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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 2(a))

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

Listing and Classification

Submitted by the International Maritime Organisation (IMO)

1. During its last session (14-23 September 1998), the DSC Sub-Committee's Editorial and Technical Group (E&T Group) discussed the Dangerous Goods List for the reformatted IMDG code.
2. The E&T Group noticed that several entries in the Dangerous Goods List had no UN numbers allocated to them.
3. As the Dangerous Goods List in the IMDG Code is compiled according to UN numbers, the IMO Secretariat allocated the unnumbered entries numbers starting from 9000.
4. The E&T Group realized that the UN Committee of Experts should be invited to allocate UN numbers together with SP 117 (only for sea transport) as indicated in the ensuing paragraphs.

Proposals

5. To reinstate the old UN numbers together with Special Provision 117 for the following products:

UN 1372	Fibres, burnt, wet or damp	SP 117
UN 1387	Wool, waste, wet	SP 117
UN 1856	Rags, oil	SP 117
UN 1857	Textile, waste, wet	SP 117

6. To allocate two new UN numbers together with Special Provision 117 for the following products:

UN 3xxx	Cargo transport unit under fumigation	SP 117
UN 3xxy	Fibres, vegetable, dry	SP 117

The observations and properties for these substances are as follows:

Properties and Observations**Fibres, vegetable, dry**

Ignite readily.

The provisions of this Code should not apply to consignments of COTTON, DRY having a density of not less than 360 kg/m³ (according to ISO Standard 8115 (1986)) and carried in closed cargo transport units (CTUs).

Unless carried in closed cargo transport units, bales should be properly covered by tarpaulins or the like. Cargo spaces should be clean, dry and free from oil or grease.

Ventilator cowls leading into the cargo space should have spark-preventing screens. All other openings, entrances and hatches leading to the cargo space should be securely closed.

During temporary interruption of loading, when the hatch remains uncovered, a fire-watch should be kept. During loading or discharge, smoking in the vicinity should be prohibited and fire-fighting appliances kept ready for immediate operation.

Cargo transport units under fumigation

A closed cargo transport unit loaded with cargoes under fumigation The fumigant gases are either poisonous or asphyxiant. The gases are evolved from solid or liquid preparations distributed within the closed cargo transport unit.

Reference is made to the IMO/ILO/UN ECE *Guidelines for Packing of Cargo Transport Units (CTUs)* and the *Recommendations on the Safe Use of Pesticides in Ships*. Only a cargo transport unit that can be closed in such a way that the escape of gas is reduced to a minimum should be used for the carriage of fumigated cargo. A closed cargo transport unit containing cargo under fumigation should not be allowed on board until sufficient time has elapsed to allow the attainment of a reasonably uniform gas concentration throughout the cargo. Because of variations due to types and amounts of fumigants and commodities and temperatures levels, the period which should elapse between fumigant application and loading should be determined by the competent authority.

Twenty-four hours is normally adequate for this purpose. The master should be informed prior to loading of a cargo transport unit under fumigation. These should be identified with a warning sign affixed to the access door(s) incorporating the identity of the fumigant and the date and time of fumigation.

The transport documents for a closed cargo transport unit should show the date of fumigation and the type and amount of fumigant used.

Equipment for detecting the fumigant gas or gases should be carried on the ship, with the instruction for its use.

The provisions of this Code should not apply to a closed cargo transport unit which has been ventilated after fumigation to ensure that no harmful concentrations of gas remain. Such a unit should also have the warning sign(s) removed.

Fumigants should not be applied to the contents of a cargo transport unit once it has been loaded aboard a ship.
