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Ninth session
4 May 1959
Item 4(b) of the provisional agenda

INTERNATIONAL TRANSPORT OF DANGEROUS GOODS

PROGRESS REPORT OF THE COMMITTEE OF EXPERTS FOR FURTHER WORK ON THE TRANSPORT OF DANGEROUS GOODS

(First session, Geneva, 9-26 March 1959)

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I

INTRODUCTION

1. The Committee of Experts for Further Work on the Transport of Dangerous Goods held its first session at the European Office of the United Nations, Palais des Nations, Geneva, from 9 to 26 March 1959.

2. The session was convened pursuant to resolution 645 G (XXIII) of the Economic and Social Council, adopted on 26 April 1957. By this resolution the Committee was invited at this session to:

(i) revise as may be necessary and keep up to date the list of dangerous goods proposed by the Committee of Experts, taking into account existing practices in the field of transportation and the extent of their usage;

(ii) allot to each substance a number for ready identification;

(iii) study further the problem of packing;

(iv) study related matters;

(v) report progress to the Transport and Communications Commission.

3. The following experts took part in this session as members of the Committee:

Captain René HANNE (Chile)
Captain Hao WANG (China)
Mr. Yen-Ping LEE, adviser
Mr. Louis A. MEDARD (France)
Mr. Eugenio STRAMBI (Italy)
Miss Anne Leme THORSEN (Norway)
Mr. Stanislaw GERYSZEWSKI (Poland)
Mr. Alfred W. CLARKE (United Kingdom)
Captain Robert T. MERRILL (United States)
Mr. Charles H. MAYHOOD, adviser
Mr. Charles B. SMITH, adviser

4. Representatives of the following international organizations took part in the work of the Committee in a consultative capacity:

Specialized agencies and the International Atomic Energy Agency

International Atomic Energy Agency (IAEA)
International Civil Aviation Organization (ICAO)
International Labour Organisation (ILO)
Inter-Governmental Maritime Consultative Organization (IMCO)
Universal Postal Union (UPU)

Other Inter-Governmental Organizations

Central Office for International Transport by Rail (COITR)
(Berne Office)

Non-Governmental Organizations

International Air Transport Association (IATA)
International Chamber of Shipping (ICS)
International Cargo Handling Co-ordination Association (ICHCA)
International Organization for Standardization (ISO)
International Road Transport Union (IRU)
International Union of Aviation Insurers (IUAI)
International Union of Inland Navigation (IUIN)
International Union of Marine Insurance (IUMI)
International Union of Pure and Applied Chemistry (IUPAC)

5. Mr. G. Palthey, Deputy Director of the European Office of the United Nations, opened the session on behalf of the Secretary-General and paid tribute to the late Chairman of the former Committee of Experts, Sir Hugh Watts, G.M., C.B., M.B.E., who died during the summer of 1958. A moment of silence was observed in tribute to his memory.

6. Mr. Alfred W. Clarke, expert from the United Kingdom, was unanimously elected Chairman of the Committee.

7. Mr. O.A. Pendar of the Transport and Communications Unit of the United Nations Secretariat acted as secretary to the Committee, and Dr. R. Otten-Sooser acted as consultant and rapporteur.

8. The provisional agenda (E/CN.2/CONF.5/R.1) was adopted. The agenda is reproduced in Annex 1.

9. After examining the various items on its agenda the Committee adopted the present report which gives a general survey of its work and includes its recommendations.

II

STUDY OF RELATED MATTERS
(Item 6 of the agenda)

10. The Committee examined the documents relating to this subject, "Information concerning the extent to which Governments, Regional and Economic Commissions and International Organizations can bring their practices into general conformity with the Recommendations of the Committee of Experts (1956)" (E/CN.2/CONF.5/R.6 and Corr.1 (English only), and Adds. 1, 2 and 3); and "Attempt to reach full agreement on a common symbol for corrosive substances" (E/CN.2/CONF.5/R.7 and Add.1).

Classification

11. The European experts on the Committee and the representative of the Central Office for International Transport by Rail (CCITR) expressed the view that most of the 1956 recommendations[1] of the former Committee could be applied in Europe, if adopted on a world-wide level by all concerned. The expert from the United States of America stated that in the North American countries it would be difficult to change the existing rules, and that as regards classification and labelling, there were considerable differences between the 1956 recommendations and the regulations of the United States, which were serious enough to make it very difficult for the United States to accept the 1956 recommendations in this regard.

12. As a measure of compromise the expert from the United States agreed to discuss with the Interstate Commerce Commission and other interested parties a proposal whereby the present single class for inflammable solids and oxidizing substances would be separated into:

(i) inflammable[2] solids

(ii) oxidizing substances

on the understanding that the other codes would be permitted to retain their sub-division of the inflammable solids into three-sub-categories as proposed by the Committee of Experts in 1956.

13. On the other hand, the experts from States members of RID[3] agreed to submit a proposal to the Committee of Experts of RID whereby labels on inflammable, non-inflammable[2] and poisonous gas containers would be employed in accordance with methods in practice in the United States, in the following way:

(i) cylinders containing inflammable gases should bear a label with the symbol for Class 3, substituting an appropriate change in the optional text;

1/ In this report "1956 recommendations" refers to "Recommendations concerning the classification, listing and labelling of dangerous goods and shipping papers for such goods" (ST/ECA/43 - E/CN.2/170), United Nations Publication, Sales Number: 1956.VIII.1.

2/ In this Committee the words "inflammable" and "flammable" have the same meaning and are interchangeable. The words "non-inflammable" and "non-flammable" likewise are interchangeable.

3/ RID is the abbreviation (in the French language) for "Regulations concerning the substances and articles not to be accepted for carriage or to be accepted subject to certain conditions". These Regulations comprise Annex I to CIM, which is the abbreviation for "International Convention concerning the Carriage of Goods by Rail" (Berne). The present edition of RID came into force on 1 January 1959.

(ii) cylinders containing poisonous (toxic) gases should bear a label with the symbol for Class 6 (a) substituting an appropriate change in the optional text;

(iii) cylinders containing non-inflammable and non-toxic gases should bear the label for Class 2, substituting an appropriate change in the optional text and substituting "gas under pressure" for "compressed gas";

14. In the opinion of the expert from Norway a cylinder containing a gas under pressure should always bear the symbol of a gas cylinder. If the gas had other dangerous characteristics it should also bear, for each one ordinarily requiring a label, an additional label bearing the symbol for that characteristic.

15. With regard to inflammable solids and oxidizing materials, which form a single class in the regulations of the United States of America and four different classes in both the United Kingdom regulations and those of RID, there was no intent to change paragraph 48 of the 1956 recommendations, which makes the use of labels for Classes 4 (b) and 4 (c) optional. It was understood, however, that in all cases where these labels were not used, the label for Class 4 (a) would have to be affixed, if regulated.

16. The expert from Norway, however, was of the opinion that the use of labels for Classes 4 (b) and 4 (c) should not be optional. It was too dangerous, in her view, not to require separate labels for Classes 4 (a), 4 (b) and 4 (c).

17. In discussing "Class 7 - Radioactive substances", the Committee considered a proposal of the expert of the United States of America and recommended that the International Atomic Energy Agency (IAEA) be entrusted with the drafting of recommendations on the transport of radioactive substances, provided that these recommendations be consistent with the framework and general principles of recommendations of the Committee of Experts for Further Work on the Transport of Dangerous Goods of the United Nations and be established in consultation with the United Nations and the specialized agencies concerned.

Definitions:

18. The Committee examined the question of definitions and the Chairman, referring to paragraph 61 of the 1956 recommendations, pointed out that the "definitions" inserted in the proposals made by the Committee of Experts in 1956 had the sole aim of giving explanations by way of qualitative descriptions of the classes and were not intended to be definitions in the strict scientific sense of the word. The question was raised as to whether the Committee should try to make these definitions more precise, it being understood, as explained in paragraph 66 of

the 1956 recommendations, that the list of dangerous substances is merely illustrative, not exhaustive. Since it was found that it would be very difficult to come to an agreement as to precise definitions for all classes, it was decided that only minor alterations to the definitions in the 1956 recommendations would be proposed.

19. The following definition, proposed as a revision of that in paragraph 39 of the 1956 recommendations, was adopted:

> "Class 5 - Oxidizing substances. These are substances which, while in themselves not necessarily combustible, may, generally by yielding oxygen, stimulate combustion of other material and intensify the violence of a fire."

Labels

20. Some experts thought that the flame symbol on all labels requiring it should be red, or at least tinged with red, whereas other experts were reluctant to change these labels as they appear in the 1956 recommendations. As they have been in existence for some years, their retention is not likely to affect the acceptance or otherwise of the recommendations.

21. With regard to the label for Class 7 - Radioactive substances, the representative of the International Atomic Energy Agency (IAEA) informed the Committee that throughout the world the authorities and installations concerned were using the frefoil as the symbol for warning against radiation. It was pointed out that the International Labour Organisation (ILO) and RID both used the label for Class 7 in the 1956 recommendations. In order to obtain a uniform label for general use throughout the world, it was suggested that a trefoil be substituted for the package marked with "R" in the centre of the label for Class 7, that the "R" be deleted, and that the remainder of the label be left unchanged. The representative of IAEA mentioned that this matter would be dealt with by the Agency at the meetings to be held in Vienna, commencing 2 April 1959. He stated that the Agency would take account of the wishes expressed during the discussions in this Committee.

22. For all these labels it was understood that the texts printed on the labels were given only as examples and were optional, as explained in paragraph 75 of the 1956 recommendations. Since the new list would comprise substances and for the classes of which all regulations would not allot the same numbers, it was noted that the value of the present numbering on the labels would be diminished.

23. The expert from Poland proposed that the list should include a column showing for which substances a danger label was necessary. It was agreed that this should be done in conjunction with further work on packing, the column being provided either on the new list or on one that might eventually be prepared.

24. With regard to a symbol for corrosive substances, the general opinion of the experts was that the label for Class 8 - Corrosives prepared by the Secretariat of the United Nations, shown in Annex 2, was the most likely to obtain agreement by all organizations concerned. In fact, one of the symbols on this label is similar to that in use by IATA, and the additional symbol shows the danger incurred by human beings, thus meeting the requirements of the ILO. The Chairman of the Committee expressed his thanks to the International Labour Office and to the United Nations Secretariat for their excellent work towards reaching a compromise and expressed the hope that the Governing Body of the ILO and the Economic and Social Council of the United Nations would approve the recommended compromise. He stressed also that both of the symbols formed an integral part of the label, so that neither should be used separately. The expert from the United States, while abstaining from expressing his preference, pointed out that the approval of the appropriate United States authorities would be required for use of the label in that country. However, he stated that any compromise reached between the ILO and the United Nations would appear to be satisfactory.

Shipping Papers covering Dangerous Goods

25. In accordance with paragraph 83 of the 1956 recommendations, the Committee confirmed that the declaration form reproduced immediately following paragraph 59 of the 1956 recommendations was merely a specimen and not intended to replace any form of shipping papers required by existing regulations. It decided to recommend that the last four columns should be replaced by five columns with the following headings:

(i) Nature of Hazard and Class No.
(ii) Flash Point (if any), C. or F.
(iii) Gross Weight, kg.; or cwt., qr. or lb.
(iv) Net Weight, kg.; or cwt., qr. or lb.
(v) Total Measurement, cu. metres or cu. ft.

26. The expert from Norway was of the opinion that the type of apparatus with which the flash-point was measured ought to be indicated here and anywhere else where the flash-point is mentioned.

27. In addition, it was decided to recommend that in the first line of the last paragraph of the declaration form, the words "regulations or" be inserted between "the" and "recommendations". It was also noted that in the last line of the French text "désignation" should be substituted for "nature".

28. It was further emphasized that paragraph 81 of the 1956 recommendations specified that the form of the shipping papers, the particulars to be entered on them and the obligations they entail are fixed by international conventions applying to certain means of transport, and by legislation, and that the Committee of Experts felt that it had no authority to tamper with these rules and, moreover, that there was no need to do so.

III

REVISION, AS MAY BE NECESSARY, AND KEEPING UP TO DATE OF THE LIST OF DANGEROUS GOODS PROPOSED BY THE FORMER COMMITTEE OF EXPERTS, TAKING INTO ACCOUNT EXISTING PRACTICES IN THE FIELD OF TRANSPORTATION AND THE EXTENT OF THEIR USAGE (Item 3 of the agenda)

29. The Committee considered the view set forth in the second paragraph of the document on this subject (E/CN.2/CONF.5/R.2), which quoted from para. 33 of the Report of the former Committee on its second session in 1956 (E/CN.2/165) as follows: "while a list showing only the principal dangerous goods is sufficient as a guide to a uniform classification - which is its main object - a more comprehensive list is required as a guide to labelling and packaging. Indeed, it is only on the basis of such a list that each product could usefully be given a code number that would facilitate its identification at the international level."

30. The Committee thought that it was not advisable to have an abridged list of dangerous goods merely indicating examples in the framework of the various classes unless very precise definitions were included for each class and sub-class, and, as these definitions could hardly be agreed on a large scale, it was decided that a comprehensive list would be prepared on the basis of the IATA list (revision of 1959) with the exclusion of articles which are of interest only to air transport.

31. Owing to the varied nomenclature given to explosives in the different countries, it was decided that their listing could not be dealt with at the present meeting. It was suggested that a small group of experts on explosives should be convened in the future to attempt the task of listing them.

32. With regard to nomenclature, the Committee accepted gratefully an offer made by the representative of the International Union of Pure and Applied Chemistry and decided to submit the list in due course to that organization for comment.

33. It was emphasized that governments and organizations concerned, when preparing their own regulations, would not be bound to include in their lists all the substances found in the list prepared by this Committee, but it would be sufficient if they would ascertain that each of the substances in their lists was placed in its proper class.

34. In order to keep the list up to date, the Committee recommended that the various administrations and international organizations concerned send any suggested changes to the Secretary-General of the United Nations, who would then forward them to the members of the Committee of Experts for Further Work on the Transport of Dangerous Goods, and convene a session of the Committee if and when a sufficient number of problems for fruitful discussion have accumulated.

35. It was decided that the following introduction should precede the completed list of dangerous goods:

> "The following list does not include substances which are so dangerous that, in the opinion of the experts, their transport should be excluded by all regulations, except by special authorization.
>
> "The experts draw special attention to the fact that certain substances included in the list are not regulated by all countries or for all means of transport or under the particular classes assigned, and they consider that this is justified by the fact that the nature and degree of hazard are not always assessed in the same manner and may vary with the particular mode of transport, the packaging, the quantity and, possibly, the climatic conditions likely to be encountered.
>
> "Although the previous list has been considerably enlarged, it should be noted that the present list is not exhaustive."

36. With regard to the second paragraph of this introduction the Committee regretted that some substances were allotted to different classes, according to the code of regulations concerned, but for the time being there was no possibility of fully harmonizing the various codes in this respect. Nevertheless, they expressed the hope that during the future work of the Committee efforts would be made to eliminate alternative classifications.

37. The expert from the United Kingdom expressed regret that substances such as "picric acid, suitably wetted" were now included in "Class 4 (a) - Inflammable solids," instead of in "Class 9 - Miscellaneous dangerous substances" as heretofore. They were not inflammable, in his opinion, but became dangerous only as they dried out, and the whole aim should be to keep them wet. This was a special feature best dealt with as miscellaneous, i.e. in Class 9.

38. The new comprehensive list of dangerous goods, other than explosives, prepared by this Committee will be found in Annex 3, issued separately as E/CN.2/191/Add. 1 - E/CN.2/CONF.5/1/Add.1.

39. The expert from the United States pointed out that the new list should in due course be checked with the list drawn up by the Group of Experts on Dangerous Substances of the ILO in order to ascertain whether there were any differences with regard to classification.

IV

ALLOTMENT TO EACH SUBSTANCE OF A NUMBER FOR READY IDENTIFICATION
(Item 4 of the agenda)

40. It was noted that the terms of reference invited the Committee "to allot to each substance a number for ready identification". Some experts pointed out that the allotment of a separate code number to each substance on the list would entail a very heavy burden on industries, commerce and carriers, as these numbers would most likely appear not only on shipping papers but elsewhere where the name of the substance is used. Consequently, when the list of dangerous substances was to be augmented by the insertion of new names, the allotment of new numbers would be so complicated that great confusion would arise. Furthermore, the representative of IATA explained that when it had attempted to maintain a permanent system of numbering its index of dangerous goods to facilitate translation problems, it had found the system to be unduly cumbersome and undesirable. On the other hand, some experts considered that the allotment of code numbers to dangerous substances might be confined to a differentiation and designation of sub-groups. It was found, however, that these sub-groups were not the same in all the codes of regulations and some were determined in an arbitrary manner.

41. In order to comply with its terms of reference, the Committee decided to number the substances in the new list of dangerous goods, as completed by it, in the English alphabetical order, starting with the number 1001. The Committee pointed out, however, that the number allotted to each substance should serve merely as a registration number and that its use should be optional. As further substances are added to the list, each will be given the next available registration number regardless of its position in the list. If the number were used, it would be necessary to make it clear that it is the registration number on the United Nations list of dangerous goods employed for transport purposes.

V

FURTHER STUDY OF THE PROBLEM OF PACKING
(Item 5 of the agenda)

42. The Committee had before it a "Further Study of the Problem of Packing" (E/CN.2/CONF.5/R.4) and the "Comparative Study of the System of Regulations on Packing Dangerous Goods for Transport" (E/CN.2/CONF.5/R.5). The Committee agreed that the text of the latter document would be of great value to the administrations, which might be able, as opportunity offered, to harmonize the packings permitted by one administration with those permitted by others. In pursuit of this object, it was recommended that the text be circulated to the Working Party on the Transport of Dangerous Goods of the Inland Transport Committee of the Economic Commission for Europe, to the Committee of Experts of RID, and to the United States Coast Guard for transmission to the other administrations concerned.

43. The experts agreed that the further study of the problem of packing should be undertaken in several stages, particularly in view of the great differences between the packing systems of North American and European countries. As a first stage, it was considered that the possibility should be further explored by the Committee of finding mutually acceptable performance tests for outer packages for certain classes or groups of dangerous substances. In this connexion, the Committee noted with appreciation the work which IATA was already undertaking on the subject and expressed the wish that the result of its studies should in due course be made available to the Committee, so that any conclusions reached by IATA might be used as a basis of the Committee's own future work.

44. After discussing a proposal by the expert from Poland, the Committee expressed the view that, as a second stage, the Committee might be able to prepare a list showing for each substance, group of substances or classes of substances, the types of containers and approved performance tests that are generally acceptable, together with any particular characteristics of the inner or outer packing.

45. The Committee expressed its thanks to the expert from Poland for the charts he had prepared describing the various packings prescribed in the United States Coast Guard Regulations and in the United Kingdom Maritime Code, and noted that these charts would serve as a useful working document at a later stage.

46. The Committee gave consideration to various types of outer packages which might lend themselves to mutually acceptable performance tests. With regard to cylinders for gases under pressure, it was considered that a group of cylinder

specialists should investigate this problem. Tanks and other large containers were likewise excluded from consideration.

47. The following types of packages are in use in most countries and would seem to lend themselves to the development of performance tests to determine their efficiency.

A. Carboys, with their protective casings

(a) material: glass, earthenware, clay, or stoneware

(b) casing: wood, metal, wicker, plywood and fibreboard drums

(c) form of the carboy:

(i) balloon

(ii) straightsided

(d) size:

US: from 5 to 13 U.S. gal.
(from 19 to 50 litres)

UK: from 5 to 15 Imp. gal.
(from 22.1/2 to 69 litres)

B. Plastic containers, with their protective casings

(a) material: polyethylene, etc.

(b) casing: metal, wood, fibreboard, plywood

(c) form:

(i) straightsided carboys

(ii) drums

(iii) boxshaped

(d) size (for drums):

not over 55 U.S. gal.
(209 litres)

C. Barrels - Kegs

(a) material: wood

(b) type: tight
slack

(c) size:

(i) for tight barrels
capacity up to 50 U.S. gal.

(ii) for slack barrels
capacity up to approx. 600 lbs.

D. Drums and Barrels

(a) material: metal

(b) type: tight head
removable head

(c) size: capacity up to 110 U.S. gal.

E. Drums

(a) material: glued plywood

(b) size: maximum net weight: approx. 200 to 224 lbs.

F. Drums

(a) material: fibre or fibreboard

(b) size: maximum net weight: approx. 500 lbs.

G. Boxes

(a) material: wood (including plywood and veneer)

(b) types: nailed, glued, wirebound

Remark: may be lined with metal, fibreboard, paper, etc.

H. Boxes

(a) material: solid or corrugated fibreboard

(b) capacity: usually restricted to gross weight not exceeding 100 lbs.

I. Bags

(a) material: multiwall paper, burlap (hessian), fabric (cotton)

(b) capacity: maximum net weight: multiwall paper: approx. 112 lbs.
hessian bags : approx. 224 lbs.

Remark: may include paper, plastic or other appropriate lining, moisture or vapour barrier material.

48. With regard to explosives, the same group of experts on explosives which may be entrusted with preparing a list of such substances should also give their attention to the problem of harmonizing the packing of such substances.

VI

SUMMARY OF RECOMMENDATIONS MADE TO THE TRANSPORT AND COMMUNICATIONS COMMISSION BY THE COMMITTEE AT ITS FIRST SESSION

49. The following recommendations, included in the foregoing parts of this report, are submitted herewith for the consideration of the Transport and Communications Commission.

A. It is recommended that the International Atomic Energy Agency (IAEA) be entrusted with the drafting of recommendations on the transport of radioactive substances, provided that these recommendations be consistent with the framework

and general principles of recommendations of the Committee of Experts for Further Work on the Transport of Dangerous Goods of the United Nations and be established in consultation with the United Nations and the specialized agencies concerned. (See paragraph 17 above).

B. It is recommended that the definition for Class 5 - Oxidizing substances, appearing in paragraph 39 of the 1956 recommendations (E/CN.2/170) be amended to read as follows:

"These are substances which, while in themselves not necessarily combustible, may, generally by yielding oxygen, stimulate combustion of other material and intensify the violence of a fire." (See paragraph 19 above).

C. It is recommended that the label for Class 7 - Radioactive substances, appearing on page 54 of the 1956 recommendations (E/CN.2/170), be amended to comply with the label to be adopted by the International Atomic Energy Agency, provided that it meets the requirements of recommendation A above, and the general specifications described in paragraph 21 above.

D. It is recommended that the label for Class 8 - Corrosives, appearing on page 55 of the 1956 recommendations (E/CN.2/170), be amended to take the form shown in Annex 2, it being understood that both of the symbols on the label form an integral part of it, so that neither should be used separately. (See paragraph 24 above).

E. It is recommended (a) that the declaration form reproduced immediately after paragraph 59 of the 1956 recommendations (E/CN.2/170) be amended by replacing the last four columns of the form with five columns, headed as follows:

(i) Nature of Hazard and Class. No.
(ii) Flash Point (if any), C. or F.
(iii) Gross Weight, kg.; or cwt., qr. or lb.
(iv) Net Weight, kg.; or cwt., qr. or lb.
(v) Total Measurement, cu. metres or cu. ft.;

(b) that in the first line of the last paragraph of the declaration form the words "regulations or" be inserted between "the" and "recommendations"; and (c) that in the last line of the French text "désignation" be substituted for "nature". (See paragraphs 25 and 27 above).

F. It is recommended that a small group of experts on explosives be convened to deal with the problem of listing explosives, and that the same group also give their attention to the problem of harmonizing the packing of such substances. (See paragraphs 31 and 48 above).

G. It is recommended that in order to keep the new comprehensive list of dangerous goods in Annex 3 (E/CN.2/191/Add.1) up to date the various administrations and international organizations concerned send any suggested changes to the Secretary-General of the United Nations, who would then forward them to the members of the Committee of Experts for Further Work on the Transport of Dangerous Goods, and convene a session of the Committee if and when a sufficient number of problems for fruitful discussion have accumulated. (See paragraph 34 above).

H. It is recommended that a number be allotted to each substance as shown in the new comprehensive list of dangerous goods in Annex 3 (E/CN.2/191/Add.1), that it serve merely as a registration number for that substance, that its use should be optional, and that as further substances are added to the list, each will be given the next available registration number regardless of its position on the list. (See paragraph 41 above).

I. It is recommended that the text of the "Comparative Study of the System of Regulations on Packing Dangerous Goods for Transport" (E/CN.2/CONF.5/R.5 Rev.1) be circulated to the Working Party on the Transport of Dangerous Goods of the Inland Transport Committee of the Economic Commission for Europe, to the Committee of Experts of RID, and to the United States Coast Guard for transmission to the other administrations concerned; as an aid in harmonizing their packing requirements. (See paragraph 42 above).

J. It is recommended that, as a first stage, the Committee further explore the possibility of finding mutually acceptable performance tests for outer packages for certain classes or groups of dangerous substances, using the types of packages listed in paragraph 47 above. (See paragraph 43 above).

ANNEX 1

AGENDA

(Reference: Economic and Social Council Resolution 645 G (XXIII))

1. Election of Chairman.
2. Adoption of agenda.
3. Revision, as may be necessary, and keeping up to date of the list of dangerous goods proposed by the former Committee of Experts, taking into account existing practices in the field of transportation and the extent of their usage.
4. Allotment to each substance of a number for ready identification.
5. Further study of the problem of packing.
6. Study of related matters.
7. Adoption of a progress report to the Transport and Communications Commission.

E/CN.2/191
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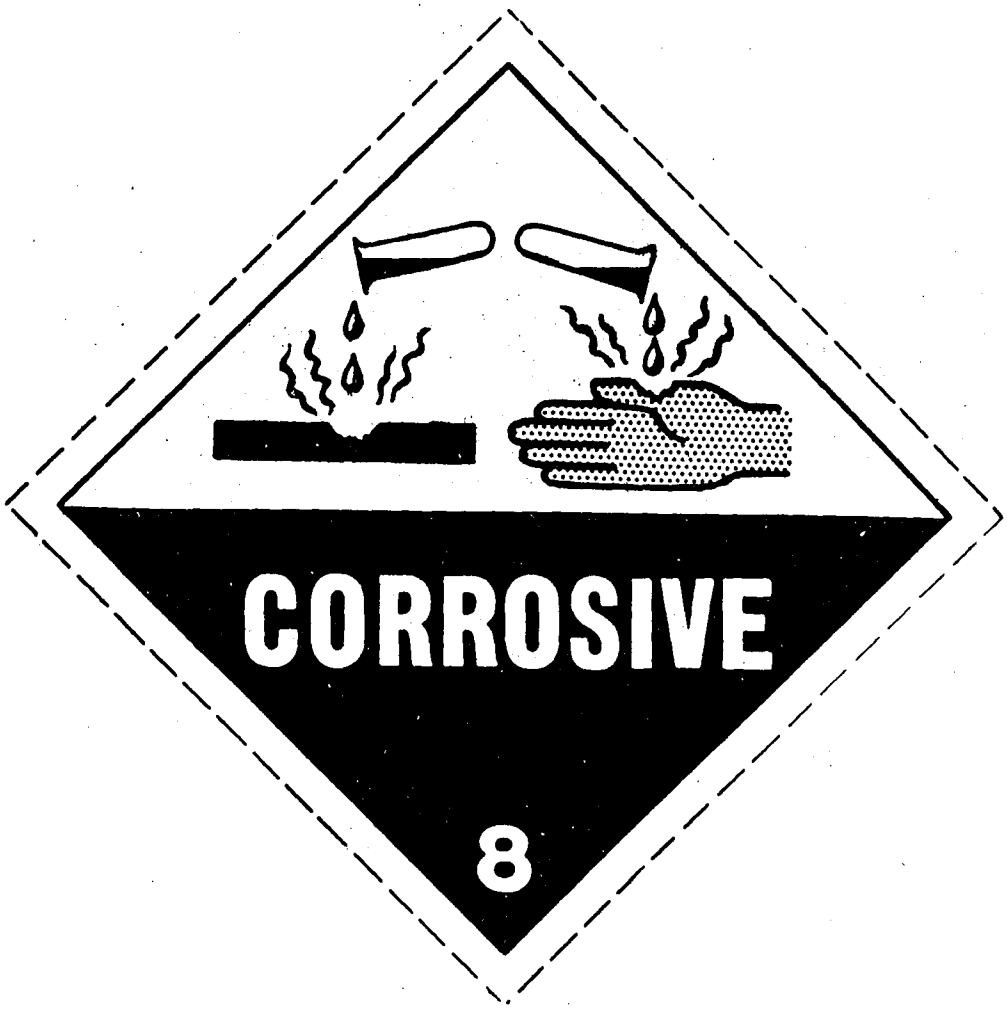
Annex 2

TRANSPORT OF DANGEROUS GOODS

DANGER LABEL

UNITED NATIONS



CLASS 8
Corrosives.

Acid spilling from two glass vessels, one attacking a metal and the other attacking a human hand: upper half white, lower half black background with white border. Text (optional): white.

Minimum dimensions: 4" x 4" except in the case of packages of dimensions such that they can only bear smaller labels.