



Secretariat

Distr.
GENERAL

ST/SG/AC.10/C.3/44
3 February 2003

ORIGINAL: ENGLISH

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

REPORT OF THE SUB-COMMITTEE OF EXPERTS
ON ITS TWENTY-SECOND SESSION

(Geneva, 2-6 December 2003)

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REPORT

ATTENDANCE

1. The Sub-Committee of Experts on the Transport of Dangerous Goods held its twenty-second session from 2 to 6 December 2002 with Mr. S. Benassai (Italy) as Chairman and Mr. F. Wybenga (United States of America) as Vice-Chairman.
2. Experts from the following countries took part in the session: Australia; Austria; Belgium; Brazil; Canada; China; Czech Republic, Finland; France; Germany; Italy; Japan; Netherlands; Norway; Poland; Portugal; South Africa; Spain; Sweden; United Kingdom; United States of America.
3. Under rule 72 of the rules of procedure of the Economic and Social Council, observers from the following countries took part: Bahamas; Switzerland; Tunisia.
4. Representatives from the following specialized agencies also attended: International Atomic Energy Agency (IAEA); International Civil Aviation Organization (ICAO); International Maritime Organization (IMO); World Health Organization (WHO)
5. The following intergovernmental organizations were also represented: Intergovernmental Organization for International Carriage by Rail (OTIF).
6. Representatives of the following non-governmental organizations took part in the discussion of items of concern to their organizations: American Biological Safety Association (ABSA); European Liquefied Petroleum Gas Association (AEGPL); International Association of the Soap, Detergent and Maintenance Products Industry (AISE); Compressed Gas Association (CGA); Standing Committee of European Doctors (CP); Dangerous Goods Advisory Council (DGAC); European Industrial Gases Association (EIGA); Federation of European Aerosol Associations (FEA); International Federation of Freight Forwarders Associations (FIATA); International Air Transport Association (IATA); International Council of Chemical Associations (ICCA); International Confederation of Container Reconditioners (ICCR); International Confederation of Drums Manufacturers (ICDM); International Confederation of Plastics Packaging Manufacturers (ICPP); International Federation of Air Line Pilots' Associations (IFALPA); International Road Transport Union (IRU); International Organization for Standardization (ISO); International Tank Container Association (ITCO); International Union of Railways (UIC).

ADOPTION OF THE AGENDA

Document: ST/SG/AC.10/C.3/43

Informal documents: INF.1, INF.2 and INF.15

7. The Sub-Committee adopted the provisional agenda prepared by the secretariat, after amending it to include late submissions of informal documents (INF.1 to INF.51).
8. Since Thursday, 5 December was a United Nations holiday, AEGPL, AISE, CEPE, FEA, FIATA, ICCA, IECC and IRU invited delegates to take part in an informal meeting on the transport of dangerous goods in limited quantities (INF.15).

ADDITIONAL PROVISIONS FOR THE TRANSPORT OF GASES

Documents: ST/SG/AC.10/C.3/42 and Add.1: Report of the twenty-first session

Informal documents: INF.7 (EIGA) (Composite cylinders' lifetime) and INF.18 (United Kingdom)
INF.9 (CGA) (ISO standards and approval of UN certified pressure receptacles)
INF.10 (ISO) (Report on the work carried out by the Technical Committee ISO/TC58)
INF.17 (United Kingdom) (Electronic earthing of pressure receptacles carrying flammable gas)
INF.33 (United States of America) (Transport of helium)
INF.37 (United Kingdom) (Cylinder safety, beverage gas)
INF.43 (ISO) (New standards: ISO 11 119-1:2002; ISO 11119-2:2002; ISO 11119-3:2002; ISO 11623:2002 and ISO 13769:2002)

9. A working group on the transport of gases met in parallel the times of session meetings, from 2 to 3 December 2002, to consider the questions raised in the above documents.

Report of the working group on additional provisions for the transport of gases

Informal document: INF.47

10. The Sub-Committee approved the report of the working group (see annex 1) and the texts adopted (see annex 2).

TEXTS ADOPTED BY THE SUB-COMMITTEE AT ITS NINETEENTH, TWENTIETH AND TWENTY-FIRST SESSIONS AND RELATED PROPOSALS

Document: ST/SG/AC.10/C.3/2002/60 (Secretariat)

11. The Sub-Committee reviewed the consolidated list of draft amendments to the Model Regulations and the Manual of Tests and Criteria prepared by the secretariat and amended it on the basis of verbal or written comments (see below and annex 2).

Chapter 2.9

Informal document: INF.13 (Secretariat)

12. The amendments proposed were adopted (see annex 2).

Paragraphs 2.8.2.5 (Model Regulations) and 37.4.12 (Manual of Tests and Criteria)

Document: ST/SG/AC.10/C.3/2002/61 (Germany)

Informal document: INF.26 (United States of America)

13. The amendments proposed were adopted with some additions (see annex 2).

Organometallic substances

Document: ST/SG/AC.10/C.3/2002/71 (ICCA)

**Informal documents: INF.14 (Secretariat)
INF.34 (United States of America)
INF.45 (Drafting group)**

14. The Sub-Committee decided to keep the individual and generic entries for organometallic substances in the Model Regulations in association with a special provision to indicate that they could no longer be used after 1 January 2007 and that the consignor could either use these entries or use such new generic entries as might be appropriate. All the existing n.o.s. entries for these substances had been deleted. Some provisions relating to criteria and to IBCs had also been amended (see annex 2).

Infectious substances

**Documents: ST/SG/AC.10/C.3/2002/68 (United Kingdom)
ST/SG/AC.10/C.3/2002/76 (United States of America)**

**Informal documents: INF.11 (IFALPA)
INF.24 (United States of America)**

15. The Sub-Committee adopted in principle the proposal by the United States of America whereby all substances assigned to UN No. 3373 packed in accordance with packing instruction P650 might be exempted from other provisions of the Model Regulations, whatever the quantity.

16. Despite IFALPA's request, the Sub-Committee considered that it was not necessary for emergency response purposes to require a reference in the transport document for substances packed in accordance with instruction P650.

Informal document: INF.30 (WHO)

17. The proposal to introduce in 7.1.6.2 additional responsibilities for carriers in emergency response matters was not adopted, since carriers could not assume this type of responsibility on their own.

Informal document: INF.31 (WHO)

18. The proposal to amend 2.6.3.2.4 was adopted (see annex 2) in preference to a verbal proposal by the expert from the United States of America, whereby the paragraph would only apply to blood and blood products that had been pre-screened.

Informal document: INF.32 (WHO)

19. The proposal to ensure that technical names did not appear on packagings for security reasons but were mentioned in the transport document and in the documentation included in the package was adopted in principle, but underwent drafting changes (see annex 2).

Informal document: INF.41 (Germany)

20. The proposal by Germany to replace the last sentence of 2.6.3.1.3 was entrusted to a drafting group and was adopted with some amendments (see annex 2).

Marking of bulk containers

Document: ST/SG/AC.10/C.3/2002/58 (Austria)

21. The expert from Austria proposed the replacement of the requirement in 6.8.4.6 whereby the transport document should include a reference to the competent authority of the country which had approved the bulk container when it was other than a CSC container by requiring “UN” to be marked on it.

22. Following a discussion which showed that several experts shared the opinion that a reference in the transport document was not practical for users and that others were not in favour of a UN marking, the expert from Austria proposed that 6.8.4.6 should simply be deleted. This proposal was put to the vote but was not adopted.

Results of tests on ammonium nitrate suspensions

Informal document: INF.4 (Spain)

23. The expert from Spain proposed that further examples of test results for the test series 8 (a), 8 (b) and 8 (c) of Section 18 of the Manual of Tests and Criteria should be added.

24. Several experts pointed out that the tests had been performed on suspensions the composition of which did not conform to the definition in special provision 309. Following these comments, the proposal by Spain was put to the vote but was not adopted.

25. The expert from Spain said that she would submit a new proposal for the next session of the Sub-Committee amending the definition and introducing a new entry for this type of suspension.

Decontamination of transport units; live animals

Document: ST/SG/AC.10/C.3/2002/76 (United States of America)

Informal document: INF.49 (Drafting group)

26. The proposal concerning the prohibition on the transport of infected live animals, except under conditions approved by the competent authority, and the proposal concerning the decontamination of transport units were adopted in principle, subject to drafting changes (see annex 2).

NEW PROPOSALS

Outstanding issues

Transport of solids in portable tanks

Document: ST/SG/AC.10/C.3/2002/75 (United States of America)

27. The Sub-Committee adopted the proposal by the United States with some amendments (see annex 2).

28. The representative of UIC expressed the wish that provision could be made for two codes for solids that could be carried in portable tanks either in powdered or granular form or molten, the latter case

being more frequent in practice. The Sub-Committee considered that this could only be envisaged for the next biennium on the basis of written proposals.

Transport in bulk of infected animal carcasses

Document: ST/SG/AC.10/C.3/2002/66 (United Kingdom)

29. Several experts considered that the transport in bulk of large quantities of animal carcasses following the epidemics of foot and mouth and other diseases which had recently affected livestock in the United Kingdom and other countries related to exceptional circumstances and that such problems could be settled by the competent national authorities.

30. Others considered on the contrary that many countries found themselves unprepared for sudden catastrophes of this nature and that the introduction of the proposed provisions would enable them to benefit from the experience of other countries which had already been severely affected by such phenomena. The Sub-Committee supported this latter view and adopted the proposal of the United Kingdom for a new sub-section 4.3.2.4 for the carriage in bulk of waste of Division 6.2 with some changes (see annex 2).

Transport of clinical waste (UN 3291) in bulk

Document: ST/SG/AC.10/C.3/2002/67 (United Kingdom)

31. Some experts supported the proposal to add a new paragraph 4.3.2.4 for the carriage of clinical waste in bulk, but others considered that the conditions proposed were not appropriate, especially those permitting the use of plastics bags as a primary packaging for such waste to be carried in bulk. Due to a tie in the voting, the proposal was not adopted.

Repetitive shock / Vibration test

Documents: ST/SG/AC.10/C.3/2002/77 (United States of America)

ST/SG/AC.10/C.3/2002/62 (SEFEL)

ST/SG/AC.10/C.3/2002/63 (SEFEL)

Informal Documents: INF.20 (CEPE)

INF.24 (Germany)

INF.36 (ICPP, AISE, ICCR, ICIBCA, IFDI)

32. No consensus could be reached on the introduction of a repetitive shock test for packagings, IBCs and large packagings in the Model Regulations. Some experts supported the proposal by the United States of America, while others considered that the repetitive shock test was not appropriate for evaluating the ability packagings to withstand transport vibration conditions. Several experts felt that the test based on military standard 810F proposed by SEFEL and supported by Germany would be much too expensive for civil application. Others were still opposing the principle of such a new test in the Model Regulations, and it was also stated that this text was not relevant for the transport of dangerous goods.

33. Since no conclusion was likely to be reached during the biennium, the Chairman asked whether this question should be deferred to the next biennium, and the Sub-Committee agreed that this matter could be included as an item of the programme of work.

MAWP, design pressure and test pressure of portable tanks

Document: STSG/AC.10/C.3/2002/64 (UIC)

Informal document: INF.42 (Belgium)

34. The proposal to amend the definition of "design pressure" in 6.7.2.1 was not adopted.

New issues

Gas cartridges (UN 2037)

Documents: ST/SG/AC.10/C.3/2002/7 (AEGPL)
ST/SG/AC.10/C.3/2002/8 (AEGPL)
ST/SG/AC.10/C.3/2002/81 (Sweden)

Informal document: INF.3 (United States of America)

35. The representative of AEGPL proposed to amend the definition of gas cartridges to include small gas receptacles fitted with a valve (as in RID/ADR). He explained that many non refillable receptacles are fitted with an internal valve which can open only under a 2 bar differential pressure. He also proposed general construction, design and testing requirements for UN 2037 in a new section 6.2.4 as well as a new packing instruction P204.

36. The expert from the United States of America indicated that other specifications for the design and construction of such small gas receptacles and aerosols existed in his country and Canada, as well as in the ICAO Technical Instructions.

37. The Sub-Committee agreed that these issues should be discussed during the next biennium.

Special provision 191

Document: ST/SG/AC.10/C.3/2002/57 (Austria)

Informal document: INF.25 (United States of America)

38. Since the Austrian proposal of raising the exemption limit from 50ml to 120ml was also related to gas cartridges, it was agreed to defer its consideration to the next biennium.

Reclassification of UN 2936 Thiolactic acid

Document: ST/SG/AC.10/C.3/2002/59 (Germany)

39. The consideration of this proposal was deferred to the next biennium.

UN 1203

Document: ST/SG/AC.10/C.3/2002/70 (Canada, France)

40. The proposal of amendment to special provisions 243 was adopted with some modifications, but the change to the proper shipping name was accepted for the French version only (see annex 2).

Hydrogen peroxide entries

Document: STSG/AC.10/C.3/2002/73 (Germany)

Informal document: INF.8 (ICCA)

41. The Sub-Committee decided that packagings intended for the carriage of UN Nos 2014 and 3149 should be fitted with vents, and that the requirement for a 10% minimum ullage for UN2014 (PP29) was unnecessary (see annex 2).

42. For the German proposal to replace the word "static" by "dynamic" in 6.7.3.2.9, the Sub-Committee considered that the word "static" was correct because the forces to be applied according to 6.7.3.2.9 were static forces intended to simulate dynamic forces to be absorbed in real transport conditions. This word "static" should be used consistently in the Model Regulations, e.g. in the definition of design pressure in 6.7.2.1 and 6.7.3.1 (see annex 2).

Standards for the impact test

Document: ST/SG/AC.10/C.3/2002/74 (Canada)

43. The Sub-Committee noted the changes to be made to the reference to the Canadian standard. The Sub-Committee noted also that a change had to be made to the reference to the German standard (see annex 2).

Metal hydride storage system

Document: ST/SG/AC10/C.3/2002/83 (Canada)

**Informal documents: INF.22 (United States of America)
INF.39 (United Kingdom)**

44. The proposal for a new entry for hydrogen in a metal hydride storage system was adopted with some modifications. The Sub-Committee considered that the main hazard was that of Division 2.1. The subsidiary hazard of Division 4.1, 4.2 or 4.3 occurring from the metal hydride might be relevant when the storage system has been emptied but could not be determined by tests before filling the system and therefore it was decided not to include the proposed special provision CCC.

45. The expert from Canada said that she might submit a new proposal with respect to the subsidiary hazard if need be.

Packing instruction P602

Informal document: INF.5 (ICCA)

46. The Sub-Committee agreed to allow 6HH1 packagings for the carriage of nitric acid (see annex 2).

Wetted explosives

Document: ST/SG/AC.10/C.3/2002/79 (IATA)

47. The Sub-Committee noted that the secretariat would send explanations to IATA concerning matters raised in connection with provisions for wetted explosives included in the twelfth revised edition of the Model Regulations.

Transport and security

**Documents: ST/SG/AC.10/C.3/2002/65 (United Kingdom, European Commission, Namibia, AISE)
ST/SG/AC.10/C.3/2002/80 (Secretariat)**

**Informal documents: INF.16 (IAEA)
INF.19 (Canada)
INF.28 (Germany)
INF.35 (United States of America)
INF.48 (Japan)
INF.51 (Drafting group)**

48. All the documents concerning the introduction of security provisions in the Model Regulations on the Transport of Dangerous Goods were studied by a drafting group before consideration by the Sub-Committee.

49. The expert from Belgium said that he was not against measures intended to enhance security during the transport of dangerous goods, but he felt that these documents should have first been considered by the Sub-Committee, because there may be contradictions between safety provisions and security provisions. Furthermore security is usually not placed under the responsibility of transport ministries, and he would have liked to have first an overview of how security is dealt with in the various parts of the world and by organizations responsible for dangerous goods safety regulations.

50. There was no support for the position of the expert from Belgium, and the Sub-Committee adopted new provisions on the basis of the texts proposed by the drafting group with some modifications (see annex 2).

51. The representative of IMO said that a new chapter X1.2 of the International Convention on Safety of life on Sea (SOLAS 1974, as amended) was expected to be adopted on 13 December 2002 and this chapter would cover security measures. It would be supplemented by a new International Ship and Port Facility Security Code (ISPS Code) which will contain important mandatory and recommendatory provisions intended to strengthen security on board ships and in ship/port interface areas. Members of the Sub-Committee might wish to take the provisions of this new code in consideration when discussing security measures in the future. The relevant security provisions in the UN Model Regulations dealing with multimodal aspects of the transport of dangerous goods might apply in addition to those developed by IMO.

52. The representative of ICAO said that her organization had planned to create a joint working group consisting of the ICAO Dangerous Goods Panel and security personnel to see how to integrate the new security provisions of the UN Model Regulations.

53. Several European experts indicated that although these new provisions would probably be implemented in their countries, it was not certain that they could be implemented through the usual legal transport instruments (ADR, RID and ADN) since they might not all correspond to the legal scope of such instruments. They might have to be addressed under specific national legislation falling under the responsibility of ministries other than transport ministries.

Documents : ST/SG/AC.10/C.4/2002/16 and Adds. 1-11
ST/SG/AC.10/C.3/2002/82 (United States of America)

54. The Sub-Committee noted that the GHS Sub-Committee would consider the final draft version of the GHS at its fourth session the week after this session, and that a proposal concerning the differentiation between GHS labels intended for transport and those intended for other sectors had been made by the expert from the United States of America.

PROGRAMME OF WORK FOR THE BIENNIUM 2003-2004

Documents : ST/SG/AC.10/C.3/43 (agenda, annotations for item 6)
ST/SG/AC.10/C.3/2002/72 (UIC)
ST/SG/AC.10/C.3/2002/69 (United Kingdom)

Informal documents : INF.6 and -/Add.1 (Netherlands)
INF.21 (CEPE)
INF.23 (United States of America)
INF.27 (CTIF)
INF.38 (Canada, Germany, France, Netherlands, United Kingdom, AISE, CEPE and IATA)

55. Sub-Committee agreed to include the following items in the programme of work for 2003-2004:

- (a) Classification criteria for fireworks;
- (b) Vibration and puncture test for packagings, IBCs and large packagings;
- (c) Transport of calcium hypochlorite;
- (d) Hazards to the aquatic environment;
- (e) Harmonization of the Recommendations on the Transport of Dangerous Goods with the GHS;
- (f) Procedure for incident reporting;
- (g) Standardization of emergency measures;
- (h) Guiding principles related to the various Parts/Chapters of the Model Regulations on the Transport of Dangerous Goods;
- (i) Evaluation of the United Nations packaging requirements;
- (j) Transport of dangerous goods packed in limited quantities;
- (k) Miscellaneous proposals related to listing and classification and the use of packagings and tanks.

56. For the standardization of emergency measures, it was agreed that the basis for the work would be the North-American Guide for Emergency Response.

57. For the guiding principles, the Sub-Committee noted that the consolidation of basic material would be done by the secretariat, if the available resources allow it to carry out this task, but support of experts would be needed for editing of the final product.

58. For the transport of dangerous goods packed in limited quantities, the Sub-Committee noted with satisfaction that the expert from France would host an informal working group meeting in Paris during the work preceding the next Sub-Committee session.

59. The Sub-Committee noted that the Executive Secretary of the Economic Commission for Europe, in her draft budget proposal for 2004-2005, had decided to reduce by 10% the number of meetings allocated to ECE subsidiary bodies which met for more than five working days per year.

These cuts had been applied also to the Committee and its Sub-Committees. The number of meetings allocated to the TDG Sub-Committee had been reduced from 50 to 46 (23 working days instead of 25); the number of meetings allocated to the GHS Sub-Committee remained unchanged although it could have been raised from 20 to 21 and the number of meetings allocated to the Committee (5) remained also unchanged (2.5 working days).

60. The Sub-Committee recalled that the Committee was committed to work efficiently and not to request more meeting days than necessary. It had considerably streamlined its work programme in the past few years and the number of meeting days saved could be used for the creation of the new Sub-Committee on GHS. Since, according to the Economic and Social Council's resolution 1999/65, the Committee and its Sub-Committees were allowed to work for 38 days (76 meetings) per biennium, any further savings that could possibly be made at the level of the TDG Sub-Committee in the light of the needs of the newly created GHS Sub-Committee.

61. Furthermore it was recalled that, although the secretariat services are provided by the ECE secretariat, the Committee and its Sub-Committees are subsidiary bodies of the Economic and Social Council, and not of the ECE. Its programme of work, including the schedule of meetings, is to be approved by the Council, and according to rule 28 of the Rules of procedures of the Council, the Secretary-General is responsible for all arrangements that may be necessary for such meetings decided by the Council.

62. Therefore the Sub-Committee requested the secretariat to make sure that there is no discrepancy between the number of meetings days proposed by the secretariat for the purposes of the budget for 2004-2005 and the number proposed by the Committee to the Economic and Social Council for the purposes of its programme of work.

DRAFT RESOLUTION 2003/... OF THE ECONOMIC AND SOCIAL COUNCIL

63. The Sub-Committee adopted a first draft of the resolution to be submitted to the Economic and Social Council for consideration by the Committee (ST/SG/AC.10/C.3/2002/CRP.5).

ELECTION OF OFFICERS FOR THE BIENNIUM 2003-2004

64. Mr. S. Benassai (Italy) and Mr. F. Wybenga (United States of America) were re-elected respectively Chairman and Vice-Chairman of the Sub-Committee for the biennium 2003-2004.

ANY OTHER BUSINESS

Sequence of information on the transport document

Document : ST/SG/AC.10/C.3/2002/78 (IATA)

Informal document: INF. 12 (United Kingdom)

65. It was recalled that the present situation, whereby consignors may choose between two sequences of information for filling in transport documents was a compromise that had been reached after long and difficult negotiations, and that regulatory authorities and organizations had taken steps to implement effectively this compromise solution throughout the world.

66. Therefore the Sub-Committee expressed deep concern at the fact that irrespective of the legal international framework that would be effective as from 1 January 2003, one non-governmental organization as important as IATA but representing only operators of one single mode of transport had decided to impose one particular sequence of information and had even already included a note in the 2003 edition of the IATA Regulations that, as from 1 January 2005, the IATA Shipper's Declaration form would be required to be filled according to that sequence and therefore all consignors were now presented with a *fait accompli*.

67. The Sub-Committee strongly recommended that IATA amend the existing note and maintain the two alternative sequences in the next edition of their Regulations. The secretariat was requested to convey the Sub-Committee's concerns to IATA.

68. Several delegations recognized nevertheless that a single sequence would have been preferable, but since industry needed some time to adapt their computer programmes to a new sequence and since a compromise solution had been found, it would not be appropriate to change the rules only two years after the adoption of that solution.

69. The expert from the United Kingdom withdrew INF.12.

Standards for packagings intended for the transport of infectious substances

Informal document : INF.44 (ISO)

70. The Sub-Committee noted that ISO had decided to prepare standards for packagings and large packagings intended for the transport of infectious substances to support the packaging provisions of Chapter 6.3 of the Model Regulations. ISO had already identified a number of issues which would be raised in due time.

ADOPTION OF THE REPORT

71. The Sub-Committee adopted the report on its twenty-second session and the annexes thereto on the basis of a draft prepared by the secretariat.

Annex 1
Report of the Working Group on
Additional Provisions for the Transport of Gases

General

1. The Working Group on Additional Provisions for the Transport of Gases met on 2 December under the chairmanship of Mr. H. Puype (EIGA). Representatives of Canada, France, Germany, Switzerland, the United Kingdom, the United States of America, International Organization for Standardization (ISO), European Liquefied Petroleum Gas Association (AEGPL), Compressed Gas Association (CGA) and the European Industrial Gases Association (EIGA) participated.

2. The objective of the Working Group was to review the following documents: the base text in ST/SG/AC.10/C.3/42/Add.1 and informal documents INF.7 (EIGA), INF.9 (CGA), INF.10, INF.40 and INF.43 (ISO), INF.17, INF.18 and INF.37 (United Kingdom) and INF.33 (United States of America).

ST/SG/AC.10/C.3/42/Add.1

3. The annex* to this report gives the texts agreed by the Working Group. It is based on the ST/SG/AC.10/C.3/42/Add.1 and is divided into eight proposals. This report draws attention only to substantive changes to the basic text.

4. The Working Group considered ST/SG/AC.10/C.3/42/Add.1 page by page, adopting editorial changes and taking into account the INF. papers relevant to each part.

5. The proposed check on pressure every 2.5 years in special packing provision 'w' applying to UN 1052 HYDROGEN FLUORIDE, ANHYDROUS was rejected as being inappropriate for transport regulations. Instead, a special provision requiring a pressure check before the receptacle is transported was inserted. However, the routine checking of pressure during storage should be required and the industry is asked to add such a warning in the Storage section of the Safety Data Sheets which it must supply to users.

6. The hazard concern raised in INF. 17 was deemed to be an issue that could also be raised for other classes (aerosols, lighters, plastic drums, flammable liquids, etc) and was related more to filling operations than to transport. The matter should be dealt with in wider and different context. The bracketed text on earthing pressure receptacles was therefore deleted as being unnecessary and inappropriate for transport regulations.

7. The Working Group agreed to add text as proposed in INF.9 (CGA), clarifying that the conformity assessment of the regulations must be used when UN marking is applied, overriding the options in the standards.

8. Differing viewpoints were expressed on the need to restrict the lives of composite receptacles as stated in INF.7 (EIGA), INF.18 (United Kingdom) and verbal contributions. After a long discussion, the representative of the United Kingdom proposed a compromise, which set the initial life of composite cylinders at 15 years, but allowed for subsequent discretionary prolongation by the competent authority in

* The annex to the report was issued during the session as an annex to informal document INF.47. It is not reproduced in this document (See ST/SG/AC.10/29/Add.1 for the adopted texts).

the light of accumulated experience. The references to the ISO standards were annotated accordingly and the text specifying the marking of the limited life was deleted.

9. The reference to ISO 11119-3: 2002 Gas cylinders of composite construction – Specification and test methods – Part 3: Fully wrapped fibre reinforced composite gas cylinders with non-metallic and non-load-sharing liners was not retained because of the fundamental reservations expressed by the United States of America.

10. The square brackets around the reference to ISO 11623: 2002 Transportable gas cylinder – Periodic inspection and testing of composite gas cylinders were lifted. However, the Working Group was of the opinion that this standard will need to be revised in the coming years to take into account new research and development being undertaken in several countries.

11. The representative of AEGPL asked for the following minute to be included in this report:

"The representative of AEGPL expressed reservations about the inclusion of LPG in ISO composite cylinder standards ISO 11119-2 and –3 as the following requirements are missing:

- adequate impact tests for prototypes
- mechanical resistance at low temperatures
- repetitive shock testing
- ear thing."

AEGPL was asked to make a formal proposal for including special requirements for these cylinders in the Model Regulations.

12. Text was added to packing instruction P200 to ensure that composite pressure receptacles were not to be periodically inspected and tested at the frequency specified for metal receptacles. Their test periods will be determined by the competent authority which approved the receptacle.

INF.33 (United States of America)

13. The proposal to add the special tank provision allowing a waiver of the 4g impact test for portable tanks carrying UN 1963 HELIUM, REFRIGERATED LIQUID was accepted with minor modifications. It was considered that this provision was also applicable to UN 1966 HYDROGEN, REFRIGERATED LIQUID. Also the marking should be repeated on the tank plate. The text can be found in proposal 9 annexed to this report^{*}

INF.37 (United Kingdom)

14. The Working Group agreed that this proposal described a significant safety issue. There were, however, reservations that the problem should be solved by transport regulations. Transport checks could not determine whether residual pressure valves had been fitted. Similarly, the pre-fill operational checks of the valve could not be verified. The option to create a new UN Number was not favoured. Since some of the mixtures would, under current definitions of compressed and liquefied gases, classify as UN 3163 LIQUEFIED GAS, N.O.S., the special packing provision would also need to be added to this entry. It is recommended that Experts and Observers review the controls of safe filling practice of these mixtures in their respective countries.

15. The Working Group took note of developments in ISO TC 58 and ISO TC 220. ISO advised that comments on standards should be made during the ISO Draft International Standards stage. Delegates were reminded to contact their national standardization bodies to obtain copies and to register their comments.

^{*} The annex to the report was issued during the session as an annex to informal document INF.47. It is not reproduced in this document (See ST/SG/AC.10/29/Add.1 for the adopted texts).

Annex 2

Draft amendments to the Recommendations on the Transport of Dangerous Goods, Model Regulations and Manual of Tests and Criteria

The draft amendments adopted during the session were listed in:

- The annex to informal document INF.47;
- ST/SG/AC.10/C.3/2002/CRP.4 and addenda 1-4.

They were adopted with some minor corrections and transmitted to the Committee

which endorsed them, as corrected, at its first session (11-12 December 2002). The adopted texts may be found as annexes 1 and 2 to the Committee's report as follows:

- Amendments to the Recommendations on the transport of Dangerous Goods, Model Regulations: ST/SG/AC.10/29/Add.1
 - Amendments to the Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria: ST/SG/AC.10/29/Add.2
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