

**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-fourth session, 3-10 December 2003,
agenda item 5)**

**OUTCOME OF THE EIGHTH SESSION OF THE SUB-COMMITTEE ON
DANGEROUS GOODS, SOLID CARGOES AND CONTAINERS**

Submitted by International Maritime Organization (IMO)

1 IMO's Sub-Committee on Dangerous Goods, Solid Cargoes and Containers held its eighth session from 22 to 26 September 2003. Its report is submitted to the Maritime Safety Committee as a document bearing the symbol DSC 8/15. The United Nations Sub-Committee of Experts on the transport of dangerous goods may wish to note the outcome on the issues of relevance to the work of this Sub-Committee, which are detailed in the ensuing paragraphs.

Dangerous goods in limited quantities

2 The Sub-Committee considered a proposal by the chairman of the DSC Sub-Committee (attached as annex 1) and agreed that there was a need to consider this document in the context of facilitating multimodal transport and further agreed that issues related to the need for identification of and documentation for dangerous goods in limited quantities required detailed consideration in the context of maritime transport. The Sub-Committee also agreed that consolidation of dangerous goods in limited quantities could lead to a situation whereby considerable quantities of dangerous goods would be packed in one cargo transport unit and the consequences of such a development required in-depth study before a firm decision was taken.

3 In this context, the Sub-Committee agreed that issues related to excepted quantities of dangerous goods and consumer commodities required careful consideration.

Top lift test for flexible IBCs

4 The Sub-Committee considered a proposal by Republic of Korea (attached as annex 2) and agreed with the proposal, in principle, and instructed the E&T group to finalize the proposal for inclusion in the amendments to the Code.

GHS marking for marine pollutants

5 The Sub-Committee, in considering issues related to the UN GHS marking for marine pollutants, agreed that when the UN COE on the transport of dangerous goods and the globally harmonized system of classification and labelling of chemicals will adopt the UN GHS marking for marine pollutants, the Sub-Committee would make a recommendation to the MSC to consider doing the same and delete the marine pollutant (MP) mark.

Action requested of the Sub-Committee

6 The Sub-Committee is invited to note the above and take action as appropriate.



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SUB-COMMITTEE ON DANGEROUS
GOODS, SOLID CARGOES AND
CONTAINERS

8th session
Agenda item 3

DSC 8/3/11
11 July 2003
Original: ENGLISH

**AMENDMENTS TO THE IMDG CODE AND SUPPLEMENTS, INCLUDING
HARMONIZATION OF THE IMDG CODE WITH THE
UN RECOMMENDATIONS ON THE TRANSPORT
OF DANGEROUS GOODS**

**Outcome of the United Nations informal Working Group on
dangerous goods packed in limited quantities**

Submitted by the Chairman of the DSC Sub-Committee

SUMMARY

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| <i>Executive summary:</i> | The Sub-Committee is invited to make comments on the report of the United Nations Limited Quantities informal Working Group (annex to this proposal)* for consideration at the next meeting of this Working Group in October 2003 |
| <i>Action to be taken:</i> | Paragraphs 6 and 7 |
| <i>Related documents:</i> | ST/SG/AC.10/C.3/44, ST/SG/AC.10/C.3/2003/CRP.1/Add.4 |

1 At its twenty-second session (2 to 6 December 2003), the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods decided to include the transport of dangerous goods packed in limited quantities in its programme of work for 2003-2004. In addition, the United Nations Sub-Committee agreed that an informal working group should consider the issue with the following terms of reference:

- .1 the informal working group should try to 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 the informal working group should try to achieve intermodal harmonisation for classification, packaging standards, package sizes, documentation, marking and labelling (including placards), limiting modal differences to provisions concerning transport operations; and
- .3 the informal working group should try to 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, the informal working group was asked to give consideration to:

* Informal document UN/SCETDG/23/INF.30 issued during the 23rd session of the Sub-Committee.

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

The review should consider all classes of dangerous goods.

2 Moreover, the United Nations Sub-Committee was of the opinion that, throughout the process, the informal 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 is invited to participate, solicit the views of their constituencies and advise accordingly.

3 The Limited Quantities informal Working Group met in Paris (25 to 27 June 2003). Its report is attached as an annex to this document.

4 During its meeting, the informal working group suggested to encourage the appropriate modal bodies to consider the different options mentioned in its report in order to follow the UN Sub-committee advice, as mentioned in paragraph 2 of the current proposal, and in order to develop a satisfactory solution.

5 At its twenty-third session, the Sub-Committee of Experts agrees that the informal working group should pursue its work, and that a full day discussion on this issue should be scheduled for the December 2003 session of the United Nations Sub-Committee. The next informal working group meeting is scheduled to be held in on 22 to 24 October in Montreal, at ICAO headquarters.

6 In that context, the Sub-Committee is invited to make comments on the report of the Limited Quantities informal Working Group for consideration at the next meeting of this Working Group in October 2003.

Action requested of the Sub-Committee

7 The Sub-Committee is invited to consider the above and take appropriate action.

SUB-COMMITTEE ON DANGEROUS GOODS,
SOLID CARGOES AND CONTAINERS
8th session
Agenda item 3

DSC 8/3/17
15 July 2003
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**AMENDMENTS TO THE IMDG CODE AND SUPPLEMENTS INCLUDING HARMONIZATION
OF THE IMDG CODE WITH UN RECOMMENDATIONS
ON THE TRANSPORT OF DANGEROUS GOODS**

Amendments to the IMDG Code and supplements

Definition for “maximum permissible load”

Submitted by the Republic of Korea

SUMMARY

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| <i>Executive summary:</i> | This document proposes that maximum permissible load used only for top lift test for flexible IBCs should be amended to mean maximum permissible gross mass in order to avoid user’s confusion |
| <i>Action to be taken:</i> | Paragraph 3 |
| <i>Related documents:</i> | IMDG Code, amendment 31-02, paragraph 6.5.4.5.2 |

Background

1 Even though the definition for "maximum permissible load" meaning maximum net mass was deleted in amendment 30-00 to the IMDG Code, maximum permissible load is being used in paragraph 6.5.4.5.2 (preparation of the IBC for top lift test). For this reason, users have been confused about whether maximum permissible load means maximum net mass or maximum permissible gross mass.

Proposal

2 For all tests for flexible IBCs except top lift test, maximum permissible gross mass is used. Maximum permissible load is obsolete definition used only for top lift test for flexible IBCs. Therefore, in order to avoid user’s confusion we propose to amend paragraph 6.5.4.5.2 of amendment 31-02 to the IMDG Code to read:

Metal, rigid plastics and composite IBCs shall be filled. A load shall be added and evenly distributed. The mass of filled IBC and the load shall be twice the maximum permissible gross mass. Flexible IBCs shall be filled to six times their maximum permissible gross mass, the load being evenly distributed.

Action requested of the Sub-Committee

3 The Sub-Committee is invited to consider the proposals in paragraph 2 and take action as appropriate.
