



**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****Forty-third session**

Geneva, 24–28 June 2013

Item 11 (f) of the provisional agenda

**Issues relating to the Globally
Harmonized System of Classification****and Labelling of Chemicals: miscellaneous****Sub-Committee of Experts on the Globally Harmonized
System of Classification and Labelling of Chemicals****Twenty-fifth session**

Geneva, 1–3 July 2013

Item 2 (g) of the provisional agenda

**Classification criteria and hazard communication:
miscellaneous****Articles as environmentally hazardous substances****Transmitted by the expert from Germany¹**

1. For the seventeenth session of the IMO Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC), Germany submitted a document regarding the application of the criteria for environmentally hazardous substances to class 7 material and to articles. At that session, DSC generally agreed to the proposal to exclude class 7 material from the scope of the provisions on marine pollutants (DSC 17/17 para. 3.5). This decision was also taken in view of the fact that, prior to the incorporation of the GHS criteria into the IMDG Code, class 7 material was not to be transported as a marine pollutant in accordance with the Dangerous Goods List.

2. The question of the extent to which the criteria for environmentally hazardous substances are applicable to articles should be submitted to the TDG and GHS sub-committees. This concern is taken account of by means of this document. Document DSC 17/3/7 is circulated separately as INF.4 (TDG) – INF.3 (GHS). Moreover, reference is made to the discussions within the framework of the Joint Meeting of the RID Committee of experts and the Working Party on the Transport of Dangerous Goods (see para 63 of ECE/TRANS/WP.15/AC.1/124).

3. The experts of the Sub-Committee are requested to indicate whether the criteria for environmentally hazardous substances should apply to articles. This might have also impact on the discussion on fuels in machinery and equipment as well as on the classification of vehicles, in particular with regard to diesel fuel with a flashpoint greater than 60°C which is an environmentally hazardous substance.

¹ In accordance with the programme of work of the Sub-Committee for 2013-2014 approved by the Committee at its sixth session (refer to ST/SG/AC.10/C.3/84, para. 86 and ST/SG/AC.10/40, para. 14).