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COMMITTEE OF EXPERTS ON THE
TRANSPORT OF DANGEROUS GOODS
Sub-Committee of Experts on the
Transport of Dangerous Goods
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MISCELLANEOUS DRAFT AMENDMENTS TO THE MODEL REGULATIONS
ON THE TRANSPORT OF DANGEROUS GOODS

Packagings

Unpackaged articles

Transmitted by the expert from the United Kingdom

BACKGROUND

1. At the sixteenth session of the Sub-Committee of Experts the expert from the United Kingdom submitted Information Paper 7 concerning possible provisions for unpackaged goods and articles in classes other than Class 1.
2. In discussion, a number of experts confirmed the view of the expert from the United Kingdom that a range of specialist flexible fuel containment systems were being used mainly by military forces in field operations. These fuel containment systems are moved empty and clean to locations where they are filled with fuel for storage. At the end of an exercise or operation they are emptied, folded and returned to base. It is impossible to clean and purge these containment systems in the field and therefore they must be returned empty and uncleaned. Additionally such articles were also being used for civil purposes.
3. There was also some support for the view of the expert from the United Kingdom that there are probably other articles, containing dangerous substances which are not in Class 3, which also cannot be readily packaged. It would therefore be appropriate to address such empty, uncleaned articles as a generic rather than a class specific issue.

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4. To some extent the UN Model Regulations already address such articles in Class 1, in 4.1.5.15, describing them as 'large and robust'. This term is not defined, and it would appear very difficult to develop a comprehensive definition for such diverse articles. The expert from the United Kingdom proposes that guidance to a competent authority in determining what constitutes a large and robust article should be in the form of a Note.

PROPOSAL

Insert new section 4.1.10 as follows:

4.1.10 Unpackaged articles other than Class 1

4.1.10.1 Where large and robust articles cannot be packaged in accordance with the provisions of Chapters 6.1 and 6.6 and they have to be transported empty, uncleaned and unpackaged the competent authority may approve such transport. In doing so the competent authority shall take into account that:

- (i) large and robust articles shall be strong enough to withstand the shocks and loadings normally encountered during transport including trans-shipment between transport units and/or warehouses, as well as any removal from a pallet for subsequent manual or mechanical handling.
- (ii) all closures and apertures shall be sealed such that there can be no loss of contents which might be caused under normal conditions of transport, by vibration, or by changes in temperature, humidity or pressure (resulting from altitude, for example). No dangerous residue shall adhere to the outside of the large and robust articles.
- (iii) parts of large and robust articles, which are in direct contact with dangerous goods:
 - (a) shall not be affected or significantly weakened by those dangerous goods; and
 - (b) shall not cause a dangerous effect e.g. catalysing a reaction or reacting with the dangerous goods.
- (iv) large and robust articles containing liquids shall have sufficient ullage (outage) to ensure that neither leakage nor permanent distortion of the article occurs as a result of an expansion of the liquid caused by temperatures likely to occur during transport.
- (v) the means of fixing in cradles or crates or other handling devices in such a way that they will not become loose during normal conditions of transport.

4.1.10.2 Unpackaged articles approved by the competent authority in accordance with the provisions of 4.1.10.1 shall be subject to the consignment procedures of Part 5. In addition the consignor of such articles shall ensure a copy of any such approval is carried with the large and robust articles.

Note: *A large and robust article may include flexible fuel containment systems, military equipment, machinery or equipment containing dangerous goods above the limited quantity thresholds.*
