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

**Sub-Committee of Experts on the
Transport of Dangerous Goods**
(Eighteenth session, 3-14 July 2000,
agenda item 4)

TRANSPORT OF DANGEROUS GOODS DOCUMENTATION

Submitted by the expert from Belgium

1. At its 17th session the Sub-Committee discussed the sequence of information to be included in the transport document (see ST/SG/AC.10/C.3/34, paragraphs 35, 36 and Annex 3). It was decided after a very close vote to keep the present situation.
2. The expert from Belgium said that for the moment consignors have serious problems because different sequences are prescribed in different parts of the world.
3. The expert from Belgium remains of the opinion that the information required by 5.4.1.4.1 (Annex 3 to ST/SG/AC.10/C.3/34) should be easy to find, clearly legible and grouped together which is the only important issue for safety. The real important part in 5.4.1.4.2 is therefore “with no additional information interspersed” and not the sequence because the information can be seen in one glance.
4. To solve the problems of industry in multimodal transport the expert from Belgium proposes to allow two different sequences for the information in 5.4.1.4.1:
 - proper shipping name/ class, division, subsidiary risk/ UN number/ packing group
 - UN number/ proper shipping name/ class, division, subsidiary risk/ packing group.

Proposal 1

5. Paragraph 5.4.1.4.2 should read as follows:

“5.4.1.4.2 *Sequence of the dangerous goods description*

The dangerous goods description specified above shall be in one of the following sequences, with no additional information interspersed, except as provided in these Regulations:

(a) proper shipping name/ class, division, subsidiary risk/ UN number/ packing group

e.g. “ALLYL ALCOHOL 6.1 (3) UN 1098 I”

(b) UN number/ proper shipping name/ class, division, subsidiary risk/ packing group

e.g. “UN 1098 ALLYL ALCOHOL 6.1 (3) I”

Note: In addition to the requirements of these Regulations, other elements of information may be required by the competent authority or for certain modes of transport (e.g. flash point or flash point range in °C c.c. for sea transport). Unless permitted or required by these Regulations, additional information shall be placed after the dangerous goods descriptions.”

Proposal 2

6. If proposal 1 is not adopted the expert from Belgium asks for a revote on the sequence to be imposed.
