

## COMMITTEE OF EXPERTS ON THE TRANSPORT OF DANGEROUS GOODS AND ON THE GLOBALLY HARMONIZED SYSTEM OF CLASSIFICATION AND LABELLING OF CHEMICALS

Sub-Committee of Experts on the Transport of Dangerous Goods

Thirtieth session  
Geneva, 4-12 (a.m.) December 2006  
Item 2(a)(ii) of the provisional agenda

### PROPOSALS OF AMENDMENT TO THE RECOMMENDATIONS ON THE TRANSPORT OF DANGEROUS GOOD

#### Model Regulations

#### Chapter 3.4

#### Limited quantities marking (3.4.8)

Transmitted by the International Civil Aviation Organization (ICAO)

#### **Background**

At the 29<sup>th</sup> session of the UNSCTDG, ICAO informed the meeting of the decision by the DGP to require packages containing limited quantities of dangerous goods to be marked in accordance with 3.4.8. An industry representative said this decision would not improve the current situation because the simultaneous application of a UN number inside a diamond outline, synonymous with limited quantities and a hazard warning label, could lead to confusion during ground transport controls (ST/SG/AC.10/C.3/58, paragraphs 50 to 54 refers).

This issue was again discussed at the recent DGP Working Group of the Whole meeting (Beijing, 30 October to 3 November); an extract from the report is presented below:

It was noted the decision taken at DGP/20 should be seen as a first step by ICAO as part of an overall evaluation of limited quantities. It was also noted that quantity limitations for land transport were significantly higher than for air; the fact that such packages, as prepared for land transport, could easily move into the air mode was identified as being a safety problem. It was stressed the need to differentiate between the requirements for limited quantities for land and air.

It was agreed the UN should be requested to add a note to indicate that for air transport, additional requirements apply for limited quantities. It was hoped this would encourage mutual recognition of the different approaches taken by air and by land.

#### **Proposal**

Add a note to 3.4.8 to read:

**NOTE:** For air transport, additional requirements are applicable.

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