

**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-second session, 2-6 December 2002,
agenda item 6)

PROGRAM OF WORK FOR THE BIENNIUM 2003-2004

Proposal for a working group for the review of chapter 3.4 and related text

**Transmitted by the experts from Canada, Germany, France, The Netherlands, The United Kingdom,
AISE, CEPE and IATA**

Introduction

Limited Quantities and Consumer Commodities provisions have been the subjects of discussion for several sessions. With this in mind, the French Ministry of Transport hosted a small group of interested people (see annexed list) in Paris on 25-27 November 2002 to discuss the issue.

As a result of these discussions, it is recommended that an intersessional working group completely review Chapter 3.4 and related text, to develop comprehensive requirements for the safe transport of small quantities of dangerous goods that do not need to be regulated to the full extent of the current Model Regulations.

Objectives

The working group should try to achieve the following outcomes:

1. Establish thresholds, in terms of both quantity in packages and quantities per transport unit, below which substances need not be subject to the full scope of the United Nations Model Regulations;
2. Intermodal harmonisation for classification, packaging standards, package sizes, documentation, marking and labelling (including placards), limiting modal differences to provisions concerning transport operations; and
3. Review the terminology that applies to goods that need not be subject to the full scope of the current Regulations i.e. "goods packaged for retail sale", "Limited Quantities", "Consumer Commodities".

In addressing these objectives consideration should be given to:

- the balance between trade and safety;
- the impact on industry and the public;
- cost/benefit; and
- enforcement.

Throughout the process the working group should ensure that there is wide representation and consultation with the relevant modal representatives, intergovernmental organisations and industry bodies. The chairman of the modal bodies will be invited to participate, solicit the views of their constituencies and advise accordingly.

The review should consider all classes of dangerous goods.

ANNEX: LIST OF PARTICIPANTS

Name	Organisation
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