

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

Thirty-second session
Geneva, 3-7 December 2007
Item 9 of the provisional agenda

GUIDING PRINCIPLES FOR THE MODEL REGULATIONS

Principles Underlying the Regulation of the Transport of Dangerous Goods

Transmitted by the Expert from Australia

SCOPE

This proposal recommends amendments to paragraph 5 of the 15th Edition of the UN Model Regulations.

RELATED DOCUMENTS

ST/SG/AC.10/C.3/2007/38 - (International Maritime Organisation).

Introduction

1. The IMO has suggested in paper ST/SG/AC.10/C.3/2007/38 that the wording of paragraph 5 of the UN Model Regulations gives the incorrect impression that the requirements of the International Maritime Dangerous Goods (IMDG) code may be less stringent than other modal requirements. The Expert from Australia supports the IMO view.
2. The Expert from Australia also notes that both the IMDG code and the ICAO Technical Instructions have global application by virtue of the Safety of Life at Sea (SOLAS) Convention and the Chicago Convention respectively.

Issues

3. The IMDG code has additional requirements over and above those contained in the Model Regulations that are pertinent to sea transport. This is particularly true of the stowage and segregation requirements contained in the IMDG code. Additional requirements are also contained in the ICAO technical instructions for the safe transport of dangerous goods by air, although in that case the potential for more stringent requirements is explicitly acknowledged. For reasons of consistency, it is suggested that equivalent recognition be included with respect to sea transport, as recommended below.

Recommendation

4. The expert from Australia recommends the wording of paragraph 5 be amended to read:

*“5. The Model Regulations annexed to this document are addressed to all modes of transport. Where less stringent requirements can be applied to only one mode, that fact is not indicated unless otherwise specified in these Regulations. For air **and sea** transport more stringent requirements may occasionally apply.”*
