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**COMMITTEE OF EXPERTS ON THE TRANSPORT
OF DANGEROUS GOODS****(Twenty-first session,
4-13 December 2000,
agenda item 5)****PROGRAMME OF WORK****Programme of work for the 2001/2002 biennium and related proposals****Performance testing for packagings****Transmitted by the International Confederation of Drum Manufacturers (ICDM) and
the International Confederation of Container Reconditioners (ICCR)**

During the sixteenth and seventeenth sessions of the Sub-Committee of Experts, in response to proposals by the expert from Spain, there was considerable discussion of the performance of steel drums for dangerous goods under actual transport conditions. At the seventeenth session, the Sub-Committee adopted in principle the concept of a vibration test that would apply to all types of drums and perhaps other packagings.

ICDM and the ICCR share the concern expressed by several experts of the Sub-Committee, that steel drums and perhaps other packagings may not be performing adequately in service. It is not clear to us yet however whether observed failures, although apparently involving drums bearing a UN mark, actually involved drums that passed required design qualification performance and production tests.

Vibration exists in all transport and is a force affecting the performance of all packagings. It is a complex force, especially across different modes of transport. It is unclear at this time whether the existing performance tests in the Model Regulations adequately account for this factor. It also is unclear whether a vibration test alone would be sufficient or appropriate. We regret that we were unable to address these issues adequately during the 1999/2000 biennium.

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ICDM and ICCR, however, now propose that the 2001/2002 biennial agenda include consideration of additions to or modifications of the performance testing criteria.

Further, our two groups pledge to conduct the research necessary

- (a) to better identify the problems that have been discussed by the expert from Spain and others;
- (b) to analyze the deficiencies in those packagings that have failed in transport;
- (c) to document the vibration frequencies generally encountered in transport; and
- (d) to offer proposals, as may be warranted, to modify the performance tests in the Model Regulations.

These two international associations also pledge to work cooperatively with those other industry groups representing plastics, fiber, and other packaging types that may be affected by such changes.
