

58. The Sub-Committee noted that the experts from the United Kingdom and the United States had begun discussions with industry representatives involved in the transport of pressure receptacles worldwide and that recommendations on ways of proceeding would follow.

### **C. Composite cylinders**

#### **Life of composite cylinders**

*Document:* ST/SG/AC.10/C.3/2013/9 (EIGA)

*Informal documents:* INF.12 (ISO)  
INF.48 (CGA)  
INF.57 (EIGA)

59. The proposals contained in informal document INF.57 were adopted with some minor editorial amendments (see annex II).

### **D. Miscellaneous**

#### **1. References to revised ISO standards**

*Document:* ST/SG/AC.10/C.3/2013/16 (ISO)

60. The proposals for amending or supplementing 4.4.4.1, 4.1.6.1.2, 6.7.5.2.4 (a) and the tables in 6.2.2.1.1 and 6.2.2.2 were adopted (see annex II).

**2. Amendment of packing instruction P208 for cylinders used to transport adsorbed gases**

*Informal documents:* INF.6 and INF.52 (United Kingdom)

61. The amendments proposed in informal document INF.52 in order to introduce a transitional measure for cylinders built before 1 January 2016 were adopted (see annex II).

**VII. Miscellaneous proposals for amendments to the Model Regulations on the Transport of Dangerous Goods (agenda item 6)**

**A. Fuels in machinery or equipment**

*Document:* ST/SG/AC.10/C.3/2013/22 (DGAC)

62. The question of transport of machinery or equipment containing fuel was still controversial and it was agreed to convene a lunchtime working group to discuss it. The representative of DGAC will prepare a new document on the basis of the comments made.

**B. Articles containing small quantities of dangerous goods**

*Document:* ST/SG/AC.10/C.3/2013/20 (United Kingdom)

*Informal documents:* INF.36 (Germany)  
INF.60 (United Kingdom)

63. Several delegations shared the view of the United Kingdom that the issue of articles containing dangerous goods should be comprehensively and systematically resolved so as to prevent a proliferation of UN numbers and special provisions to deal with the numerous individual cases.

64. Following lengthy discussions, the question was entrusted to a lunchtime working group for a general discussion based on a list of items composed by the expert from the United Kingdom (see INF.60). All interested delegations were invited to send their comments in writing to the expert from the United Kingdom, who would prepare a new document for the next session.

**C. Used health-care devices or equipment**

*Document:* ST/SG/AC.10/C.3/2013/32 (COSTHA)

65. Opinions remained divided regarding the means of dealing with used medical devices likely to contain infectious substances. Some experts wished to maintain the retention requirement in case of a drop from a height of 1.2 m as they considered that such a capability requirement did not mean that a drop test should be performed. Others considered that such very expensive equipment was generally built in a sufficiently solid manner and that it would be preferable to set out in greater detail the conditions for transport instead of establishing a verifiable test constraint. It was also noted that similar capability requirements exist in other parts of the Model Regulations. The representative of COSTHA would submit a new proposal taking into consideration the comments made.

## D. Environmentally hazardous substances

### Paints, printing inks and adhesives

*Document:* ST/SG/AC.10/C.3/2012/89 (IPPIC)

*Informal document:* INF.30 (IPPIC)

66. Some experts were in favour of introducing specific UN numbers for such Class 9 substances, but others considered that existing UN entries (3082 and 3077) should continue to be used and that perhaps the problem set out by IPPIC would be better addressed by looking at the requirements of Special Provision 274.

67. The representative of IPPIC said that she would submit a new proposal, taking into consideration the comments made.

## E. Terminology

68. No document was submitted under this agenda sub-item (for reference, also see ST/SG/AC.10/C.3/84, paragraph 86 (e)).

## F. Marking and labelling

### 1. Excepted quantity provisions regarding the use of absorbent material and marking

*Document:* ST/SG/AC.10/C.3/2013/2 (ICCA)

69. The document was the subject of numerous comments. The ICCA representative would submit two separate new proposals at the next session, one on the placement of the absorbent material and the other addressing the number of packages per transport unit.

### 2. Description of labels, placards, symbols, markings and marks

*Document:* ST/SG/AC.10/C.3/2013/28 (IPPIC)

70. Most experts recognized that it could be difficult to affix labels of a normal size on small packages, taking into account the number of other marks that must be affixed for commercial or logistic reasons or owing to other labelling requirements stemming from the application of the GHS. However, they were not in favour of extending existing derogations. The issue of the labelling of small packages was also being discussed in the GHS Sub-Committee. In such a context, it would be appropriate to recall the safety requirements for transport, in particular the principle according to which the labelling system for transport was designed to make it possible to easily recognize dangerous goods from a distance (paragraph 13 of the Recommendations). That safety requirement should not be compromised by commercial considerations and should be taken into account in the communication of hazards under the GHS.

71. The representative of IPPIC said that she would submit a new proposal.

## G. Packagings

### Interpretation concerning inspection and testing of packagings and IBCs in accordance with paragraphs 6.1.1.3 and 6.5.4.4

*Document:* ST/SG/AC.10/C.3/2013/11 (Sweden)

*Informal document:* INF.43 (Sweden)

72. The discussion showed that the procedures approved by competent authorities for carrying out the leakproofness test on design types during production of packagings and IBCs for liquids and during the two and a half-year periodic inspection of IBCs varied considerably depending on the country. Guidance to ensure better consistency worldwide would be useful.

73. It was suggested that all issues raised should rather be discussed by an informal working group and the expert from Sweden was invited to consult other experts in this respect. Following consultation, the expert from Sweden said that she would collect additional information on current practices from competent authorities and the industry and would share this information at the next session. It could then be decided whether it would be necessary to organize an informal working group session.

## **H. Portable tanks**

### **1. Surge plates**

*Document:* ST/SG/AC.10/C.3/2013/5 (Spain)

74. The principle of adding provisions on surge plates was supported by many experts, who pointed out that it would be necessary to cover not only tanks for carrying liquids but also those for carrying liquefied gases.

75. Several experts made the point, however, that the codes for pressure vessels used in tank design and construction already contained provisions on this subject and it would be important to ensure that they were not compromised.

76. It was further noted that ITCO was currently conducting a study of surge plates, the results of which ought to be available by the end of 2013. They would be made available to the Sub-Committee at its next session.

77. The expert from Spain requested that the matter be retained on the agenda for the next session but stated that he would be prepared to submit a new proposal in order to take account of the comments made and any conclusions reached in the ITCO study.

### **2. Marking with the date of the next periodic inspection or test**

*Informal document:* INF.8 (Sweden)

78. The proposal aimed to make it easier for carriers to ascertain whether a portable tank or MEGC could be transported taking into account the deadline for the periodic inspection or test.

79. Several experts feared that marking with this date might lead to confusion since the margins of tolerance for the carriage of a portable tank or MEGC required to undergo such tests might vary from one country to another.

80. The Swedish expert said that she might submit a new proposal after having studied current practices in various regions of the world, or else she might try to address the problem at the European level only, if there was no interest at a broader level.

### **3. Verification of the thickness of the shell**

*Document:* ST/SG/AC.10/C.3/2013/6 (Spain)

*Informal documents:* INF.59 and INF.59/Rev.1 (Spain)



81. The proposal to amend 6.7.2.19.8 (a) and 6.7.3.15.8 (a) to require that the thickness of the shell should be verified if the inspection reveals a possible reduction of the wall thickness was adopted, as set out in INF.59/Rev.1 (see annex II).

### **I. Scope of section 5.5.3**

82. No document was submitted under this agenda sub-item (for reference, see also ST/SG/AC.10/C.3/84, paras 69-70).

### **J. Other proposals**

#### **Status of standards referenced in the Regulations and of the standards referenced within those standards**

*Document:* ST/SG/AC.10/C.3/2013/4 (United Kingdom)

83. The proposal to amend 1.1.1.7 in order to clarify the status of standards referenced was adopted with some amendments (see annex II).

## **VIII. Electronic data interchange for documentation purposes (agenda item 7)**

84. No document was submitted under this agenda item (for reference see also ST/SG/AC.10/C.3/84, paras 56-58).

## **IX. Cooperation with the International Atomic Energy Agency (agenda item 8)**

*Informal document:* INF.58/Rev.1 (IAEA)

85. The Sub-Committee noted the information provided on the outcome of the twenty-sixth session of the IAEA Transport Safety Standards Committee (TRANSSC 26) held the previous week. The Committee had discussed several issues relating to cooperation with the TDG Sub-Committee, notably excepted packages containing radioactive material possessing other hazards, the application of special provisions 172 and 290, UN packing requirements and problems of implementation, in air transport, of the new documentation requirements for transport of excepted packages.

86. The Sub-Committee having been informed that Mr. J. Stewart had just left the IAEA secretariat, expressed its gratitude for his personal involvement in improving cooperation between the two organizations and harmonization between the IAEA Regulations and the United Nations Model Regulations. It wished him all success in his new endeavours.

## **X. Global harmonization of transport of dangerous goods regulations with the Model Regulations (agenda item 9)**

*Informal documents:* INF.33 and INF.35 (IMO) (Issues raised by the Editorial and Technical Group of the IMO Sub-Committee on Dangerous Goods, Solid Cargoes and Containers)  
INF.37 (Secretariat) (Issues raised by the RID/ADR/ADN Joint Meeting Ad Hoc Working Group on Harmonization with the UN Model Regulations)

INF.45 (ICAO) ) (Issues raised by the ICAO Dangerous Goods Panel Working Group of the whole)

87. The Sub-Committee considered the reports submitted by the IMO, ICAO and UNECE secretariats, and adopted corrections to the Model Regulations on the basis of comments provided in these reports (see annex III).

88. More substantive issues raised in these reports should be presented in official documents to the Sub-Committee at the next session by the relevant entities as described below:

- Transport provisions for UN Nos. 3166 and 3171 (IMO, if relevant);
- Placarding of cargo transport units (ICCA);
- Packagings for water-reactive materials (Germany);
- Definition of large salvage packagings;
- Quality assurance programmes/quality management systems;
- Updating of references to standards in the Manual of Tests and Criteria (notably section 32.4) (Competent authorities; ISO);
- Size of markings required in special provisions (United Kingdom);
- Reference to damaged or defective cells and batteries in first line of P908 and LP904 (Secretariat);
- Statement in the transport document in the case of application of Special Provision 373 (Secretariat);
- Approval of classification of self-reactive substances not listed in 2.4.2.3.2.3 (ICAO);
- Classification of life-saving appliances containing only lithium batteries (ICAO);
- Substances liable to exothermic decomposition at elevated temperatures (ICAO).

89. The Sub-Committee noted that IMO was discussing the possibility to replace the terms “marine pollutant” or “marine pollutant/environmentally hazardous” currently required by the IMDG Code for identifying substances of Classes 1 to 9 that meet the criteria for marine pollutants by the term “aquatic pollutant”. This identification is not required by the Model Regulations, however this information should be of interest to the RID/ADR/ADN Joint Meeting since RID, ADR and ADN also require the identification of such substances when they are classified in classes 1 to 8 or in class 9 under a UN number other than UN Nos. 3077 and 3082.

## **XI. Guiding principles for the Model Regulations (agenda item 10)**

90. No document was submitted under this agenda item.

## **XII. Issues related to the Globally Harmonized System of Classification and Labelling of Chemicals (agenda item 11)**

### **A. Corrosivity criteria**

*Informal documents:* INF.26 and -/Add.1 (CEFIC)  
INF.42 (United Kingdom)

91. It was recalled that the question of corrosivity criteria would be discussed by a joint TDG/GHS Working Group on 1 July 2013.

92. The Sub-Committee noted with satisfaction the preparatory work done by CEFIC and the United Kingdom. It reiterated its commitment to respect the principles of harmonized classification but underlined that the transport sector was the only sector where sub-categories in GHS corrosivity had important downstream effects. Therefore, the Sub-Committee expressed the wish that the outcome of this joint work would not substantially change the way of ensuring safety in transport of corrosive substances.

### **B. Criteria for water-reactivity**

*Document:* ST/SG/AC.10/C.3/2013/21 (United States of America)

*Informal document:* INF.39 (United States of America)

93. The Sub-Committee took note of the “HM-14” project status report relating to the development of criteria for water-reactive materials. Interested experts were invited to provide comments in writing to the project principal investigator at the address provided in INF.39.

### **C. Tests and criteria for oxidizing solids**

94. No document was submitted under this agenda sub-item (for reference, see also ST/SG/AC.10/C.3/84, para.77).

### **D. Classification criteria and flammability categories for certain refrigerants**

95. No document was submitted under this agenda sub-item (for reference, see also ST/SG/AC.10/C.3/84, para. 84).

### **E. Expert judgement/weight of evidence**

96. No document was submitted under this agenda sub-item (for reference, see also ST/SG/AC.10/C.3/84 paras. 16–18).

### **F. Miscellaneous**

#### **Articles classified as environmentally hazardous substances**

*Document:* ST/SG/AC.10/C.3/2013/3 (Germany)

*Informal document:* INF.4 (Germany)

97. The Sub-Committee noted that the issue raised by the expert from Germany had also been submitted to the GHS Sub-Committee, and that it could also be linked to the general discussion concerning articles containing dangerous goods. It was noted that so far the

provisions of the IMDG Code concerning marine pollutants did not apply to articles, and it was felt that there would be no need to change the situation unless the outcome of the global debate on articles containing dangerous goods led to another conclusion (see also paras. 63-64 of this report).

### **XIII. Other business (agenda item 12)**

#### **A. Tribute to Mr. J. Le Tonquèze**

98. The Sub-Committee expressed its appreciation of the contributions made to its work by Mr. J. Le Tonquèze, member of the French delegation and representative of France at the ICAO Dangerous Goods Panel, and wished him well in his coming retirement.

#### **B. Proposals of correction to the eighteenth revised edition of the Recommendations on the Transport of Dangerous Goods, Model Regulations**

*Informal document:* INF.38 (Secretariat)

99. The Sub-Committee approved the list of corrections proposed by the secretariat (see annex III).

#### **C. Request for consultative status by the Stainless Steel Container Association (SSCA)**

*Informal document:* INF.7 (Secretariat)

100. The Sub-Committee agreed to grant consultative status to SSCA.

### **XIV. Adoption of the report (agenda item 13)**

101. The Sub-Committee adopted the report on its forty-third session and its annexes on the basis of a draft prepared by the secretariat

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