



Secretariat

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**COMMITTEE OF EXPERTS ON THE
TRANSPORT OF DANGEROUS GOODS**

**Sub-Committee of Experts on the
Transport of Dangerous Goods**
(Sixteenth session,
Geneva, 5-16 July 1999,
agenda item 5 (d))

**MISCELLANEOUS DRAFT AMENDMENTS TO THE MODEL REGULATIONS
ON THE TRANSPORT OF DANGEROUS GOODS**

Packagings

Testing and shipping IBCs

Transmitted by the Expert from Argentina

Sometimes an IBC, filled with a substance which has to be disposed of, must be stored for a long time. For example, when it has to be shipped to another country under the Basel Convention, there can be a delay before the documentation is completed. If transport occurs after the expiry date, that IBC could fail and cause an accident.

Accordingly, it is considered that the deadline date must be the last date for some kinds of IBCs, such as plastic or composite ones. Of course, six months after the deadline is too much especially if the IBC is filled with a corrosive substance or one that can attack the walls, and if it has to be handled or lifted.

After the deadline has expired, only empty uncleaned IBCs should be allowed for shipment. Steel [and aluminium and metallic] filled IBCs, if they have not suffered weathering or corrosion, could also be allowed for shipment. These IBCs should have additional safety measures, such as being enclosed in a container, etc.

Argentina is of the opinion that it could be very dangerous to align the requirements for IBCs, except perhaps for steel [and metal] IBCs, and the requirements for portable tanks, with regard to the procedure to be followed when the IBC's period of use has expired.

The reference to the authority of the importing country is irrelevant, because that authority has no possibility of knowing or certifying whether an IBC which is in a foreign country is suitable for transport.

Only the competent authority of the exporting shipment can know the history of the shipment and the package and, to a certain extent, whether they are in good condition.
