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**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-ninth session  
Geneva, 3-12 (a.m.) July 2006  
Item 4(b) of the provisional agenda

**PACKAGINGS (INCLUDING IBCS AND LARGE PACKAGINGS)**

Displaying the safe stacking load on IBCs

Transmitted by the expert from the United Kingdom

1. During the session of the informal working group on IBCs held in Paris from 10-13 October 2005 and during the subsequent Sub-Committee session in December 2005, it was agreed in principle that IBCs should be marked with the maximum stacking load that can be applied during transport in a more readily identifiable manner. This was because the information in the mark is still relevant.
2. It was agreed at both meetings that the UN marking as indicated in 6.5.2.1 should not be amended as there are millions of IBCs in use and many existing types will continue to be used for many years to come. Because of the many different design types and the large numbers in circulation that can continue to be used in the future, it would be confusing to users and enforcers to make significant changes to the UN mark.
3. However the Sub-Committee decided that the use of an easily understood symbol to indicate stacking loads would be an improvement. It was agreed that the symbols from ISO 780:1999 should be used as these are commonly in use now in ports and transport hubs

making it easier for personnel such as forklift truck drivers to identify and understand the stacking requirements.

4. The expert of the United Kingdom is aware that it would be impractical to require this symbol to be applied to all existing IBC's. There would be the need for a transition period to allow manufacturers to adjust to the new requirements. The expert from the United Kingdom suggests that these markings apply from the 1<sup>st</sup> January 2009. It is also suggested that there should be some reordering of the text to make clear what applies to all IBC design types and what is specific to certain design types only.

The expert from the United Kingdom proposes the following text in section 6.5.2.

### Proposals

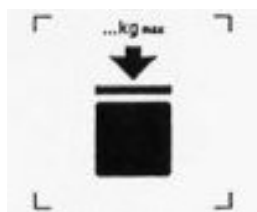
5. Add a new line to the table in 6.5.2.2.1 as follows:

Maximum permitted stacking load <sup>b</sup>	X	X	X	X	X
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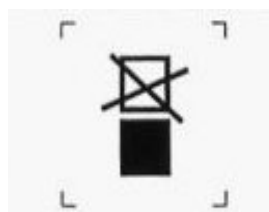
<sup>b</sup> See 6.5.2.2.2 below

6. Add a new 6.5.2.2.2 to read as follows:

“6.5.2.2.2 The maximum permitted stacking load applicable when the IBC is in use shall be displayed on a symbol as follows:



IBCs capable of being stacked during transport



IBCs NOT capable of being stacked during transport

The symbol shall be not less than 100 mm x 100 mm, be durable and clearly visible. The letters and numbers indicating the mass shall be at least 12 mm high.

The mass marked above the symbol shall not exceed the load imposed during the design type test (6.5.6.6.4)”.

7. Transitional measure: Add a note at the end of this new paragraph to read as follows:

“*Note: The provisions of 6.5.2.2.2 shall apply to all IBCs manufactured, repaired or remanufactured on or after 1 January 2009*”.

8. Consequential amendments

In preparing this proposal, it was noted that 6.5.2.3 appears to be in the wrong place. It immediately follows the “Additional Marking” section but is surely intended to refer to 6.5.2.1.1 and perhaps it should be moved to a new 6.5.2.1.2 and the existing 6.5.2.3 deleted.

For reference, the existing text of 6.5.2.3 reads as follows:

“6.5.2.3 *Conformity to design type*: The marking indicates that IBCs correspond to a successfully tested design type and that the requirements referred to in the certificate have been met”.

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