

**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 Globally
Harmonized System of Classification
and Labelling of Chemicals**

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Item 2 (a) of the provisional agenda

UPDATING OF THE GLOBALLY HARMONIZED SYSTEM OF CLASSIFICATION
AND LABELLING OF CHEMICALS (GHS)

Physical Hazards

Work of the Sub-Committee of Experts on the Transport of Dangerous Goods

Note by the Secretariat

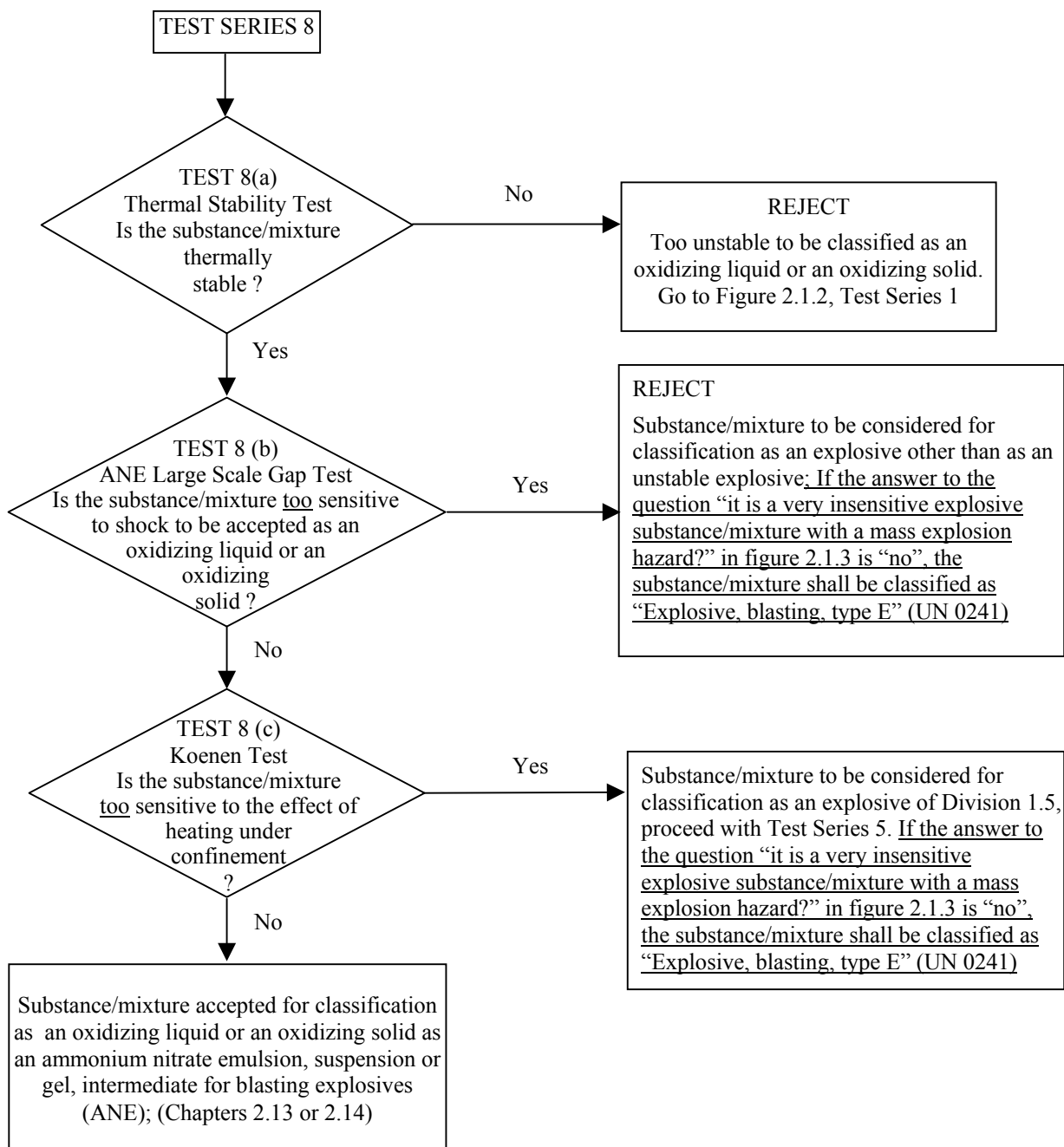
During its 27th session, the Sub-Committee of Experts on the Transport of Dangerous Goods adopted draft amendments to the UN Model Regulations on the Transport of Dangerous Goods and the Manual of Tests and Criteria. The Sub-Committee considered that these draft amendments should be brought to the attention of the GHS Sub-Committee for endorsement since they also concern the GHS.

This document contains the consequential draft amendments to the GHS that result from the draft amendments to the Model Regulations, for consideration by the GHS Sub-committee.

Chapter 2.1

Replace current figure 2.1.4 with the following one (inserted text is underlined>):

“Figure 2.1.4: Procedure for classification of ammonium nitrate emulsions, suspensions or gels



Justification: *The amendment is intended to allow substances which fail the Koenen test be considered as candidates not only for Division 1.5 but also for Division 1.1 explosives to avoid that these substances may be later transported as non-dangerous goods. (See para. 65 of ST/SG/AC.10/C.3/2005/CRP.1/Add.5, ST/SG/AC.10/C.3/2005/CRP.2 and para. 8 of the report of the Working Group on explosives: UN/SCETDG/27/INF39).*

Chapter 2.16

Table 2.16.1 Amend the criteria to read as follows (inserted text is underlined):

“Corrosion rate on either steel or aluminium surfaces exceeding 6.25 mm per year at a test temperature of 55 °C when tested on both materials”.

Add the following new note under the table:

“NOTE: *Where an initial test on either steel or aluminium indicates the substances being tested is corrosive, the follow up test on the other metal is not required.”.*

(Consequential amendments: The same amendment as the one in table 2.16.1, applies to decision logic 2.16 (para 2.16.4.1) and table A2.16 in Annex 2)

Justification: *The corrosive properties of some goods will vary depending whether or not it is exposed to steel or aluminium. Therefore, the correct interpretation should be that sheets of both aluminium and steel are used in the test. Aluminium is used in the construction of airframes and is increasingly being applied in shipbuilding, 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.(See paras 46 and 47 of ST/SG/AC.10/C.3/2005/CRP.1/Add.3 and ST/SG/AC.10/C.3/2005/CRP.1/Add.2).*
