

# UNECE - Sub-Committee of Experts on the Transport of Dangerous Goods

## Fifty-second session

27 November - 6 December 2017

<http://www.unece.org/trans/danger/meetings.html>

<http://www.unece.org>

## REPORTS

## AGENDA

### ST/SG/AC.10/C.3/103

27 July 2017

**Provisional agenda for the fifty-second session**

[PDF](#)

Annotations to the agenda will be circulated as document ST/SG/AC.10/C.3/103/Add.1. The deadline for submission of documents is 1 September 2017.

### ST/SG/AC.10/C.3/103/Add. 1

15 September 2017

**Addendum: Provisional agenda for the fifty-second session**

[PDF](#)

## WORKING PAPERS

### UN Paper

### Summary

### Industry Segment

### ST/SG/AC.10/C.3/2017/29

28 July 2017

Apart from self-inflating devices used for life-saving, there also are self-inflating flotation devices that are used for salvaging measuring devices for use under water. Such underwater measuring devices include, for instance, so-

**Air Carrier Roundtable  
IVODGA**

<p><b>Extension of the name and description of UN No. 2990 LIFE-SAVING APPLIANCES, SELF-INFLATING, Class 9</b></p> <p>Transmitted by the expert from Germany</p> <p><a href="#">PDF</a></p>	<p>called streamers that are deployed on the seabed within the framework of seismic exploration. At the end of the exploration, these measuring instruments are brought back to the surface of the sea by means of a so called streamer recovery device (SRD). The SRD includes a refillable gas cylinder that is opened by means of an activation device so that the gas can flow into several gas-tight bags thus increasing the buoyancy of the streamer. The structure of the SRD meets the requirements laid down in special provision 296; however, the name and description of UN 2990 do not cover the intended use of the SRD.</p>	
<p><b>ST/SG/AC.10/C.3/2017/30</b></p> <p>4 August 2017</p> <p><b>Tanks – Inspection of pressure-relief device</b></p> <p>Transmitted by the expert from Germany</p> <p><a href="#">PDF</a></p>	<p>In accordance with 4.2.1.17.1, pressure relief devices of portable tanks used for the transport of Class 8 substances shall be inspected at intervals not exceeding one year. The annual inspection of pressure relief devices is due to the corrosive properties of Class 8 substances and the resulting possible damage to the pressure relief devices caused by corrosion. With this inspection it is possible to verify the proper functioning of the pressure relief devices. The provisions of 4.2.1.17.1 refer only to Class 8 substances and not substances that have corrosive properties of Class 8 as a subsidiary hazard.</p>	<p><b>Bulk Packaging</b></p> <p><b>Corrosives</b></p>
<p><b>ST/SG/AC.10/C.3/2017/31</b></p> <p>29 August 2017</p> <p><b>Additional marking of the maximum stacking load of IBC</b></p> <p>Transmitted by the expert from Germany</p> <p><a href="#">PDF</a></p>	<p>The expert from Germany became aware of different interpretations of the requirement to mark the maximum permitted stacking load on IBCs and presented informal document INF.14 at the last session. The maximum permitted stacking load is mentioned in two places, in 6.5.2.2.1 and in 6.5.2.2.2. This aroused a discussion as to whether the sole indication of the maximum permitted stacking load on the pictogram (6.5.2.2.2) is sufficient, or whether there shall be marking for the second time as</p>	<p><b>Bulk Packaging</b></p> <p><b>IVODGA</b></p>

	part of the additional marks in accordance with 6.5.2.2.1.	
<b>ST/SG/AC.10/C.3/2017/32</b>  29 August 2017  <b>Application of packing instruction P003 to large articles</b>  Transmitted by the expert from Germany  <a href="#">PDF</a>	At the fifty-first session, document ST/SG/AC.10/C.3/2017/12, proposing to include a possibility to transport large articles of UN 3164 in packagings not meeting the specifications of Chapter 6.1 or unpackaged, was considered. Several delegations expressed their support for the intention of the proposal, but several comments were made about the way the question should be addressed and the details of the proposal (see ST/SG/AC.10/C.3/102, para. 39).	<b>NAAHAC</b>
<b>ST/SG/AC.10/C.3/2017/33</b>  31 August 2017  <b>Harmonization between the IAEA INFCIRC225 rev5 and the Model Regulations</b>  Transmitted by the expert from The World Nuclear Transport Institute (WNTI)  <a href="#">PDF</a>	The current edition of the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations the footnote 2 to section 1.4.3.2.3 refers to INFCIRC/225/Rev.4 (Corrected), IAEA Vienna (1999) This was revised and INFCIRC/225 was published by the International Atomic Energy Agency as INFCIRC/225/rev.5 on 1 January 2011.	<b>Radioactives</b>
<b>ST/SG/AC.10/C.3/2017/34</b>  29 August 2017  <b>Name and description of UN 3363</b>  Transmitted by the expert from Germany  <a href="#">PDF</a>	At its fiftieth session, the Sub-Committee accepted new provisions concerning the carriage of articles containing dangerous goods, not otherwise specified. The Joint Meeting ad hoc Working Group on the Harmonization of RID/ADR/ADN with the United Nations Recommendations on the Transport of Dangerous Goods, meeting from the 25 to 27 April 2017 in Geneva, noted that, according to the NOTE under the title of 2.0.5 of the Model Regulations, articles containing dangerous goods within the permitted limited quantity amounts specified in column (7(a) of Table A of Chapter 3.2 of ADR/RID/ADN could be carried under UN No. 3363 as indicated in special provision 301 of the Model Regulations, as	<b>NAAHAC</b>  <b>Air Carrier Roundtable</b>  <b>Articles, n.o.s.</b>

	“dangerous goods in machinery” or “dangerous goods in apparatus”.	
<b>ST/SG/AC.10/C.3/2017/35</b>  29 August 2017  <b>Stability tests for nitrocellulose</b>  Transmitted by the expert from Germany  <a href="#">PDF</a>	The stabilization of nitrated cellulose (NC) mixture is a decisive and critical step in the production process of NC and must be done and controlled properly for each production lot in order to achieve stable NC products that can be transported and used safely without the danger of self-ignition over their entire shelf life. The wetting of NC mixtures with alcohol, water or plasticizer only reduces the burning speed of the NC; it has no effect on the stability of the NC mixtures. Additional measures are necessary to ensure the stability even if the NC mixture will get completely dry.	<b>Explosives</b>
<b>ST/SG/AC.10/C.3/2017/36</b>  5 September 2017  <b>Multiple marking of packagings, including IBCs and large packagings, indicating conformity with more than one successfully tested design type</b>  Transmitted by the European Chemical Industry Council (CEFIC) and the Dangerous Goods Advisory Council (DGAC)  <a href="#">PDF</a>	For the sake of legal certainty and to support flexibility in the use of packagings, including IBCs and large packagings, which individually provide compliance to various design types of different kind and category, multiple approvals should be permissible to certify conformance to each and every related design type. It should also be explicitly allowed in the regulations to apply the specific marks to the packagings individually or in multiple combination to indicate compliance to each of the corresponding design types.	<b>Packagings</b>
<b>ST/SG/AC.10/C.3/2017/37</b>  29 August 2017  <b>Sodium-ion batteries – a presentation for discussion</b>  Transmitted by the expert from the United Kingdom	The United Kingdom is grateful to the Sub-Committee for including sodium-ion batteries on its agenda during the current biennium. Under this agenda item the United Kingdom asks for one of its experts to make a presentation on this topic at the fifty-second session. The aim of this presentation will be to: (a) Provide a background to sodium-ion battery technology; (b) Explain the difference compared to lithium-ion battery technology; (c) Consider what this means in terms of the safe carriage of sodium-ion cells; (d)	<b>NAAHAC</b>  <b>Air Carrier Roundtable</b>  <b>Batteries</b>

<a href="#">PDF</a>	<p>Present relevant experimental data; (e) Suggest an appropriate UN number to which manufactured, shorted sodium-ion cells may be assigned; and (f) To consider whether prototype or charged or damaged or defective sodium-ion cells should be treated similarly to lithium-ion cells within the Model Regulations.</p>	
<p><b>ST/SG/AC.10/C.3/2017/38</b></p> <p>31 August 2017</p> <p><b>New entry for UN 1392 ALKALI METAL AMIDES, packing group I</b></p> <p>Transmitted by the expert from Germany</p> <p><a href="#">PDF</a></p>	<p>For UN 1390 ALKALI METAL AMIDES, there is only an entry for packing group II in the Model Regulations. In accordance with special provision 182, sodium amide would have to be assigned to that entry. In connection with the request of a company, the German occupational accident insurance fund for raw materials and the chemical industry (Berufsgenossenschaft Rohstoffe und chemische Industrie) carried out investigations (N.5 test). The findings of these investigations showed that the criteria for assignment to Class 4.3, packing group I, are met. Based on these findings, the Federal Institute for Materials Research and Testing (BAM) then tested sodium amide by means of the N.5 test. In this test, gas evolution rates between 126 l/(kg.min) and 239 l/(kg.min) were measured. The test report is enclosed as an annex. Against this background, the German expert believes that the substance must be assigned to packing group</p>	<p><b>Classification</b></p>
<p><b>ST/SG/AC.10/C.3/2017/39</b></p> <p>6 September 2017</p> <p><b>Harmonization of the proper shipping names of UN 3481 and UN 3091</b></p> <p>Transmitted by the European Association for Advanced Rechargeable Batteries (RECHARGE) and PRBA The Rechargeable Battery Association (PRBA)</p>	<p>The marking requirements according to the Model Regulations under 2. and to the ICAO Technical Instructions under 3. above are not harmonized. This makes the marking unpractical when such products are transported in a combination of sea, road and air transport. It would be meaningful to harmonise the marking, based on the air transport special provision A181 clarification.</p> <p>It is proposed to add a new subparagraph at the end of Special Provision 230, describing a</p>	<p><b>Air Carrier Roundtable</b></p> <p><b>IVODGA</b></p> <p><b>Lithium Batteries</b></p>

<a href="#">PDF</a>	similar simplification as in the ICAO TI Special Provision A 181, paragraphs (b) and (c).	
<b>ST/SG/AC.10/C.3/2017/40</b> 11 September 2017 <b>Fibre-reinforced plastics portable tanks</b> Transmitted by the expert from the Russian Federation <a href="#">PDF</a>	The expert from the Russian Federation truly believes that it is the right time to amend the Model Regulations with appropriate requirements for design, construction, testing and survey of portable tanks with FRP shells. Taking into account the changes to the IMDG Code proposed by the Russian Federation to IMO, the corresponding changes to the Model Regulation are also proposed.	<b>Bulk Packagings</b> <b>IVODGA</b>
<b>ST/SG/AC.10/C.3/2017/41</b> 11 September 2017 <b>Impact testing of portable tanks and MEGCs: proposal to revise Section 41 of the Manual of Tests and Criteria</b> Transmitted by the expert from Canada <a href="#">PDF</a>	This document proposes to modernize the SRS test protocol to account for the higher-capability data acquisition systems that are in use today. The proposed revisions would not, however, preclude the use of any data acquisition system that conforms to the current requirements. The Canadian competent authority has surveyed the registered test facilities and has generally received supportive comments, including from facilities in China, Germany and South Africa. Furthermore, the document proposes to better address the variety of designs found today, i.e. portable tanks and MEGCs of lengths other than 20 ft., to make a correction to one of the defined variables in the calculations of the SRS test protocol, and clarify the terminology used in the Section 41.	<b>Bulk Packagings</b>
<b>ST/SG/AC.10/C.3/2017/42</b> 4 September 2017 <b>Assignment of packing groups to Class 6.2 infectious substances</b> Transmitted by the expert from Canada <a href="#">PDF</a>	Objective: To remove the packing group assigned to UN 3291 CLINICAL WASTE UNSPECIFIED, N.O.S. or (BIO) MEDICAL WASTE, N.O.S. or REGULATED MEDICAL WASTE, N.O.S. in Table A of Chapter 3.2 (dangerous goods list) of the Model Regulation. This correction is proposed to resolve the discrepancy between the general principle set out in section 2.0.1.3 and the dangerous goods list entry for UN 3291.	<b>Life Sciences</b> <b>Infectious Substances/Medical Waste</b>

<p><b>ST/SG/AC.10/C.3/2017/43</b></p> <p>4 September 2017</p> <p><b>Proposal to create UN Numbers for pyrophoric gases and add criteria for pyrophoric gases in Division 2.1</b></p> <p>Transmitted by the Compressed Gas Association (CGA) and the European Industrial Gases Association (EIGA)</p> <p><a href="#">PDF</a></p>	<p>CGA and EIGA wish to see the hazard identification of disilane and pyrophoric mixtures clarified so that there is no possibility of these products being transported by air. There are four proposals: (i) To add into the UN Model Regulations Chapter 2.2 the criteria for pyrophoric gases as adopted in the GHS; (ii) To add into the Dangerous Goods List new entries for disilane and N.O.S. entries that are pyrophoric which are not currently listed; (iii) To add into the Packing Instruction P200 new entries for disilane and N.O.S. entries that are pyrophoric which are not currently listed; (iv) To add a subsidiary hazard of Division 4.2, Substances liable to spontaneous combustion to UN 1911, Diborane, UN 2199, Phosphine and UN 2203, Silane.</p>	<p><b>Classification</b></p> <p><b>Pyrophoric gases</b></p>
<p><b>ST/SG/AC.10/C.3/2017/44</b></p> <p>5 September 2017</p> <p><b>Revision of packing instruction P801</b></p> <p>Transmitted by the expert from Canada</p> <p><a href="#">PDF</a></p>	<p>The goal of this proposal is to address three aspects of the current P801 packing instruction that need attention because they are either unclear or have not been addressed: (a) Release of electrolyte: Packing instruction P801 does not currently address batteries that are likely to leak electrolyte. Batteries may be likely to leak electrolyte because of damage to their casing or by design if they are of the flooded type with vented caps. The potential release of electrolyte should be minimized to promote the safe handling and transport of batteries. (b) Concept of “battery boxes”: Packing instruction P801 puts forward the notion of transporting used batteries loosely in “battery boxes”. It is not clear to the expert of Canada how used batteries can be transported loose and still meet the additional requirements listed in P801 (e.g., packaged or secured to prevent inadvertent movement). Also, it was noted by many experts that this concept of “battery box” is not consistent with the definition of a box found in sub-section 1.2.1 of the</p>	<p><b>NAAHAC</b></p> <p><b>Batteries</b></p>

	Recommendations. (c) Protection against short-circuits: Packing instruction P801 also requires that every battery transported under this packing instruction be protected against short-circuits. However, this requirement might be overly stringent for used batteries transported for disposal or recycling.	
<b>ST/SG/AC.10/C.3/2017/45</b>  5 September 2017  <b>Tests for oxidizing liquids (UN Test O.2) and oxidizing solids (UN Tests O.1 and O.3) Consequential amendments of cellulose replacement to test descriptions</b>  Transmitted by the expert from France  <a href="#">PDF</a>	During its eighth session, the Committee approved the programme of work of its two sub-committees for the biennium 2017-2018 (see ST/SG/AC.10/44, para 14; ST/SG/AC.10/C.3/100, para 98; ST/SG/AC.10/C.4/64, annex III). This programme of work includes the tests for oxidizing liquids and oxidizing solids. This programme of work focuses on consequential amendments to UN Test O.1 to O.3 as a follow-up of the replacement of cellulose as agreed by the Committee (see ST/SG/AC.10/44, para. 11 and /Add. 2, section 34; ST/SG/AC.10/C.3/100, paras. 79-82; ST/SG/AC.10/C.3/64, para. 14). During the fifty-first session of the Sub-Committee of Experts on the Transport of Dangerous Goods the expert from France presented its proposed calendar for the development of the consequential amendments (see ST/SG/AC.10/C.3/2017/28) together with items and a way to proceed forward (see informal document INF.12 (51st session)). Interested experts and laboratories were invited by the expert from France to provide comments (see ST/SG/AC.10/C.3/102, para. 93).	<b>Classification</b>  <b>Oxidizers</b>
<b>ST/SG/AC.10/C.3/2017/46</b>  5 September 2017  <b>Proposal of amendments to section 5.5.3</b>  Transmitted by the experts from the Russian Federation and Austria	Section 5.5.3 defines special provisions applicable to cargo transport units presenting a risk of asphyxiation due to dangerous goods such as UN 1845 Dry ice, UN 1977 Nitrogen, refrigerated liquid or UN 1951 Argon, refrigerated liquid, which are used for cooling or conditioning purposes. In the Russian Federation and other CIS countries, large	<b>IVODGA</b>



<a href="#">PDF</a>	<p>capacity universal containers with liner bags are used for the transport of terephthalic acid (non-dangerous goods). The existing technology for transport of terephthalic acid loaded into liner bags in order to exclude the risk of explosion and the formation of clouds of acidic dust, uses compressed nitrogen as a protective agent. After transport, a certain amount of nitrogen may remain, since at the top of the liner-bag, during transport, nitrogen may penetrate the walls of the liner bag in the cargo space of large universal containers. Since no warning mark as specified in 5.5.3.6.2 is prescribed for large capacity universal containers, there is no information about the presence of a dangerous concentration of nitrogen in the cargo space and people entering it may be asphyxiated. Nitrogen may pose an asphyxiation risk even when it is not compressed and “protection” is normally to avoid reactions while conditioning seems to be used for intentionally modifying (improving) the transported substances (e.g. pH with Carbon dioxide). Nevertheless a note can be used to define that this is included.</p>	
<p><b>ST/SG/AC.10/C.3/2017/47</b></p> <p>6 September 2017</p> <p><b>Application of security provisions to explosives</b></p> <p>Transmitted by the expert from the United Kingdom</p> <p><a href="#">PDF</a></p>	<p>The recommendation of the Working Group on Explosives was based on the consensus amongst members that the potential consequences from an incident involving insensitive explosives articles were identical to those presented by their more ‘sensitive’ counterparts. It is therefore proposed that Hazard Division 1.6 be included in the indicative list of High Consequence Dangerous Goods without the further consideration of ST/SG/AC.10/C.3/2017/19.</p>	<p><b>Explosives</b></p>
<p><b>ST/SG/AC.10/C.3/2017/48</b></p> <p>6 September 2017</p>	<p>To add in Column 8 of the Dangerous Goods List LP101 underneath P130 for the following 35 UN number entries: 0005, 0007, 0012, 0014, 0033, 0037, 0136, 0167, 0180, 0238, 0240, 0242, 0279, 0291, 0294, 0295, 0324, 0326,</p>	<p><b>Explosives</b></p> <p><b>Packagings</b></p>

<p><b>Additional LP101 entries into the Dangerous Goods List</b></p> <p>Transmitted by the expert from the United Kingdom</p> <p><a href="#">PDF</a></p>	<p>0327, 0330, 0338, 0339, 0348, 0369, 0371, 0413, 0414, 0417, 0426, 0427, 0453, 0457, 0458, 0459, 0460. There are no consequential amendments and the use of large packaging for these explosive items will still be subject to both classification testing and UN large packaging testing.</p>	
<p><b>ST/SG/AC.10/C.3/2017/49</b></p> <p>5 September 2017</p> <p><b>Requirements for damaged or defective lithium cells and batteries</b></p> <p>Transmitted by PRBA – The Rechargeable Battery Association (PRBA) and the European Association for Advanced Rechargeable Batteries (RECHARGE)</p> <p><a href="#">PDF</a></p>	<p>To improve on the language applicable to damaged or defective lithium cells and batteries in the Model Regulations, we are proposing minor amendments to Special Provision 376 to clarify the examples related to whether a cell or battery is subject to Packing Instruction P908. Therefore, we propose to remove the reference to the Manual of Tests and Criteria and clarify that a damaged cell or battery is one that differs from the original design type and has the potential of producing a dangerous evolution of heat, fire or short circuit under normal conditions of transport.</p>	<p><b>Lithium Batteries</b></p> <p><b>NAAHAC</b></p> <p><b>Air Carrier Roundtable</b></p> <p><b>IVODGA</b></p>
<p><b>ST/SG/AC.10/C.3/2017/50</b></p> <p>5 September 2017</p> <p><b>Disruption criterion of Test Series 6(d)</b></p> <p>Transmitted by the Sporting Arms and Ammunition Manufacturers' Institute (SAAMI)</p> <p><a href="#">PDF</a></p>	<p>SAAMI requests action by the Working Group on Explosives to determine the necessity and appropriateness of the Test Series 6(d) criterion for disruption of a package.</p>	<p><b>Explosives</b></p>
<p><b>ST/SG/AC.10/C.3/2017/51</b></p> <p>5 September 2017</p> <p><b>A method for transporting shipments of explosives samples (≤ 25 grams)</b></p>	<p>Competent authorities and explosives researchers desire increased efficiency in shipping small samples of explosives in a safe and approved manner. Experience with the use of UN 0190, Samples, explosive shows that it is not always efficient, especially for small samples of 25 grams or less. SAAMI informally presented an alternative at the fiftyfirst session in the</p>	<p><b>Explosives</b></p>

Transmitted by the Sporting Arms and Ammunition Manufacturers' Institute (SAAMI)  <a href="#">PDF</a>	meeting of the Working Group on Explosives which was received with interest. SAAMI agreed to return with a draft proposal, presented here. In coordination with various experts, SAAMI suggests a solution based on a specialized container currently used in the United States of America. The proposal in this paper shows how this solution might appear in the context of the Model Regulations. Input is sought now with the intent to make a formal proposal at the next meeting of this biennium.	
INFORMAL PAPERS		
UN Paper	Summary	Industry Segment
<b>UN/SCETDG/52/INF.1</b>		
<b>UN/SCETDG/52/INF.2</b>		
<b>UN/SCETDG/52/INF.3</b>  28 September 2017  <b>Use of the Manual of Tests and Criteria in the context of the GHS: Section 1</b>  Transmitted by the Chairman of the Working Group on Explosives  <a href="#">PDF</a>	This document takes account of the amendments to the 6th revised edition of the Manual of Tests and Criteria agreed by the Working Group so far (see ST/SG/AC.10/C.3/102 paragraphs 95 to 97 and ST/SG/AC.10/C.4/66 paragraph 8). Revision of sections 20 to 28 of the Manual is ongoing.	<b>GHS Explosives</b>
<b>UN/SCETDG/52/INF.3/Add.1</b>  28 September 2017  <b>Use of the Manual of Tests and Criteria in the context of the GHS: Part I (section 10)</b>  Transmitted by the Chairman of the Working Group on Explosives	This document takes account of the amendments to the 6th revised edition of the Manual of Tests and Criteria agreed by the Working Group so far (see ST/SG/AC.10/C.3/102 paragraphs 95 to 97 and ST/SG/AC.10/C.4/66 paragraph 8). Revision of sections 20 to 28 of the Manual is ongoing.	<b>GHS Explosives</b>

<a href="#">PDF</a> <b>UN/SCETDG/52/INF.4</b>  19 September 2017  <b>Russian version of document ST/SG/AC.10/C.3/2017/40</b>  Transmitted by the Russian Federation <a href="#">PDF</a>	Russian translation of ST/SG/AC.10/C.3/2017/40	<b>IVODGA</b>
<b>UN/SCETDG/52/INF.5</b>  19 September 2017  <b>Polymerizing substances – corrections for UN 2522 and UN 2383</b>  Transmitted by the experts from Germany, the Dangerous Goods Advisory Council (DGAC) and the European Chemical Industry Council (CEFIC)  <a href="#">PDF</a>	Amend the Dangerous Goods List as follows: N 2522: in column (2) add at the end “, STABILIZED” and in column (6) add “386”. UN 2383: in column (6) delete “386” Amend the Alphabetical Index of Substances and Articles as follows: In column “Name and description” for the entry “2-DIMETHYLAMINOETHYLMETHACRYLATE” add at the end “, STABILIZED”.	<b>Polymerizing Substances</b>
<b>UN/SCETDG/52/INF.7</b>  12 October 2017  <b>Classification of desensitized explosives for the purposes of supply and use according to UN GHS chapter 2.17: Test results on industrial nitrocellulose</b>  Transmitted by the European Chemical Industry Council (CEFIC) on behalf of the World Nitrocellulose Producers Association WONIPA  <a href="#">PDF</a>	During its twenty-eighth meeting the Sub- Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals held in Geneva from 10 to 12 December 2014 adopted the introduction of a new chapter on desensitized explosives in the GHS as well as the relevant test method as contained in document ST/SG/AC.10/C.4/2014/2 considered at the 27th session. The proposal for the new chapter and consequential amendments to the GHS in document ST/SG/AC.10/C.4/2014/16 were adopted with a minor amendment to the decision logic 2.17.1.	<b>GHS Explosives</b>

<p><b>UN/SCETDG/52/INF.8</b></p> <p>12 October 2017</p> <p><b>Size of the marking of the UN number on packages</b></p> <p>Submitted by the International Air Transport Association (IATA)</p> <p><a href="#">PDF</a></p>	<p>According to the second sentence of 5.2.1.1, “The UN number and the letters “UN” shall be at least 12 mm high, except for packages of 30 litres capacity or less or of 20 kg maximum net mass and for cylinders of 60 litres water capacity when they shall be at least 6 mm in height and except for packages of 5 litres or 5 kg or less when they shall be of an appropriate size”</p>	
<p><b>UN/SCETDG/52/INF.9</b></p> <p>24 October 2017</p> <p><b>Holding time — Information in transport document</b></p> <p>Transmitted by the expert from Belgium</p> <p><a href="#">PDF</a></p>	<p>According to 5.4.1.2.2 d) of RID/ADR/ADN, in the case of tank-wagons and tank-containers carrying refrigerated liquefied gases the consignor shall enter in the transport document the date at which the actual holding time ends, in the following format: "END OF HOLDING TIME: ..... (DD/MM/YYYY)".</p>	
<p><b>UN/SCETDG/52/INF.10</b></p> <p>30 October 2017</p> <p><b>Exclusion from Class 1 fire test according to the note in 2.1.3.6.4</b></p> <p>Transmitted by the expert from Germany</p> <p><a href="#">PDF</a></p>	<p>With respect to the exclusion from hazard class 1, a fire test as described in ISO 12097-3 Road vehicles – Airbag components – Part 3: Testing of inflator assemblies (2002) is required in accordance with 2.1.3.6.4 (b) of the Model Regulations.</p>	
<p><b>UN/SCETDG/52/INF.11</b></p> <p>2 November 2017</p> <p><b>Sodium-Ion Batteries</b></p> <p>Submitted by the expert from United Kingdom</p>	<p>At the fiftieth session of the Sub-Committee the United Kingdom submitted informal document INF.13 which asked for the topic of sodium ion batteries to be placed on the agenda for this biennium.</p>	

<p><a href="#">PDF</a></p> <p><b>UN/SCETDG/52/INF.12</b></p> <p>6 November 2017</p> <p><b>Transport of energetic samples for further testing</b></p> <p>Transmitted by the European Chemical Industry Council (CEFIC)</p>	<p>Research and development in industry, public institutes, and universities frequently need to transport substances for the purpose of testing, i.e. the determination of physical, chemical, biological, toxicological or ecotoxicological properties and behavior, fitness for use or application.</p>	
<p><a href="#">PDF</a></p> <p><b>UN/SCETDG/52/INF.13</b></p> <p>9 November 2017</p> <p><b>Comments on INF.3/Add.1, figures 10.1 and 10.4</b></p> <p>Transmitted by Australian Explosives Industry and Safety Group Incorporated (AEISG)</p> <p><a href="#">PDF</a></p>	<p><b>Alternative figure 10.1</b> The term “unstable” as applied to explosives in the context of GHS generates confusion and can be avoided in Table 10.1 as shown below.</p> <p><b>Alternative figure 10.4</b> AEISG believes that Figure 10.4 needs a rethink given it is now relevant to GHS. It is the opinion of AEISG that boxes 7 and 8 should never have been different. An ANE which fails either of these tests, 8(b) or (c), is a candidate for Division 1.5:</p> <ul style="list-style-type: none"> <li>• If it passes TS5, it is Division 1.5.</li> <li>• If it fails TS5, it is Division 1.1.</li> </ul> <p>The issue which complicates things is an ANE product which fails Test 8(a) – refer Box 2. It is then EITHER an unstable Explosive OR an unstable Oxidising substance, depending on the results of TS8(b) and (c). The diagram for Figure 10.4 then becomes overly complex. AEISG proposes an alternative Figure 10.4 with a “Results table” included which we believe is far simpler to interpret.</p>	

<p><b>UN/SCETDG/52/INF.14</b> <b>UN/SCEGHS/34/INF.9</b></p> <p>13 November 2017</p> <p><b>Classification of desensitized explosives for the purposes of supply and use according to GHS chapter 2.17</b></p> <p>Transmitted by the Sporting Arms &amp; Ammunition Manufacturers' Institute (SAAMI)</p> <p><a href="#">PDF</a></p>	<p>This proposal augments the proposal UN/SCETDG/52/INF.7 - UN/SCEGHS/34/INF.4 from CEFIC and their member WONIPA to add test results as examples in the UN Manual of Tests &amp; Criteria (the Manual) to avoid redundant non-transport classification testing of various configurations of wetted nitrocellulose (NC).</p> <p>SAAMI presents test results on “energetic” nitrocellulose wetted with water for inclusion in the Manual, in addition to the WONIPA data, and proposes to include the ability for waterwet material (UN2555) to be packed in metal drums, in accordance with the packing instruction. This paper also suggests changing the abbreviation for Packing Instruction 406 from “P406” to PI406” to avoid confusion with GHS precautionary statements.</p>	
<p><b>UN/SCETDG/52/INF.15</b></p> <p>14 November 2017</p> <p><b>Comments on UN0222 Ammonium nitrate</b></p> <p>Transmitted by the Institute of Makers of Explosives</p> <p><a href="#">PDF</a></p>	<p>The Dangerous Goods List has an entry for ammonium nitrate, UN0222, which is not a commercially manufactured product.</p>	
<p><b>UN/SCETDG/52/INF.16</b></p> <p>14 November 2017</p> <p><b>Drop test for plastic packagings or packagings containing inner plastic packagings/receptacles, IBC's and large packagings – conditioning duration at -18°C</b></p> <p>Transmitted by the expert from Belgium</p>	<p>The subsections 6.1.5.3.2, 6.3.5.3.6.2, 6.5.6.9.2 (c) and 6.6.5.2.3 provide special preparations of test samples for the drop test in case the test samples are made of plastic material or if they contain inner packagings/receptacles made of plastics.</p>	

<a href="#">PDF</a>		
<p><b>UN/SCETDG/52/INF.17</b></p> <p>14 November 2017</p> <p><b>Routine maintenance of IBCs – Requirements</b></p> <p>Transmitted by the expert from Belgium</p> <p><a href="#">PDF</a></p>	<p>Most manufacturers, owners and fillers of IBC's are using third party companies for cleaning the IBC's (external/internal). In some cases, and in certain countries a specific environmental authorisation may be needed to perform this action.</p>	
<p><b>UN/SCETDG/52/INF.18</b></p> <p>14 November 2017</p> <p><b>Provisions for closures of pressure receptacles</b></p> <p>Transmitted by the Compressed Gas Association (CGA) and the European Industrial Gases Association (EIGA)</p> <p><a href="#">PDF</a></p>	<p>At the fifty-first session CGA and EIGA transmitted informal document INF.30 regarding provisions for closures of pressure receptacles. This summarised the position on the work on the provisions of closures for pressure receptacles.</p>	
<p><b>UN/SCETDG/52/INF.20</b> <b>UN/SCEGHS/34/INF.10</b></p> <p>15 November 2017</p> <p><b>Status report on the work of the informal correspondence group on the revision of GHS Chapter 2.1</b></p> <p>Transmitted by the expert from Sweden</p> <p><a href="#">PDF</a></p>	<p>Since the start of the previous (2015/16) biennium, work has been on-going regarding revision of Chapter 2.1 of the GHS, which contains the classification and labelling provisions for Explosives. While the work is done within the Sub-Committee of Experts on the GHS (SCEGHS), it involves also the Sub-Committee of Experts on the Transport of Dangerous Goods (SCETDG) as the focal point for the physical hazards of the GHS. An Informal Correspondence Group (ICG) has been formed for the task, which currently consists of around forty members from both Sub-Committees – many of them experts from the Working Group on Explosives (EWG). Progress reports for the</p>	



	work have been submitted to the last four sessions of both Sub-Committees <sup>1</sup> , and at the last (July 2017) session of the SCEGHS a Programme of Work was agreed <sup>2</sup> which sets out to conclude the work within the current biennium.									
<b>UN/SCETDG/52/INF.21</b>  15 November 2017  <b>Proposal to create a new UN Number for MINES with bursting charge 1.6D</b>  Submitted by the Government of Finland  <a href="#">PDF</a>	<div>The current edition of the Model Regulations contains the four following entries for MINES with bursting charge:</div> <table><tr><td><i>Name and description</i></td><td><i>Class</i></td></tr><tr><td>MINES with bursting charge</td><td>1.1F</td></tr><tr><td>MINES with bursting charge</td><td>1.1D</td></tr><tr><td>MINES with bursting charge, MINES with bursting charge</td><td>1.2D 1.2F</td></tr></table>	<i>Name and description</i>	<i>Class</i>	MINES with bursting charge	1.1F	MINES with bursting charge	1.1D	MINES with bursting charge, MINES with bursting charge	1.2D 1.2F	
<i>Name and description</i>	<i>Class</i>									
MINES with bursting charge	1.1F									
MINES with bursting charge	1.1D									
MINES with bursting charge, MINES with bursting charge	1.2D 1.2F									
<b>UN/SCETDG/52/INF.22</b>  15 November 2017  <b>Comments on ST/SG/AC.10/C.3/2017/31; Additional marking of the maximum stacking load of IBC</b>  Transmitted by the International Confederation of Plastics Packagings (ICPP)  <a href="#">PDF</a>	ICPP supports the proposal of the expert from Germany to clarify the Model Regulations with regard to marking of the maximum permitted stacking load by amending the footnote in 6.5.2.2.1.									
<b>UN/SCETDG/52/INF.23</b>  15 November 2017  <b>Comments on ST/SG/AC.10/C.3/2017/36; Multiple marking of packagings, including IBCs and large packagings, indicating</b>	ICIBCA has considered the proposal by CEFIC and DGAC in ST/SG/AC.10/C.3/2017/36 and appreciates the opportunity to provide its comments.									

<p><b>conformity with more than one successfully tested design type</b></p> <p>Transmitted by the International Confederation of Intermediate Bulk Containers Association (ICIBCA)</p> <p><a href="#">PDF</a></p>		
---	--	--