

Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals

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Sub-Committee of Experts on the Transport of Dangerous Goods

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Item 4 (f) of the provisional agenda

Electric storage systems: miscellaneous

Remarks on ST/SG/AC.10/C.3/2017/13 and ST/SG/AC.10/C.3/2017/22 on the scope of 1.1.1.2

Submitted by the expert from the Netherlands

1. Document ST/SG/AC.10/C.3/2017/13 and ST/SG/AC.10/C.3/2017/22 propose changes to the scope of the Model Regulations through new exemptions under section 1.1.1.2 for data loggers and tracing devices, and electrical storage and production systems, respectively. For the expert from the Netherlands, both proposals have triggered questions on the scope of the Regulations and the nature of the exemptions under section 1.1.1.2.
 3. Document ST/SG/AC.10/C.3/2017/13 proposes detailed provisions that exclude from the scope a few types of devices used during transport. In the opinion of the representative of the Netherlands, this approach is too detailed and limited for the general exemptions of 1.1.1.2. Although the approach in document ST/SG/AC.10/C.3/2017/22 is broader, it is limited to energy storage and production systems contained in devices. The expert from the Netherlands prefers a more comprehensive approach since unclear scope can have far-reaching consequences and lead to complicated regulations due to multiplication of exemptions and exceptions.
 4. The core of the scope of the Model Regulations is transport of dangerous substances and articles as cargo (consignment). It is less clear to what extent and how the Model Regulations also apply dangerous substances and articles that are needed during transport or are associated with the transport without being the cargo, such as data loggers, on-board computers containing lithium batteries, cleaning products etc.
 5. The expert from the Netherlands is interested in hearing the views of other delegations on this issue, such as whether the scope of the Model Regulations should be limited to dangerous substances and articles transported as cargo, or also include 'non-cargo'? For 'non-cargo' dangerous substances and articles, what should be regulated in or exempted from the Model Regulations, and what should be left to the modes or other regulatory frameworks? Are the current Regulations sufficiently clear with regard to which provisions apply to dangerous substances that are not cargo?
 6. The expert from the Netherlands believes that further discussions on the questions in paragraph 5 are beneficial before new text for 1.1.1.2 is adopted. If other delegations are also of the opinion that further discussions on this topic would be valuable, the expert from the Netherlands is willing to work with other interested parties, for example in an intersessional working group.
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