

**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

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**Exemptions related to the transport of dangerous goods in reduced quantities**

**Transmitted by the expert from France**

In the frame of exemptions related to the transport of dangerous goods in reduced quantities (limited quantities, consumers commodities, excepted quantities).

1. What kind of minimum information is needed for safety reasons:

- 1.1 in terms of documentation
- 1.2 in terms of marking the packages
- 1.3 in terms of marking the transport unit

Would these needs change in case of:

- goods defined as household products
- goods in very small quantities and high integrity packages (excepted quantities as defined in ICAO)

2. What are the practical problems which are solved and benefits brought by reducing the requirements level on

- 1.1 documentation
- 1.2 marking the packages
- 1.3 marking the transport unit

If different systems of reduced quantities have been introduced to solve specific problems the answer shall be detailed accordingly.

3. Are there problems for shipping goods under exemptions systems related to reduced quantities from your mode to another? Which ones?

4. Is there a safety objection to transporting small quantities (excepted quantities) in accordance with the ICAO provisions by your mode of transport? If yes, what are the short comings of the ICAO provisions?

5. ICAO allows a select group of consumer commodities in small containers (see ICAO PI 910) to be transported in packages labelled as Class 9. What safety or practical concerns would the transport of these ICAO consumer commodity packages labelled as Class 9 pose to your mode of transport if the UN Model Regulations were to provide a UN number for this type of consumer commodity under Class 9?

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