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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

Thirtieth session
Geneva, 4-12 (a.m.) December 2006
Item 2(a) of the provisional agenda

**PROPOSALS OF AMENDMENTS TO THE RECOMMENDATIONS
ON THE TRANSPORT OF DANGEROUS GOODS**

Provisions concerning the criteria for passing the vibration test for IBCs

Transmitted by the expert from Canada

Background

1. At its twenty-ninth session, the Sub-Committee adopted provisions for a vibration test for IBCs (ST/SG/AC.10/C.3/58, ST/SG/AC.10/C.3/58/Add. 1, ST/SG/AC.10/C.3/2006/32 UN/SCETDG/29/INF. 69).
2. UN/SCETDG/29/INF. 69, which revised ST/SG/AC.10/C.3/2006/32 following a working group meeting, contained the following text at 6.5.6.13.4.1 under the heading "*Criteria for passing the test:*"

No leakage or rupture ~~break, or tear~~ shall be observed. [The IBC shall not exhibit any damage liable to affect safety during transport.]
3. The Sub-Committee adopted the proposed changes in INF. 69 and further agreed that the text in square brackets should be removed (ST/SG/AC.10/C.3/58, paragraph 41(b)).

4. The expert from Canada is of the opinion that the text in square brackets should be reinstated and should be revised to clarify that breakage of welds or frame structural components during vibration testing should constitute a test failure.
5. This text is an essential part of the criteria for determining whether or not an IBC passes the vibration test and since the words "break or tear" have been replaced by "rupture" this text takes on an even greater importance. For example, there could be breakage of structural components or welds that would make the IBC unsafe for transport but the IBC may not be leaking and could not be said to have ruptured.

Proposal

Add the following sentence to 6.5.6.13.4.1:

- 6.5.6.13.4.1 No leakage or rupture shall be observed. The IBC shall not exhibit any damage such as, but not limited to, a breakage of structural components or welds, liable to affect the integrity of the IBC during transport.
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