**UN TDG Sub-Committee, 56th session, 2-11 December 2019**

| **Paper** | **Issue** | **Comments** | **Support/Not support** |
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| **1. Adoption of the agenda** |
| **ST/SG/AC.10/C.3/111/Add.1****(Secretariat)****Provisional agenda for the fifty-sixth session**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC10-C3-111-Add.1e.docx) | The agenda |  | **Noted** |
| **2. Explosives and related matters** |
| **2(i) Energetic samples**  |
| **ST/SG/AC.10/C.3/2019/64** **Transmitted by the European Chemical Industry Council (CEFIC)****Temperature control of energetic samples**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-64e.docx)**55th Session -** [**ST/SG/AC.10/C.3/2019/7**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-7e.docx) | This paper follows on from a paper brought forward by CEFIC at the 55th session.At that session, Australia’s position was **follow Committee view**. The Explosives Working Group requested that CEFIC provide further supporting data and examples – this paper is the resubmitted proposal along with further data. CEFIC proposes to add a new section in the Manual of Tests and Criteria to allow for the transport of energetic substances such as self-reactive substances and organic peroxides under the provisions of 2.4.2.3.2.4 (b) and 2.5.3.2.51, where the self-accelerating decomposition temperature is not yet available. CEFIC’s proposal is based on differential scanning calorimetry measurements. |  |  |
| **3. Listing, classification and packing** |
| **ST/SG/AC.10/C.3/2019/42****(Germany)****Transport of transformers with gas cylinders**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-42e.docx)**55th Session -** [**ST/SG/AC.10/C.3/2019/38**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-38e.docx) | Germany identified an issue with gas-tightness of transformers under UN3538 and submitted a paper to the 55th session proposing to add a new special provision in Chapter 3.3 to address the issue. The paper was discussed, and a number of delegates felt more work was needed, particularly in regard to asphyxiation risks. At the meeting, **Australia supported the concept but considered that the asphyxiation risk needs addressing.**Germany agreed to work on a revised proposal.Germany has reworked its proposal and has now put forward the following proposal to address the issue:Add the following special provision in Chapter 3.3:“XXX Where large and robust articles are transported with connected gas cylinders containing nitrogen of UN 1066 or compressed or synthetic air of UN 1002 or UN 1956, the valves of the gas cylinders may remain open provided:(a) The gas cylinders are connected with the article through pressure regulators and fixed piping in such a way that the pressure of the gas (gauge pressure) in the article does not exceed 35 kPa (0.35 bar). (b) Gas cylinders shall be properly secured so that they cannot move in relation to the article and be connected with strong flexible reinforced and pressure resistant hoses and pipes such as to minimize the risk of damage. (c) Gas cylinders, pressure regulators and piping shall be protected by wooden crates or other suitable means.(d) The transport documents shall include the following statement “Transport in accordance with special provision XXX, contains UN 1066” or “Transport in accordance with special provision XXX, contains UN 1002” or” “Transport in accordance with special provision XXX, contains UN 1956”, as appropriate(e) Cargo transport units containing articles with cylinders containing UN 1066 shall be well ventilated and shall be marked in accordance with 5.5.3.6.“ 9. In Chapter 3.2, insert “xxx” in column 6 of the Dangerous Goods List for UN 3538. |  |  |
| **ST/SG/AC.10/C.3/2019/44****(Canada)****Limited and excepted quantities**[Link](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-44e.docx)55th Session – [INF.11](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/UN-SCETDG-55-INF11e.docx) | At the 55th session, Canada sought the support of the Sub-Committee to clarify Chapter 3.4 Dangerous Goods Packed in Limited Quantities and Chapter 3.5 Dangerous Goods Packed in Excepted Quantities to enhance understanding and maximise compliance. Canada provided a number of questions to the Sub-Committee with the intention to use these to develop a proposal. At the 55th session, Australia’s position was to **support Canada taking on this work, and to follow this work in future to see how it progresses**.Canada has now put forward a proposal to amend the *Guiding Principles for the Development of the UN Model Regulations* to provide further information on the perceived discrepancies between the Limited and Excepted Quantity thresholds.The proposed amendments clarify that Excepted Quantities were introduced for transport by air but were later introduced to the UN MR to allow for uninterrupted movement across all modes. |  |  |
| **ST/SG/AC.10/C.3/2019/47****(China)****Amendments to excepted quantities of UN 3269 and UN 3527**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-47e.docx) | China has identified an issue with the transport of Polyester Resin Kits under the Excepted Quantity provisions. China proposes to replace “E0” with “E2” or “see SP 340 in Chapter 3.3” in the column 7b of UN 3269 and UN 3527 in the Dangerous Goods List. |  |  |
| **ST/SG/AC.10/C.3/2019/48****(China)****Provisions for batteries (wet, non-spillable) installed in cargo transport units**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-48e.docx) | UN 3536 (LITHIUM BATTERIES INSTALLED IN CARGO TRANSPORT UNIT lithium ion batteries or lithium metal batteries) was added to the 20th Model Regs and a special provision 389 was adopted accordingly, with a view to addressing the transport of large lithium battery systems installed in cargo transport unit and fitted with fire extinguishers and refrigerating machines.China contends that the Model Regulations as written do not clearly address how large battery (wet, non-spillable) systems are to be transported. China presents three options for consideration. China’s explanation of the three options (which are outlined in-full in the paper):The first is to add a new special provision XXX to the current entry for batteries (UN 2800), which would prescribe the relevant requirements in much the same manner as special provision 389. The second is to modify the current entry UN3536 and add a new special provision, so that it applies to not only lithium batteries (lithium ion batteries or lithium metal batteries), but also batteries (wet, non-spillable) installed in cargo transport unit. The third option is to create a new entry “BATTERIES, WET, NON-SPILLABLE INSTALLED IN CARGO TRANSPORT UNIT” to which the new special provision XXX would be assigned.This new entry would be modelled after the “LITHIUM BATTERIES INSTALLED IN CARGO TRANSPORT UNIT” entry (UN3536) and “VEHICLE, FLAMMABLE GAS POWERED or VEHICLE, FLAMMABLE LIQUID POWERED or VEHICLE, FUEL CELL, FLAMMABLE GAS POWERED or VEHICLE, FUEL CELL, FLAMMABLE LIQUID POWERED” entry (UN3166) in that no packing instruction would be indicated and the relevant requirements prescribed via the new special provision XXX besides special provision 238. |  |  |
| **ST/SG/AC.10/C.3/2019/56****(Switzerland)****Scope of 4.1.2.2**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-56e.docx)**55th Session -** [**ST/SG/AC.10/C.3/2019/27**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-27e.docx) | At the 55th session, Switzerland raised the issue of the transport of rigid plastics IBCs after the date of expiry of the last periodic test or inspection specified in 4.1.2.2. and put forward a proposal to clarify the scope of 4.1.2.2 for non-metal intermediate bulk containers (IBCs) to enable their carriage for the disposal or recycling of the dangerous goods they contain. During discussions, the Sub-Committee was unable to find a consensus on the proposal. While some delegations considered that the current provisions were clear and fit for purpose, others acknowledged that the text could be improved to address the issue raised and proposed some improvements (e.g. restructuring the text to make the new text only applicable to IBCs for disposal, including non-metallic IBCs).**Australia did not support this proposal at the last session**. Switzerland’s new proposal separates the case of metal IBCs from that of non-metallic IBCs: Amend 4.1.2.2 as follows (added text underlined, deleted text in strikethrough):Add a new heading to read “4.1.2.2 Filling of IBCs after the date of expiry of the last periodic inspection and test and the period of use”. Delete the words “~~, rigid plastics IBC or composite IBC,~~” in the first sentence of the current 4.1.2.2 and renumber the current 4.1.2.2 as 4.1.2.2.1 as follows: “4.1.2.2**.1** Every metal~~, rigid plastics and composite~~ IBC~~,~~ shall be inspected and tested, as relevant, in accordance with 6.5.4.4 or 6.5.4.5: ... [remains unchanged].” Insert a new paragraph 4.1.2.2.2 as follows:“4.1.2.2.2 Every rigid plastics IBC or composite IBC shall be inspected and tested, as relevant, in accordance with 6.5.4.4 or 6.5.4.5: - before it is put into service; - thereafter at an interval of not more than two and a half years; and - after the repair or remanufacture, before it is re-used for carriage. A rigid plastics IBC or composite IBC shall not be filled and offered for carriage after the date of expiry of the last periodic test or inspection or after the date of expiry of the period of use accepted in accordance with 4.1.1.15. However, a rigid plastics IBC or composite IBC filled prior to the date of expiry of the two and a half year inspection or after the date of expiry of the period of use accepted in accordance with 4.1.1.15 may be carried for a period not to exceed three months beyond the date of expiry of the last periodic inspection. In addition, a rigid plastics or composite IBC may be carried:- after the date of expiry of the two and a half year inspection after emptying but before cleaning, for purposes of performing the required inspection prior to refilling; and- unless otherwise approved by the competent authority, for a period not to exceed six months beyond the date of expiry of the period of use accepted in accordance with 4.1.1.15 or the date of expiry of the periodic inspection to allow the return of dangerous goods or residues for proper disposal or recycling. Reference to this exemption shall be entered in the transport document.” |  |  |
| **ST/SG/AC.10/C.3/2019/61****Council on Safe Transportation of Hazardous Articles (COSTHA)****New entry for aerosol generating, fire suppression devices**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-61e.docx) | COSTHA believes the classification of aerosol fire suppression devices under UN 3268 and special provision 280 which applies to vehicles, vessels or aircraft to be problematic as they have many other uses. Shippers of these articles have experienced challenges shipping internationally based on various interpretations on how they should be classified. COSTHA proposes that these devices be given a new classification and associated special provision, with a new entry added into the dangerous goods list, and a new special provision:“XYZ Aerosol generating, fire suppression devices are intended to provide a safety benefit based on their ability to extinguish flames by dispersing micro-particle solids that when in contact with fire or flame provide a total flooding system. The devices may be either electrically activated or thermally activated and shall be designed to prevent inadvertent activation either by shipping the actuation component separately (e.g. thermally activated head, and the aerosol generator unit are shipped separately) or by ensuring that the electrically initiated devices are not electrically connected and there is a secondary means of protection to prevent activation. Devices may contain dangerous goods of Division 1.4, if they have been tested in accordance with Test Series 6(c) of Part 1 of the Manual of Tests and Criteria, with no explosion of the device, no fragmentation of device casing or pressure receptacle, and no projection hazard nor thermal effect which would significantly hinder fire-fighting or emergency response efforts in the immediate vicinity which the exception of the intended generation of a dense fire suppressing cloud of particles that are dispersed from the article and are not combustible “smoke” or fuel that results from a typical pyrotechnic combustion or explosion.” |  |  |
| **ST/SG/AC.10/C.3/2019/62****Council on Safe Transportation of Hazardous Articles (COSTHA)****Special Provision for UN 1013, carbon dioxide**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-62e.docx)**53rd Session -** [**ST/SG/AC.10/C.3/2018/16**](http://www.unece.org/fileadmin/DAM/trans/doc/2018/dgac10c3/ST-SG-AC.10-C.3-2018-16e.docx) **(EIGA)****54th Session -** [**ST/SG/AC.10/C.3/2018/71**](http://www.unece.org/fileadmin/DAM/trans/doc/2018/dgac10c3/ST-SG-AC.10-C.3-2018-71e.docx) **(EIGA)** | EIGA previously proposed that SP 653 of the EU ADR be incorporated into the UN MR. This was not adopted for a number of reasons, with various delegates having differing opinions on what was required and how to achieve the outcome.Since those proposals, a number of countries have issued approvals to authorise the alternative marking in ADR SP 653 for UN 1013.COSTHA is proposing to include a special provision that authorizes an exception similar to that in SP 653 for UN 1013. The proposed special provision takes into account previous comments and suggestions related to the EIGA papers as well as conditions imposed in the United States and Canadian approvals. The proposal also takes account of the paper recently submitted and adopted by the Joint Meeting from Switzerland to amend SP 653 relating to the filling of the cylinders addressed in SP 653. |  |  |
| **ST/SG/AC.10/C.3/2019/63****International Air Transport Association (IATA)****Considerations on dangerous goods permitted in UN 3363**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-63e.docx) | IATA was recently approached by a member airline seeking confirmation on the classification of an article that was offered for air transport as UN 3363, DANGEROUS GOODS IN APPARATUS. The article, a clock, contains a small sealed capsule within which is a mixture of gases, including UN 1037, ETHYL CHLORIDE.IATA invites the Sub-Committee to consider whether there should be some provision for an article classified as UN 3363 to contain a small quantity of flammable gas. The Subcommittee is also invited to consider if special provision 301 should be revised to specifically exclude the three Class 1 UN numbers from being permitted in articles classified as UN 3363. Some possible wording is shown below (new text shown in bold underlined):“301 This entry only applies to articles such as machinery, apparatus or devices containing dangerous goods as a residue or an integral element of the articles. It shall not be used for articles for which a proper shipping name already exists in the Dangerous Goods List of Chapter 3.2. Articles transported under this entry shall only contain dangerous goods which are authorized to be transported in accordance with the provisions of Chapter 3.4 (Limited quantities). **This does not apply to UN numbers 0012, 0014 and 0055.** The quantity of dangerous goods in articles shall not exceed the quantity specified in Column 7a of the Dangerous Goods List of Chapter 3.2 for each item of dangerous goods contained. If the articles contain more than one item of dangerous goods, the individual dangerous goods shall be enclosed to prevent them reacting dangerously with one another during transport (see 4.1.1.6). When it is required to ensure liquid dangerous goods remain in their intended orientation, orientation arrows shall be displayed on at least two opposite vertical sides with the arrows pointing in the correct direction in accordance with 5.2.1.7.1. The competent authority may exempt from regulation machinery or apparatus which would otherwise be transported under this entry.” |  |  |
| **ST/SG/AC.10/C.3/2019/66****Council on Safe Transportation of Hazardous Articles (COSTHA)****Proper shipping names that include N.O.S. but not assigned to Special Provision 220, Special Provision 274 or Special Provision 318**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-66e.docx) | COSTHA has identified thirty (30) entries in the Dangerous Goods List where the application of special provisions 220, 274, and/or 318 should be reviewed and modified.These 30 entries include the letters “N.O.S.” in the proper shipping name, but do not have special provisions 220, 274 or 318 assigned. These entries create confusion for shippers and carriers who are often trained or accustomed to relating the use of the N.O.S. letters with a need for a technical name for marking and documentation purposes.COSTHA believes the inclusion of N.O.S. in entries that do not require a technical name after the proper shipping name is misleading and the fact that these entries are not assigned to special provisions 220, 274, or 318 indicates that the current description provides enough information to emergency responders to adequately address the situation and no additional information is necessary.COSTHA has proposed deleting the N.O.S. from these entries. |  |  |
| **4. Electric Storage Systems** |
| **4(a) Testing of lithium batteries**  |
| **ST/SG/AC.10/C.3/2019/50****European Association for Advanced Rechargeable Batteries (RECHARGE) and The Rechargeable Battery Association (PRBA)****Amendment to 38.3.3 (d) and (g) of the Manual of Tests and Criteria**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-50e.docx)**54rd Session -** [**ST/SG/AC.10/C.3/2018/84**](http://www.unece.org/fileadmin/DAM/trans/doc/2018/dgac10c3/ST-SG-AC.10-C.3-2018-84e.docx)**,** [**INF.53**](http://www.unece.org/fileadmin/DAM/trans/doc/2018/dgac10c3/UN-SCETDG-54-INF53e.docx) **and** [**INF.53/Rev.1**](http://www.unece.org/fileadmin/DAM/trans/doc/2018/dgac10c3/UN-SCETDG-54-INF53e_rev1.docx)**55th Session -** [**ST/SG/AC.10/C.3/2019/33**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-33e.docx) **and** [**INF.53**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/UN-SCETDG-55-INF53e.docx) | This proposal follows on from previous proposals made at the 54th and 53rd sessions. The purpose of the proposal is to clarify the usage of paragraph 38.3.3 (g) of the Manual of Tests and Criteria, which addresses requirements for an “assembled battery” (i.e., batteries that have passed all applicable tests of the UN Manual of Tests and Criteria chapitre 38.3 and are electrically connected to form a larger battery). The primary concern expressed during the initial proposal was the need to clarify how the risk of overcharge would be controlled, in the case of the assembled batteries transported without overcharge protection.This new proposal reads as follows:Add text at the end of the existing text of 38.3.3 (g) as follows (new text is underlined):“(g) When batteries that have passed all applicable tests are electrically connected to form a battery in which the aggregate lithium content of al anodes, when fully charged, is more than 500 g, or in the case of lithium ion battery, with a Watt-hour rating of more than 6200 Wh, the assembled battery does not need to be tested if the assembled battery is of a type that has been verified as preventing: (i) Overcharge, (ii) Short circuits, and (iii) Over discharge between the batteries.For an assembled battery not equipped with overcharge protection that is designed for use only as a component in another battery, in equipment, or in a vehicle, which affords such protection:- the overcharge protection shall be verified at the battery, equipment or vehicle level, as appropriate, and- a physical system or process controls that include relevant activities to prevent usage of charging systems without overcharge protection shall be implemented.” Add “vehicle” in to the last paragraph in 38.3.3 (d):“Batteries or single cell batteries not equipped with battery overcharge protection that are designed for use only as a component in another battery, vehicle, or in equipment, which affords such protection, are not subject to the requirements of this test.”. |  |  |
| **ST/SG/AC.10/C.3/2019/60****PRBA - the Rechargeable Battery Association, and The Advanced Rechargeable & Lithium Batteries Association (RECHARGE)****Clarification of Packing Instruction P903**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-60e.docx)**55th Session –** [**INF.25**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/UN-SCETDG-55-INF25e.docx) | PRBA and RECHARGE contend that the authorization in Packing Instruction P903 to use strong outer packaging for batteries or an assembly of batteries with a gross mass of more than 12 kg has caused some competent authorities to misinterpret the requirements of this packing instruction. This document addresses the comments provided by members of the Sub-Committee in response to UN/SCETDG/55/INF.25 and clarifies the use of the provision in P903 for larger lithium batteries or assemblies exceeding 12 kg that have impact resistant outer casings. The new proposal is as follows:Amend paragraph (2) in P903 as follows:“In addition, for a cell~~s~~ or battery~~ies~~ (including an assembly of batteries) with a gross mass of 12 kg or more employing a strong, impact resistant outer casing~~, and assemblies of such cells or batteries~~: (a) Strong outer packaging; (b) Protective enclosures (e.g., fully enclosed or wooden slated crates); or (c) Pallets or other handling devices.” |  |  |
| **4(c) Transport provisions** |
| **ST/SG/AC.10/C.3/2019/46****(China)****Proposal to add state of charge (SOC) provision to large lithium-ion cells and batteries during transportation**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-46e.docx)**26th Session -** [**ST/SG/AC.10/C.3/2004/96**](http://www.unece.org/fileadmin/DAM/trans/doc/2004/ac10c3/ST-SG-AC10-C3-2004-96e.doc) **(PRBA)****27th Session -** [**ST/SG/AC.10/C.3/2005/13**](http://www.unece.org/fileadmin/DAM/trans/doc/2005/ac10c3/ST-SG-AC10-C3-2005-13e.doc) **(PRBA)****28th Session -** [**ST/SG/AC.10/C.3/2005/43**](http://www.unece.org/fileadmin/DAM/trans/doc/2005/ac10c3/ST-SG-AC10-C3-2005-43e.doc) **(PRBA) and** [**ST/SG/AC.10/C.3/2005/44**](http://www.unece.org/fileadmin/DAM/trans/doc/2005/ac10c3/ST-SG-AC10-C3-2005-44e.doc) **(PRBA)** | During the 26th, 27th and 28th sessions, PRBA put forward a number of proposals and documents that demonstrated that lithium-ion cells and batteries are safer when they are at lower state of charge (SOC).The below three-part proposal from China is to restrict the SOC for unused large lithium-ion cells and batteries to 30% for transport.Proposal 1: Add a special provision for UN 3480 in chapter 3.2 of the Model Regulation: SP xxx.Proposal 2: Add a special provision to Chapter 3.3 of the Model Regulation: xxx The state of charge (SOC) of unused lithium-ion cells and batteries during transportation shall not exceed 30 % of their rated capacity when they meet the following conditions.* 1. Large lithium-ion cell with total mass of more than 500 g;
	2. Large lithium-ion battery with total mass of more than 12 kg or battery consisting of large lithium-ion cell which is heavier than 500 g.

Proposal 3: Add the definition of state of charge (SOC) in Chapter 38.3.2.3 of the Manual of Tests and Criteria as follow:***State of Charge (SOC):*** Refers to the available capacity of a battery or cell, usually expressed as a percentage of the rated capacity of the battery and cell. (Refer to ST/SG/AC.10/C.3/2004/96 and ISO 6469-1:2019). |  |  |
| **4(e) Sodium-ion batteries** |
| **ST/SG/AC.10/C.3/2019/60****PRBA - the Rechargeable Battery Association, and The Advanced Rechargeable & Lithium Batteries Association (RECHARGE)****Clarification of Packing Instruction P903**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-60e.docx)**55th Session –** [**INF.25**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/UN-SCETDG-55-INF25e.docx) | This seems to be listed twice on the agenda – see 4(a) for summary. |  |  |
| **4(f) Miscellaneous** |
| **ST/SG/AC.10/C.3/2019/54****Advanced Rechargeable and Lithium Batteries Association (RECHARGE) and PRBA - The Rechargeable Battery Association****Correction on Special Provision 377**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-54e.docx)55th Session – [INF.31](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/UN-SCETDG-55-INF31e.docx) | In the last paragraph of SP 377, it is reminded that damaged or defective batteries shall be transported in accordance with SP 376 and packaged in accordance with P 908 of 4.1.4.1 or LP 904 of 4.1.4.3 as applicable.Following the modification of SP 376, with the introduction of the new packing instructions P 911 of 4.1.4.1 and LP 906 of 4.1.4.3, the last paragraph of SP 377 is now incomplete, as the reference to P 911 and LP 906 is missing. During the discussion of the informal document INF.31 (55th session), the same issue has been identified in the third paragraph of SP 310, referring to SP 376.RECHARGE and PRBA are proposing to amend SP 310 and SP 377 as follows:Proposal 11. Last paragraph of special provision SP 377 is simplified as follows:

“Identified damaged or defective batteries shall be transported in accordance with special provision 376 ~~and packaged in accordance with P908 of 4.1.4.1 or LP904 of 4.1.4.3 as applicable~~.”Proposal 21. Third paragraph of special provision SP 310 is simplified as follows:

“Damaged or defective cells, batteries or cells and batteries packaged in equipement shall be transported in accordance with special provision 376 ~~and packaged in accordance with P908 of 4.1.4.1 or LP904 of 4.1.4.3 as applicable~~. |  |  |
| **5. Transport of gases** |
| **5(b) Miscellaneous** |
| **ST/SG/AC.10/C.3/2019/43****International Organisation for Standardisation (ISO)****Updated ISO standards in Class 2**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-43e.docx) | This paper contains five proposals to update references related to one new standard which replaces two referenced standards, one revised standard and two amendments. The titles of the standards are:• ISO 11515:2013 + Amd 1:2018 Gas cylinders – Refillable composite reinforced tubes of water capacity between 450 L and 3000 L – Design, construction and testing;• ISO 21172-1:2015 +Amd 1:2018 Gas cylinders – Welded steel pressure drums up to 3 000 litres capacity for the transport of gases – Design and construction – Part 1: Capacities up to 1 000 litres; • ISO 18119:2018 Gas cylinders – Seamless steel and seamless aluminium-alloy gas cylinders and tubes – Periodic inspection and testing;• ISO 10460:2018 Gas cylinders – Welded aluminium-alloy, carbon and stainless steel gas cylinders – Periodic inspection and testing.There is also a proposal to delete one superseded periodic inspection standard. |  |  |
| **ST/SG/AC.10/C.3/2019/52****European Industrial Gases Association (EIGA), the Compressed Gases Association (CGA) and the European Cylinder Makers Association (ECMA)****Provisions for pressure receptacles and their closures – Amendments to document ST/SG/AC.10/C.3/2019/21** [**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-52e.docx)**55th Session** - [ST/SG/AC.10/C.3/2019/21](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-21e.docx) | This proposal follows on from the 55th session. At the 55th session, EIGA, CGA and ECMA submitted proposals relating to pressure receptacles and their closures. Australia’s position was **follow Committee view.** At the 55th session, delegates were broadly supportive but suggested minor amendments. This updated proposal takes into account the comments from the previous session.  |  |  |
| **6. Miscellaneous proposals for amendments to the Model Regulations on the Transport of Dangerous Goods**  |
| **6(a) Marking and labelling** |
| **ST/SG/AC.10/C.3/2019/65****Council on Safe Transportation of Hazardous Articles (COSTHA)****Hazard communication for oxidizers and organic peroxides**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-65e.docx)**25th Session -** [**ST/SG/AC.10/C.3/2004/21**](http://www.unece.org/fileadmin/DAM/trans/doc/2004/ac10c3/ST-SG-AC10-C3-2004-21e.pdf) **(Norway)****26th Session –** [**ST/SG/AC.10/C.3/2004/106**](http://www.unece.org/fileadmin/DAM/trans/doc/2004/ac10c3/ST-SG-AC10-C3-2004-106e.doc) **(USA)** | COSTHA believes communication of hazards presented by organic peroxide labels is better differentiated from oxidizer labels by changes made to the background colour and symbol on the organic peroxide label, and that there is no longer a need to distinguish between oxidizers and organic peroxides by using the division numbers. COSTHA proposes amendments to 5.2.2.2.2 to amend the specimen labels. |  |  |
| **6(b) Packagings** |
| **ST/SG/AC.10/C.3/2019/49****European Association for Advanced Rechargeable Batteries (RECHARGE), International Organisation of Motor Vehicle Manufacturers (OICA), the Rechargeable Battery Association (PRBA), and the Council on Safe Transportation of Hazardous Articles (COSTHA)****Applicability of packing instruction LP906, and clarification of packing instruction P911**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-49e.docx)**55th Session -** [**ST/SG/AC.10/C.3/2019/23**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-23e.docx) **and** [**INF.51**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/UN-SCETDG-55-INF51e.docx) | At the 55th Session, RECHARGS/OICA/PRBA/COSTHA put forward a proposal that included two options to amend LP906 to allow it to be used for multiple batteries.While many of the delegates agreed with the intent of the proposal, a number of amendments were to the proposal were suggested. Based on the comments, the proposal was withdrawn to allow for a revised proposal to be submitted. At that meeting, Australia’s position was that **neither option was well-written**. This was supported by other delegates.The new proposals are a follow up to the original proposal and takes into consideration the comments made at the 55th session.Proposal 11. Modify the third sentence of LP906:

“For ~~a single~~ batter~~y~~ies and items of equipment containing batteries ~~contained in a single item of equipment~~…”1. Modify the second paragraph of the point 2 of LP906:

“A verification report shall be made available on request. As minimum requirement, the batteries name, the batteries number, the mass, type, energy content, the maximum number of batteries that may be contained inside the packaging, the large packaging identification and the test data according to the verification method as specified by the competent authority shall be listed in the verification report.”16. Modify the paragraph (d), (e) and (g) of the note a by replacing “battery” by “batteries”:“(d) The test and any supporting calculations shall assess the result of a thermal runaway of the batteries inside the large packaging in the normal conditions of transport; (e) In case the SOC of the batteries is not known, the assessment used, shall be done with the highest possible SOC corresponding to the batteries use conditions;(g) The tests or the model calculation shall consider the worst case scenario for the thermal runaway triggering and propagation inside the batteries; this scenario includes the worst possible failure in the normal transport condition, the maximum heat and flame emissions for the possible propagation of the reaction;”17. Add a paragraph (i) into the note **a** of LP906 as follows:“**a** The following criteria, as relevant, may be considered to assess the performance of the large packaging:[(a) to …. (h)](i) In the case of multiple batteries, additional requirements such as the the maximum number of batteries, the total energy content, as well as the separation between the batteries, the inner packaging and the configuration inside the package shall be considered.”Proposal 218. Add a paragraph (i) into the note **a** of P911, as follows:**“a** The following criteria, as relevant, may be considered to assess the performance of the large packaging:[(a) to …. (h)](i) In the case of multiple batteries, additional requirements such as the the maximum number of batteries, the total energy content, as well as the separation between the batteries, the inner packaging and the configuration inside the package shall be considered.” |  |  |
| **ST/SG/AC.10/C.3/2019/51****International Confederation of Plastics Packaging Manufacturers (ICPP) and the International Confederation of Container Reconditioners (ICCR)****Use of recycled plastics material – expansion to all rigid plastics packagings**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-51e.docx)**55th Session –** [**INF.23**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/UN-SCETDG-55-INF23e.docx) | At the 55th Session, ICPP put forward an informal document seeking input from other delegates on furthering acceptance of recycled plastics material under the Model Regulations.ICPP describes a number of amendments to the definition of recycled plastics materials and the provisions in Chapter 6.5:Modify the current wording of Model Regulations to read as follows (text is deleted, underlined text is added):**1.2.1 Definitions***Recycled plastics* *material* means material recovered from used industrial packagings that has been cleaned and prepared for processing into new packagings. The specific properties of the recycled material used for production of new packagings shall be assured and documented regularly as part of a quality assurance programme recognized by the competent authority. ~~The quality assurance programme shall include a record of proper pre-sorting and verification that each batch of recycled plastics material has the proper melt flow rate, density, and tensile yield strength, consistent with that of the design type manufactured from such recycled material.~~ This necessarily includes knowledge about the packaging material from which the recycled plastics have been derived, as well as awareness of the prior contents of those packagings if those prior contents might reduce the capability of new packagings produced using that material. ~~In addition, the packaging manufacturer's quality assurance programme under 6.1.1.4 shall include performance of the mechanical design type test in 6.1.5 on packagings manufactured from each batch of recycled plastics material. In this testing, stacking performance may be verified by appropriate dynamic compression testing rather than static load testing.~~**6.5.5 Requirements for IBCs*****6.5.5.3 Specific requirements for rigid plastics IBCs***6.5.5.3.2 The body shall be manufactured from suitable plastics material of known specifications and be of adequate strength in relation to its capacity and its intended use. Except for recycled plastics material as defined in 1.2.1, no used material other than production residues or regrind from the same manufacturing process may be used. The material shall be adequately resistant to ageing and to degradation caused by the substance contained or, where relevant, by ultraviolet radiation. Low temperature performance shall be taken into account when appropriate. Any permeation of the substance contained shall not constitute a danger under normal conditions of transport.~~6.5.5.3.5 No used material other than production residues or regrind from the same manufacturing process may be used in the manufacture of rigid plastics IBCs.~~***6.5.5.4 Specific requirements for composite IBCs with plastics inner receptacles***6.5.5.4.6 The inner receptacle shall be manufactured from suitable plastics material of known specifications and be of adequate strength in relation to its capacity and its intended use. Except for recycled plastics material as defined in 1.2.1, no used material other than production residues or regrind from the same manufacturing process may be used. The material shall be adequately resistant to ageing and to degradation caused by the substance contained or, where relevant, by ultraviolet radiation. Low temperature performance shall be taken into account when appropriate. Any permeation of the substance contained shall not constitute a danger under normal conditions of transport.~~6.5.5.4.9 No used material other than production residues or regrind from the same manufacturing process may be used in the manufacture of inner receptacles.~~ |  |  |
| **Informal document INF.7****(chairman of the working group)****Working group on fibre-reinforced plastics (FRP) portable tanks**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/UN-SCETDG-56-INF07e.docx) | This informal document provides details of the meeting of the working group on FRP portable tanks, which will be held in parallel to the plenary session from 2 to 4 December 2019. |  |  |
| **6(d) Portable tanks (other than FRP)**  |
| **ST/SG/AC.10/C.3/2019/59****(United Kingdom)****Use of titanium for the construction of UN portable tank shells**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-59e.docx) | The UK are proposing changes to allow the use of titanium for the construction of portable tank shells and to specify the ductility requirements currently applying to other steels in paragraph 6.7.2.3.3.3 to titanium prevent the selection of a grade of titanium that could be considered brittle.To achieve this, the UK proposal is:Introduce new text to paragraph 6.7.2.3.3.3 to read (new wording in **bold** and underlined):“6.7.2.3.3.3 Steels used in the construction of shells shall have an elongation at fracture, in %, of not less than 10 000/Rm with an absolute minimum of 16% for fine grain steels and 20% for other steels.  Aluminium and aluminium alloys used in the construction of shells shall have an elongation at fracture, in %, of not less than 10 000/6Rm with an absolute minimum of 12%.  **Titanium and titanium alloys used in the construction of shells shall have an elongation at fracture, in %, of not less than 10 000/Rm with an absolute minimum of 20%, based on the requirements of the specification in the material standard referenced in the material inspection certificate(s).”.** |  |  |
| **6(e) Other miscellaneous proposals** |
| **ST/SG/AC.10/C.3/2019/39****(Belgium)****Corrections to the steel types to be used for classifying for corrosivity**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-39e.docx)**54th Session –** [**INF.15**](http://www.unece.org/fileadmin/DAM/trans/doc/2018/dgac10c3/UN-SCETDG-54-INF15e.docx) | At the 54th session, Belgium presented INF.15 which explained that there is a difference between the English and the French versions of paragraph 2.2.8.3 c) ii) of the Model Regulations. The English version allows testing for corrosivity to be performed on steel type Unified Numbering System (UNS) G10200 or a similar type. The French version on the other hand does not mention the wording “or similar type” and thus was more restrictive than the English text.INF.15 proposed to delete the words ‘or similar type’ from the English version.Discussions during the 54th session and subsequent investigations identified that there were also inconsistencies between the English and French versions of paragraph 37.4.2 of the Manual of Tests and Criteria.To address the inconsistencies identified, Belgium are now proposing the following changes to the Model Regulations and Manual of Tests and Criteria: Proposal 19. Amend the second sentence of paragraph 2.8.3.3 c) ii) in the English version of the Model Regulations as follows (deleted text struck through) *For the purposes of testing steel, type S235JR+CR (1.0037 resp. St 37-2), S275J2G3+CR (1.0144 resp. St 44-3), ISO 3574 or Unified Numbering System (UNS) G10200 or ~~a similar type or~~ SAE 1020, and for testing aluminium, nonclad, types 7075–T6 or AZ5GU-T6 shall be used.* Proposal 210. Amend the second indent in paragraph 37.4.2 in the English version of the Manual of Tests and Criteria as follows (deleted text struck through) *Steel type S235JR+CR (1.0037, resp. St 37-2), S275J2G3+CR (1.0144, resp. St 44-3), ISO 3574, Unified Numbering System (UNS) G10200 or SAE 1020 ~~(see Figure 37.4.1).~~* Proposal 311. Amend the second indent in paragraph 37.4.2 in the French version of the Manual of Tests and Criteria as follows (new text underlined, deleted text struck through) *Acier des types S235JR+CR (1.0037, respectivement St 37-2), S275J2G3+CR (1.0144, respectivement St 44-3), ISO 3574, ~~ou G10200 du système~~ UNS (Unified Numbering System) G10200 ou SAE 1020.* |  |  |
| **ST/SG/AC.10/C.3/2019/40****Germany and the European Chemical Industry Council (CEFIC)****Harmonisation of the requirement “structurally serviceable”**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-40e.docx)**53rd Session -** [**INF.13**](http://www.unece.org/fileadmin/DAM/trans/doc/2018/dgac10c3/UN-SCETDG-53-INF13e.docx) **and** [**INF.13/Add.1**](http://www.unece.org/fileadmin/DAM/trans/doc/2018/dgac10c3/UN-SCETDG-53-INF13a1e.pdf)**54th Session -** [**ST/SG/AC.10/C.3/2018/98**](http://www.unece.org/fileadmin/DAM/trans/doc/2018/dgac10c3/ST-SG-AC.10-C.3-2018-98e.docx)**55th Session -** [**ST/SG/AC.10/C.3/2019/4**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-4e.docx) | This paper follows on from discussions at the 53rd, 54th and 55th sessions to harmonise the requirements “structurally serviceable” for all containers. Australia has **supported** the proposal at previous sessions.At the 55th session, some delegates felt that the UN should not specify structural integrity and that this should be handled at Modal level. Concern was also raised that there was no technical data provided in the proposal and that there was evidence to justify an increase in requirements.Other delegates supported the proposal and felt that it did need to be done at the multimodal level (MR) as many CTU travel by road and sea.In response to the comments received, CEFIC has revised its proposal. Details of the revised proposal are in the document.  |  |  |
| **ST/SG/AC.10/C.3/2019/41****(Germany)****Information on salvage in the transport document when using packagings not approved as salvage packagings**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-41e.docx) | Germany has identified an anomaly where if dangerous goods are transported in salvage packagings, large salvage packagings or salvage pressure receptacles, this needs to be indicated on the DG transport document. However, the Model Regulations also allow the use of other appropriate packagings or large packagings to be used for salvage transport but there is no equivalent requirement to note this on the transport document.To address this, Germany proposes to add the following sentence to the end of 5.4.1.5.3:“This shall also apply where a larger size packaging or large packaging of appropriate type and performance level is used for the transport operation.” |  |  |
| **ST/SG/AC.10/C.3/2019/45****(Spain)****“HOT” as part of the proper shipping name (Spanish language version)**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-45e.docx) | This paper relates to the placement of the word ‘HOT” when required to supplement the proper shipping name.This proposal applies to the Spanish version only. |  |  |
| **ST/SG/AC.10/C.3/2019/55****European Aerosol Federation (FEA) and the Household and Commercial Products Association (HCPA)****Increase of the maximum allowed internal pressure for aerosol dispensers**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-55e.docx)55th Session - [ST/SG/AC.10/C.3/2019/3](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-3e.docx) | This paper follows on from the 55th session where FEA and HCPA proposed to amend special provision 63, which applies to all aerosol dispensers, to increase the maximum allowed internal pressure for aerosol dispensers.While the majority of delegates who spoke supported the proposal, **Australia did not support it and requested further testing to support the extreme temperatures in Australia**. No vote was taken at the 55th session.In response to comments at the 55th session, FEA and HCPA have revised their proposal and will provide further technical background in an informal document prior to the 56th session.The new proposal is to amend special provision 63, which applies to all aerosol dispensers, by adding a new sub-paragraph (h) (in bold) to read: “The division of Class 2 and the subsidiary hazards depend on the nature of the contents of the aerosol dispenser. The following provisions shall apply:*[current sub-paragraphs (a) to (g) remain unchanged]***(h) The internal pressure of aerosol dispensers at 50 °C shall not exceed 1.2 MPa (12 bar) when using flammable liquefied gases, 1.32 MPa (13.2 bar) when using non-flammable liquefied gases, and 1.5 MPa (15 bar) when using non-flammable compressed or dissolved gases.**Flammable components…or NFPA 30 B. *[unchanged]*” |  |  |
| **ST/SG/AC.10/C.3/2019/57****(Switzerland)****Transport by post of Class 7 excepted packages with limited activity**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-57e.docx) | The IAEA Transport Regulations as well as the Model Regulations and subsequent agreements for the transport modes implement facilitated requirements for the transport of Class 7 excepted packages by post such as the reduced activity limit of one tenth of that permitted in the table 2.7.2.4.1.2 of the UN Model Regulations. To enable continuous transport by post of these packages, the existing provisions in the UPU Convention are proposed for introduction into the Model Regulations. The facilitations for transport by post are provided according to the UPU Convention. |  |  |
| **ST/SG/AC.10/C.3/2019/71****(Secretariat)****Reorganization of section 37.4**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-71e.docx) | The Secretariat has identified an inconsistency in the organisation of Test C.1 in section 37.4 of the Manual of Tests and Criteria, Revision 7.This paper proposes reorganisation (renumbering) of section 37.4 to address this inconsistency. |  |  |
| **Informal document INF.5****(Spain)****Consequential amendments related to the introduction of “TEMPERATURE CONTROLLED” in 3.1.2.6**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/UN-SCETDG-56-INF05e.docx) | Spain is proposing three consequential amendments related to the introduction of ‘TEMPERATURE CONTROLLED’ in 3.1.2.6 (b) of the 20th revised edition of the Model Regulations (2017). The proposed amendments are as follows (deleted text indicated by strikethrough, new text underlined):Amend 5.4.1.5.4 to reflect new wording:*“5.4.1.5.4* S*ubstances stabilized by temperature control* If the ~~word~~ words “~~STABILIZED~~ **TEMPERATURE CONTROLLED**” ~~is~~ are part of the proper shipping name (see also 3.1.2.6), ~~when stabilization is by means of temperature control,~~ the control and emergency temperatures (see 7.1.7) shall be indicated in the transport document, as follows: “Control temperature: …ºC Emergency temperature: …ºC””.Amend 5.4.1.4.3 to include a new sub-paragraph (e), cross referencing 3.1.2.6:*“5.4.1.4.3 Information which supplements the proper shipping name in the dangerous goods description**…**(*e) Stabilized and temperature controlled substances: The words **“STABILIZED”** or **“TEMPERATURE CONTROLLED”** shall be added to the proper shipping name if stabilization or stabilization by temperature control has to be used (see 3.1.2.6).Amend 7.1.5.3.2 to reflect new wording:“These provisions also apply to the carriage of substances for which: (a) The proper shipping name as indicated in column 2 of the Dangerous Goods List of Chapter 3.2 or according to 3.1.2.6 contains the ~~word~~ words **“STABILIZED**” or **“TEMPERATURE CONTROLLED”**; and (b) The SADT….” |  |  |
| **Informal document INF.6****(Spain)****Reference to “MOLTEN” as part of the proper shipping name in the transport document**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/UN-SCETDG-56-INF06e.docx) | Further to INF.5 as outlined above, Spain suggests an additional consequential amendment to sub-paragraph (d) of 5.4.1.4.3 as follows (deleted text indicated by strikethrough, new text underlined):*“5.4.1.4.3 Information which supplements the proper shipping name in the dangerous goods description**…**(*d) Molten substances: When a substance which is solid in accordance with the definition in 1.2.1, is offered for transport in the molten state, the qualifying word “MOLTEN” shall be added as part of the proper shipping name, unless it is already part of the proper shipping name (see 3.1.2.5);~~(d)~~ (e) Elevated temperature substances: If the proper shipping name of a substance which is transported or offered for transport in a liquid state at a temperature equal to or exceeding 100 °C, or in a solid state at a temperature equal to or exceeding 240 °C, does not convey the elevated temperature condition (for example, by using the term **“MOLTEN”** or **“ELEVATED TEMPERATURE”** as part of the shipping name), the word **“HOT”** shall immediately precede the proper shipping name.”. |  |  |
| **7. Global harmonization of transport of dangerous goods regulations with the Model Regulations** |
| **ST/SG/AC.10/C.3/2019/58****International Civil Aviation Organization (ICAO)****Information on recommendations made by the ICAO Dangerous Goods Panel**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-58e.docx) | A Dangerous Goods Panel (DGP) working group meeting was held in Montreal from 1 to 5 April 2019 (DGP‑WG/19). The working group reviewed amendments proposed to the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284) (Technical Instructions) in order to harmonize with the 21st revised edition of the Model Regulations.This paper highlights issues which DGP-WG/19 determined should be brought to the attention of the Sub‑Committee. |  |  |
| **ST/SG/AC.10/C.3/2019/69****(Secretariat)****Harmonization of RID/ADR/ADN with the 21st revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-69e.docx)**55th Session -** [**INF.30/Rev.1**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/UN-SCETDG-55-INF30r1e.docx) | This document was submitted as informal document INF.30/Rev.1 at the 55th session of the Sub-Committee. At that time, the Sub-Committee requested the Secretariat to submit it as a working document at the next session.The RID/ADR/AND Joint Meeting Ad Hoc Working Group raised some issues at their meeting of 24-25 April 2019 and asked the secretariat to bring them to the attention of the Sub-Committee.The Sub-Committee may wish to consider the issues raised in paragraphs 14-17, 19, 20, 35, 36, 43, 45, 61, 63 and 64 of the report of the RID/ADR/ADN Joint Meeting Ad Hoc Working Group as reproduced in ST/SG/AC.10/C.3/2019/69. Additional information and comments are provided in italics.The Sub-Committee may also wish to consider the corresponding proposals of corrections to the 21st revised edition of the United Nations Recommendations on the transport of Dangerous Goods reproduced in Annexes I and II. The corrections in Annex II apply only to the French text. |  |  |
| **8. Cooperation with the International Atomic Energy Agency** |
| **ST/SG/AC.10/C.3/2019/70****(Secretariat)****Harmonization with the International Atomic Energy Agency Regulations for the Safe Transport of Radioactive Material**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-70e.docx) | During the preparation of the 21st revised edition of the Model Regulations, several issues were identified in text aligned with the 2018 Edition of the IAEA Regulations for the Safe Transport of Radioactive Material (SSR‑6, Rev.1).This paper list the issues and suggests the Sub-Committee may wish to adopt the contained proposal of amendments. The Sub-Committee may also wish to recommend modal organizations to take these changes into account in their respective legal instruments. |  |  |
| **10. Issues relating to the Globally Harmonized System of Classification and Labelling of Chemicals** |
| **10(a) Testing of oxidizing substances** |
| **ST/SG/AC.10/C.3/2019/68****(France)****Tests for oxidizing liquids and oxidizing solids improvement regarding consideration for particle size, friable or coated materials**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-68e-ST-SG-AC.10-C.4-2019-11e.docx)**55th Session -** [**ST/SG/AC.10/C.3/2019/20**](https://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-20e-ST-SG-AC.10-C.4-2019-4e.docx) **–** [**ST/SG/AC.10/C.4/2019/4**](https://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-4e.docx) **and** [**INF.44**](https://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/UN-SCETDG-55-INF44_UN-SCEGHS-37-INF16.docx) | *This paper is also on the GHS agenda*This paper a brief update to the sub-committee of the work being undertaken by France as part of the approved programme of work for the 2019-2020 biennium. This programme of work focuses on improvements concerning the testing of materials of different particle sizes distribution and coated materials, as well as improvements to the testing methods for the Tests O.1, O.2 and O.3At the 55th session, France provided a proposed calendar for work relating to the testing of materials of different particle sizes or coated materials, as well as improvements to the testing methods for the Tests O.1, O.2 and O.3. France has also stated that amendments should incorporate at least the following items:1. Clarification on how to take into account the particle size of a solid sample;
2. Clarification on how to deal with coated materials;
3. Prescription for power measurement for the ignition wire in Test O.2;
4. Improvement needed for the wording of the test descriptions.

At this stage France wishes to inform the TDG and GHS Sub-Committees that the work is still on-going. The main work covers issues related to the particle sizes of a solid sample, the friability characteristic and the coated materials. It involves the participation of thirteen laboratories from eight different countries. The experimental data are gathered and are being processed at the time of the drafting of the present document. |  |  |
| **10(c) Updating of references to OECD Guidelines** |
| **ST/SG/AC.10/C.3/2019/53****European Union and the Netherlands****Minor revision of paragraph 2.8.3.2**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-53e.docx)**55th Session -** [**ST/SG/AC.10/C.3/110 -Annex 1**](https://www.unece.org/fileadmin/DAM/trans/doc/2018/dgac10c3/ST-SG-AC10-C3-108a1e.docx) | This paper is in response to amendments to 2.8.3.2 that were agreed at the 55th session. At the 55th session, it was agreed (among other amendments to 2.8.3.2) to add the following at the end: *“If the test results indicate that the substance or mixture is corrosive, but the test method does not allow discrimination between packing groups, it shall be assigned to packing group I if no further tests indicate a different result*.”.Following intersessional discussion between European Commission, the Netherlands and the United States of America concerning the text of the last sentence in the draft amendments to paragraph 2.8.3.2 in the report, it was acknowledged that "further" in that context could be interpreted that you might need to carry out further testing. However, it is not intended to encourage further testing.The European Union and the Netherlands therefore suggest the following revision to the newly introduced sentence at the end of the paragraph 2.8.3.2 (~~stricken out~~ text is deleted, **bold** text is added):“If the test results indicate that the substance or mixture is corrosive, but the test method does not allow discrimination between packing groups, it shall be assigned to packing group I if ~~no further tests~~ **other test results** indicate a different ~~result~~ **packing group**.” |  |  |
| **10(d) Review of Chapter 2.1** |
| **Informal document INF.3** **(Sweden)** **Review of GHS Chapter 2.1 (explosives)**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/UN-SCETDG-56-INF03e.docx) | This document contains no proposals, its intent is to inform the Sub-Committee of document [ST/SG/AC.10/C.4/2019/10](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c4/ST-SG-AC10-C4-2019-10e.docx) from the Sub-Committee of Experts on the GHS, containing a status report regarding the review of GHS Chapter 2.1 (explosives). |  |  |
| **10(f) Miscellaneous** |
| **ST/SG/AC.10/C.3/2019/67****United Kingdom on behalf of the informal working group on improving annexes 1, 2 and 3 of the GHS****Proposed changes to Annex 1 of the GHS**[**Link**](http://www.unece.org/fileadmin/DAM/trans/doc/2019/dgac10c3/ST-SG-AC.10-C.3-2019-67e-ST-SG-AC.10-C.4-2019-9e.docx) | The informal working group has been undertaking work “to develop proposals to rationalise and improve the comprehensibility of hazard and precautionary statements for users, while taking into account usability for labelling practitioners.” This document presents the outcome of the group’s work to “review the GHS and TDG pictograms and the use of notes in Annex 1 to ensure consistent and helpful presentation across the hazard classes and categories”.The purpose of this work item was to review the pictograms and notes in Annex 1 of the GHS to remove inconsistencies, provide greater clarity and improve the readability and presentation of the tables.The informal working group identified some errors and inconsistencies in the tables and notes in Annex 1 and have proposed changes to address these.A full list of the proposed changes is contained in Annex 1 of the paper. |  |  |