

**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

Thirty-second session  
Geneva, 3-7 December 2007  
Item 8 of the provisional agenda

**GLOBAL HARMONIZATION OF TRANSPORT OF DANGEROUS GOODS  
REGULATIONS WITH THE UN MODEL REGULATIONS**

Outcome of the 12<sup>th</sup> Session of the IMO Dangerous goods, Solid Cargoes and Containers (DSC)  
Sub-Committee meeting (London, 17-21 September 2007) and its associated Editorial and  
Technical Group meeting (Brussels, 24-28 September 2007)

Transmitted by the International Maritime Organization (IMO)

**Introduction**

1. The 12<sup>th</sup> Session of the IMO Dangerous goods, Solid Cargoes and Containers (DSC) Sub-Committee meeting was held in London from the 17 to 21 September 2007, its associated Editorial and Technical Group met in Brussels from the 24 to 28 September 2007 and the outcomes of these meetings, relevant to the work of the Sub-Committee are stated below.

**Dangerous goods packed in excepted quantities**

2. DSC 12 recalled an earlier decision of DSC 9 that, in the interest of safety, the requirement for dangerous goods, transported in any quantities, to be documented was extremely important and any relaxation would not be suitable.

3. DSC 12 further recalled that MSC 80 had endorsed the decisions of DSC 9 regarding transport of dangerous goods in limited quantities, excepted quantities and consumer quantities and that the existing provisions in the IMDG Code were appropriate with regards to the maritime mode and it would not be prudent to permit any relaxations.

4. Following detailed debate, during which the majority of the delegations were in favour of having a transport document for dangerous goods in excepted quantities DSC 12 agreed to the following text regarding documentation:

**3.5.6 Documentation**

**3.5.6.1** In addition to the provisions for documentation specified in chapter 5.4, the words “dangerous goods in excepted quantities” and the number of packages shall be included on the dangerous goods declaration together with the description of the shipment.

**Outcome of the UNSCOE 31 Working Group on limited quantities (multimodal harmonization)**

5. DSC 12, having considered the outcomes of the Working Group on limited quantities (multimodal harmonization) established by the UN Sub-Committee of Experts to analyse the provisions applicable to different modes of transport, agreed:

- .1 with the proposal to combine the provisions applicable to limited quantities and consumer commodities. The result would be to delete paragraph 3.4.7 which removes the exemption for retail goods;
- .2 that the diamond shaped mark with no numbers that has been suggested by the UN TDG was acceptable for the sea mode in order to identify packages containing limited quantities;
- .3 that the same mark as above but 250X250mm would also be required for marking CTUs containing limited quantities; and
- .4 that full documentation, as required by chapter 5.4 of the IMDG Code, would be necessary.

**Mandatory training**

6. The Editorial and Technical Group, having considered proposed text regarding the provision for personnel who have not yet received the required training and, having agreed that for those personnel the companies should ensure that they may only perform functions under the direct supervision of a trained person, agreed to amend chapter 1.3 as follows:

**1.3.1.1** Insert second paragraph

“Companies engaging shore-based personnel in such activities shall determine which staff will be trained, what levels of training they require and the training methods used to enable them to comply with the provisions of the IMDG Code. This training shall be provided or verified upon employment in a position involving dangerous goods transport. For personnel who have not yet received the required training, the companies shall ensure that those personnel may only perform functions under the direct supervision of a trained person. The training shall be periodically supplemented with refresher training to take account of changes in regulations and practice. The competent authority, or its authorized body, may audit the company to verify the effectiveness of the system in place, in providing training of staff commensurate with their role and responsibilities in the transport chain.”

**Action requested of the Sub-Committee**

7. The Sub-Committee is invited to note the information provided and to take action as appropriate.