

UN/SCETDG/26/INF.39

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-sixth session
Geneva, 29 November-7 December 2004
Item 4 of the agenda

NEW PROPOSALS OF AMENDMENT TO THE RECOMMENDATIONS ON THE TRANSPORT OF DANGEROUS GOODS

Classification testing for Class 8 materials

Test validity and Inconsistencies between requirements of UN Model regulations and The manual of Test and Criteria

Transmitted by the expert from Australia

SCOPE

This proposal aims to recommend:

- i. Amendments to Section 2.8.2.5.(c).(ii) of the Model Regulations.

Introduction

1. The wording of Section 2.8.2.5.(c).(ii) of the 13th edition of Model Regulations suggests that class 8 testing may be conducted using sheets of steel **or** aluminium. This section makes reference to Chapter 37 of Manual of Tests and Criteria (Forth revised edition) where in section 37.4.1.2 it appears to indicate that tests should be conducted on sheets of steel **and** aluminium of the type specified in the manual.
2. Noting that the corrosive properties of some goods will vary depending whether or not it is exposed to steel or aluminium the correct interpretation should be that sheets of **both aluminium and steel** are used in the test. The justification for this position is that aluminium is used in the construction of airframes and is increasingly being applied in ship building, particularly in large high speed Roll On - Roll Off (RO-RO) and Roll On - Roll Off Passenger (RO PAX) vessels. For such conveyances it is important the carrier is aware of the potential for structural damage should a spill occur when such cargoes are carried.

Proposal

3. It is recommended that the first part of section 2.8.2.5.(c).(ii) be modified to read:
“...are judged not to cause full thickness destruction of intact skin tissue but which exhibit a corrosion rate on **either** steel or aluminium surfaces exceeding 6.25 mm a year at a test temperature of 55 °C when **tested on both materials...**”