

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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MISCELLANEOUS PROPOSALS OF AMENDMENTS TO THE MODEL REGULATIONS ON THE TRANSPORT OF DANGEROUS GOODS

Comments of Belgium on document ST/SG/AC.10/C.3/2008/9

Belgium has the following comments on document ST/SG/AC.10/C.3/2008/9 of the UK (some of which were already transmitted in a written form to the UK expert after the 32nd session) :

1. Belgium agrees with the comments of EIGA in INF. 52 ; a respirator is not fit to be used as a pictogram on placards for these kinds of shipments. Neither is the skull on crossed bones, that could lead to confusion with the danger labels for toxic substances. In that case, the message that this substance is freely present in the unit could get lost. The pictogram of the warning mark in figure 5.5.2 of ST/SG/AC.10/C.3/2007/47 is more convenient.
2. The proposed paragraph 5.5.1.3.4 “*When the fumigated goods or materials have been unloaded, the fumigation warning mark shall be removed.*” is in contradiction with 5.5.1.3.1, where it is stated that the mark shall remain on the cargo transport unit until two conditions are fulfilled (ventilate the unit to remove harmful concentrations of fumigant gas being the second one). This second provision needs to be added in 5.5.1.3.4.
3. Belgium agrees with the remarks of VOHMA in INF. 10. The first remark of course concerns paragraph 5.5.1.3.5 (number 5.5.1.3.4 is used twice in the UK proposal).
4. The proposal now clearly encompasses all cargo transport units, including tanks. But in 5.5.2.2.2 the statement “... *affixed on the access doors...*” does not take tanks into account. A possible solution might be :
“5.5.2.2.2 A cargo transport unit containing dangerous goods used for cooling or conditioning shall be marked with a warning mark, as specified in 5.5.2.2.3, affixed ~~on the access door(s)~~ in a location where it will be easily seen by persons attempting to enter the interior of the cargo transport unit ; when applicable, the mark shall be placed on each access door of the unit. “

5. It is very questionable whether the information in the transport document, as proposed in 5.5.2.3.2.1 (e.g. “UN 1845, dry ice, 9”) would serve its purpose. It does not transfer the message that this substance is freely present in the transport unit, unpackaged (even more so if other “normal” dangerous goods are being carried). A better solution might be :

“5.5.2.3.2.1 If a transport document accompanies the dangerous goods used as a coolant or controlled atmosphere it shall include the following information :

- (a) “COOLANT” or “CONTROLLED ATMOSPHERE WITH” ;
- (b) the UN number preceded by the letters “UN”;
- (c) the proper shipping name;
- (d) the primary hazard class or, when assigned, the division of the goods. The words “class” or “division” may be included preceding the primary hazard class or division numbers.
- (e) “MAY BE FREELY PRESENT”.

6. In ST/SG/AC.10/C.3/2007/47, it was proposed to incorporate a reference to chapter 5.5 in P620, P650 and P904. These proposals have now disappeared without any apparent reason. Belgium is of the opinion that such references ought to be introduced.

7. Belgium can also agree with the Swedish proposal in INF. 26 to include the training requirements of chapter 1.3 explicitly in 5.5.1.1.1 and 5.5.2.1.1.

8. Other changes, of a more editorial nature, are proposed below :

5.5.1.1.1 Fumigated cargo transport units (UN 3359) containing no other dangerous goods ~~and meeting the marking and documentation provisions of 5.5.1.3 and 5.5.1.4~~ are not subject to any provisions of these Regulations other than those of this section and the training requirements in chapter 1.3.

5.5.1.1.3 Only cargo transport units that can be closed in such a way that the escape of gas is reduced to a minimum shall be used for the transport of ~~fumigated~~ cargo under fumigation.

5.5.1.3.1 A fumigated cargo transport unit shall be marked with a warning mark, as specified in 5.5.1.3.2, affixed on ~~the each~~ access door(⇄) in a location where it will be easily seen by persons attempting to enter the interior of the cargo transport unit. This mark shall remain on the cargo transport unit until the following provisions are met :

- (a) the fumigated cargo transport unit has been ventilated to remove harmful concentrations of fumigant gas; and
- (b) the fumigated goods or materials have been unloaded.

5.5.1.4.2.1 Transport documents associated with the transport of cargo transport units that have been fumigated and have not been completely ventilated before transport shall include the following information :

- UN 3359, fumigated cargo transport unit 9, or
UN 3359, fumigated cargo transport unit, class 9

~~5.5.1.4.2.2 The transport document associated with the transport of a cargo transport unit that~~

~~has been fumigated (and have not been ventilated before transport) shall show~~

- the date and time of fumigation and ;
- the type and amount of the fumigant used.

In addition, instructions for disposal of any residual fumigant including fumigation devices (if used) shall be provided.

5.5.1.4.2.3 A transport document is not required when the fumigated cargo transport unit has been completely ventilated ~~and when the date of ventilation has been marked on the warning mark~~ (see 5.5.1.3.3 and 5.5.1.3.4).

5.5.2 Special provisions applicable to cargo transport units containing dangerous goods used for cooling or conditioning purposes (such as dry ice (UN 1845) or nitrogen, refrigerated liquid (UN 1977))

5.5.2.1 General

5.5.2.1.1 Cargo transport units containing ~~The transport of~~ dangerous goods used for cooling or conditioning purposes ~~meeting the marking, placarding and documentation provisions of 5.5.2~~ are not subject to any provisions of these Regulations other than :

- those of this section, and ~~except for~~
- the training requirements in chapter 1.3, and
- the applicable requirement in the packing instructions of Part 4 where the dangerous goods used as refrigerant are mentioned (e.g.: P620, P650 or P904) [pending also the proposal on closed cryogenic receptacles]

5.5.2.1.2 When the cooled or conditioned cargo transport unit is loaded with other dangerous goods, in addition to the coolant or conditioner, any provision of these Regulations relevant to these goods (including placarding, marking and documentation) applies in addition to the provisions of this ~~chapter~~ section.
