



Secrétariat

Distr.  
GÉNÉRALE

ST/SG/AC.10/C.3/2006/86  
15 septembre 2006

FRANÇAIS  
Original: ANGLAIS

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COMITÉ D'EXPERTS DU TRANSPORT DES  
MARCHANDISES DANGEREUSES ET DU SYSTÈME  
GÉNÉRAL HARMONISÉ DE CLASSIFICATION ET  
D'ÉTIQUETAGE DES PRODUITS CHIMIQUES

Sous-Comité d'experts du transport  
des marchandises dangereuses

Trentième session  
Genève, 4-12 (matin) décembre 2006  
Point 5 de l'ordre du jour provisoire

PRINCIPES DIRECTEURS DU RÈGLEMENT TYPE

Communication de l'expert du Royaume-Uni

1. L'expert du Royaume-Uni a présenté le document ST/SG/AC.10/C.3/2006/48 à la vingt-neuvième session du Sous-Comité. Celui-ci a continué à apporter son appui à l'adoption des principes directeurs. Des observations ont en outre été formulées oralement et il a été convenu qu'il fallait définir à quelle révision particulière du Règlement type s'appliquaient les principes directeurs avant de les placer sur le site Web de la CEE. À l'évidence, le projet de document devait être mis à jour pour rendre compte des textes adoptés pour la quinzième édition révisée des Recommandations de l'ONU relatives au transport des marchandises dangereuses (Règlement type) ainsi que de tout autre amendement approprié proposé. L'expert du Royaume-Uni a invité d'autres experts et parties intéressées à lui faire parvenir des observations par écrit afin de lui permettre de modifier le projet en vue de sa présentation en tant que document officiel à la trentième session. Deux autres experts ont envoyé leurs observations.

2. Dans certains cas, les propositions d'amendements reçues représentent, de l'avis de l'expert du Royaume-Uni, une modification importante de la signification ou de l'interprétation du Règlement type, qui devrait faire l'objet d'une proposition particulière. Elles n'ont en conséquence pas été incluses dans le présent document. Il a aussi été suggéré de ne pas faire figurer le texte des Recommandations relatives au transport des marchandises dangereuses dans les principes directeurs, puisqu'il devait être bien connu. L'expert du Royaume-Uni ne partage pas cette vue et reste convaincu que l'incorporation de ce texte aiderait le lecteur non spécialiste.

3. Le texte des principes directeurs proposés a maintenant été modifié comme suit:

a) Des paragraphes liminaires, servant à indiquer l'objet du document et les personnes auxquelles il s'adresse et devant remplacer le nota de mise en garde précédent, ont été introduits au début du document;

b) Un texte révisé, fondé sur les observations reçues par écrit et cadrant avec les observations précédentes d'autres experts, a maintenant été inclus;

c) Des corrections ont été apportées au texte à la lumière des décisions prises par le Sous-Comité pendant la période biennale en cours.

Le texte de la proposition, qui est présenté en annexe, devra peut-être faire l'objet d'une révision ultérieure par le secrétariat au vu des décisions prises à cette session finale de la période biennale.

4. L'expert du Royaume-Uni estime que les principes directeurs sont maintenant suffisamment détaillés et mis à jour pour être placés sur le site Web de la CEE en même temps que la quinzième édition révisée du Règlement type. D'autres améliorations ou éclaircissements pourront être apportés pendant les périodes biennales suivantes sur la base soit de propositions futures par écrit soit de modifications d'ordre rédactionnel devant être apportées par le secrétariat.

5. L'expert du Royaume-Uni propose aussi que le paragraphe final de l'avant-propos des Recommandations relatives au transport des marchandises dangereuses soit modifié comme indiqué ci-après en vue de signaler aux lecteurs l'existence des principes directeurs (la nouvelle formulation étant en caractères gras):

«Des renseignements supplémentaires, y compris le cas échéant des rectificatifs à la présente publication, sont disponibles sur le site Web de la Division des transports de la CEE:

<http://www.unece.org/trans/danger/danger.htm>

À sa troisième session en particulier, le Comité a adopté des principes directeurs élaborés à l'intention de ceux qui envisagent de mettre en œuvre le Règlement type dans leur législation et cherchent donc à comprendre les principes sur lesquels reposeront leurs textes. Ces principes directeurs peuvent aussi être utiles aux organes de réglementation et à ceux qui pensent soumettre des propositions de révision du Règlement type et veulent donc retrouver la démarche suivie par le passé quant à certains aspects du Règlement type. Il n'est en aucune manière fait obstacle à de nouvelles démarches ou à des dérogations, mais en principe celles-ci doivent être expliquées et dûment motivées.»

**Annexe (ANGLAIS SEULEMENT)****GUIDING PRINCIPLES FOR THE DEVELOPMENT OF  
THE UN MODEL REGULATIONS****TABLE OF CONTENTS**

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## **PART 0**

### **INTRODUCTION**

The purpose of this document is to explain the underlying principles that have been applied in developing the UN Model Regulations since their inception in the 1950s. The current document is valid for use with the 15<sup>th</sup>. Revised Edition of the Model Regulations. It is not intended that the document is absolutely definitive. The Guidelines are intended to be a dynamic set of principles to be reviewed and amended as necessary as each future revised edition of the Model Regulations is adopted..

These Guiding Principles may be used by regulators and others who intend to submit proposals for revisions to the Model Regulations as an aide memoire to the approach taken to particular aspects of the Model Regulations in the past. It does not preclude new approaches or deviations, but it is expected that these must be explained and properly justified.

It is hoped that this document may also be useful for those intending to apply the Model Regulations in legislation or those who need to explain the purpose of the regulations or train others in their use to understand the rationale behind their drafting.

Some text, particularly in this Part, reproduces text that can be found in the Recommendations on the Transport of dangerous Goods themselves. Whilst wishing to avoid unnecessary duplication, it is felt that including that text in this document will be helpful to the general reader.

## GENERAL PRINCIPLES

### NATURE, PURPOSE AND SIGNIFICANCE OF THE RECOMMENDATIONS

These Recommendations, the first version of which was published in 1956, have been developed by the United Nations Economic and Social Council's Sub-Committee of Experts on the Transport of Dangerous Goods<sup>1</sup>. They are intended to promote public safety in the transport of dangerous goods which includes the safety of human life and health and of property and the environment. They take into account technical progress, the development of new substances and materials and the requirements of modern multi-modal transport systems

The Recommendations are addressed to governments and international organizations concerned with the safety and the regulation of the transport of dangerous goods.

The Recommendations do not apply to the bulk transport of dangerous goods in sea-going or inland navigation bulk carriers or tank-vessels, which is subject to special international or national regulations.

The Recommendations on the Transport of Dangerous Goods are presented in the form of "Model Regulations on the Transport of Dangerous Goods", which are an annex to the Recommendations. The Model Regulations are a scheme of basic provisions that will allow uniform development of national regulations and international regulations governing the various modes of transport. However, the Model Regulations are intended to be flexible enough to accommodate any special requirements.

The United Nations Economic and Social Council expects that governments, intergovernmental organizations and international organizations, when revising or developing regulations regarding the transport of dangerous goods will conform to the principles set out in these Model Regulations, thus contributing to worldwide harmonization in the transport of dangerous goods. Furthermore, the structure, format and content should be followed to create a more user-friendly approach, to enhance harmonization of regulatory requirements, to facilitate the work of enforcement bodies and to reduce administrative burdens. The Model Regulations have been drafted in the mandatory sense (i.e., the word "shall" is used throughout the text rather than "should") to facilitate direct use of the Model Regulations as a basis for national and international transport regulations.

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<sup>1</sup> *By resolution 1999/65 of 26 October 1999, the Economic and Social Council extended the mandate of the Committee to the global harmonization of the various systems of classification and labelling of chemicals. The Committee was reconfigured and renamed the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals with one sub-committee specialized in the transport of dangerous goods and one sub-committee addressing the global harmonization of classification and labelling of chemicals.*

The scope of the Model Regulations should ensure their value for all who are directly or indirectly concerned with the transport of dangerous goods. The Model Regulations include provisions for training, security, principles of classification, definition of classes, listing of proper shipping names and UN numbers for dangerous goods, general packing requirements, testing procedures, marking, labelling or placarding, and transport documents. There are, in addition, special requirements related to particular classes of dangerous goods.

With this system of classification, listing, packing, marking, labelling, placarding and documentation in general use, carriers, consignors and enforcement authorities will benefit from harmonized requirements. In general, their task will be facilitated and obstacles to the international transport of dangerous goods reduced accordingly. At the same time, the advantages will become increasingly evident as trade in dangerous goods steadily grows.

## **PRINCIPLES UNDERLYING THE REGULATION OF THE TRANSPORT OF DANGEROUS GOODS**

The transport of dangerous goods is regulated to prevent or mitigate, as far as possible, incidents that could endanger public safety or harm the environment. At the same time, regulations should be framed so that they do not hamper the movement of dangerous goods, other than those too dangerous to be accepted for transport. The aim of regulations, therefore, is to make transport feasible and safe by reducing risks to a minimum.

The Model Regulations are addressed to all modes of transport (road, rail, marine, inland waterway, air). Where less stringent requirements can be applied to only one mode, that fact is not generally indicated but may be reflected in national, regional or modal regulations. For air transport more stringent provisions may occasionally apply.



Reference was made above to the re-formatting of the UN Recommendations as Model Regulations. The following is a reproduction of a paper outlining the reasons for the re-formatting and the principles to be followed in the re-formatting (ST/SG/AC.10/21, Annex 6). The re-formatted version was adopted by the Sub-Committee in 1996 and was approved by the Economic and Social Council.

#### **“PRINCIPLES FOR THE WORK ON REFORMATTING THE RECOMMENDATIONS ON THE TRANSPORT OF DANGEROUS GOODS INTO A MODEL REGULATION**

1. The 9<sup>th</sup> edition of the Recommendations on the Transport of Dangerous Goods should be revised in the form of a model regulation.
2. The purposes of revising the Recommendations on the Transport of Dangerous Goods into the form of a model regulation are as follows:
  - (a) to provide a basis for internationally harmonized regulations governing the multimodal transport of dangerous goods, and in doing so, enhance the international harmonization already attained through the current Recommendations;
  - (b) to “recommend” the Recommendations on the Transport of Dangerous Goods to modal organizations, regional bodies and national governments (in particular those governments considering the development of national regulations affecting the transport of dangerous goods) in a form that can be adopted with little or no modification directly into modal, regional or national regulations.
3. The goals of this effort are to improve the understanding of dangerous goods transport regulations affecting international transport and in doing so, improve compliance and dangerous goods transport safety and facilitate the international transport of dangerous goods.
4. Noting the purpose in 2(b) the model regulation should be in a simplified form that is understood by users of the modal dangerous goods regulations, for example in a form similar to the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air.
5. Whenever possible, a clear distinction should be made between general requirements (i.e. marking, labelling, documentation and packing requirements) and technical requirements (i.e. specifications and test requirements for packagings, Intermediate Bulk Packagings (IBCs) and tanks). The regulations should also identify responsibilities.
6. In order to provide the greatest international consistency, the model rule should be as comprehensive as possible. For example, the provisions of the current Recommendations should be expanded to include provisions prescribing specific types of packagings and Intermediate Bulk Packagings (IBCs) (defined in Chapter 9 and Chapter 16).
7. If areas or requirements needing substantial changes are identified in the course of the work, they should be brought to the attention of the Sub-Committee (including if appropriate, proposed solutions).

8. Specifications for single mode transport units (i.e. rail tank cars, tank vehicles) and modal specific operational requirements should in general not be provided in the model regulation. However, provision for their insertion by modal, regional or national authorities should be made (i.e. additional columns in the Table of dangerous goods).
9. The model regulation should provide a level of safety equivalent to that provided by the current Recommendations.
10. Representatives from all modes of transport should participate.
11. Existing efforts to restructure regulations such as those of the Working Group on restructuring RID/ADR (see ST/SG/AC.10/R.449), existing documents (INF.40 and Add.1) and existing modal regulations should be taken into account.”

The following text is intended to provide general information on the structure and use of the Model Regulations and is set out in the same Part order as the Model Regulations themselves.

## **PART 1**

### **GENERAL PROVISIONS, DEFINITIONS, TRAINING AND SECURITY**

These Model Regulations consist of seven parts, each of which is divided into chapters. Chapters are numbered sequentially within each part, with the first digit identifying the part in which the chapter is located. For example, the second chapter in Part 7 is designated “Chapter 7.2”.

Chapters are further divided into sections which, in turn, are normally divided into a number of paragraphs. Sections and paragraphs are numbered sequentially with the first number always being the number of the chapter in which the section or paragraph is located. For example, 7.2.1 would be the first section in Chapter 7.2, and 7.2.1.1 would be the first paragraph in that section.

As an exception, and in an effort to maintain a correspondence between the class number and the chapter number in Part 2, the first chapter, “Introduction”, of Part 2 has been numbered Chapter 2.0.

When references appear in the text to other provisions of these regulations, the reference will normally consist of the full section or paragraph reference, as described above. In certain cases, however, broader reference may be made to an entire part, e.g., Part 5, or chapter, e.g., Chapter 5.4

Recommendations on tests and criteria, which are incorporated by reference into certain provisions of the Model Regulations are published as a separate manual, “Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria” (ST/SG/AC.10/11/Rev.4).

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#### **Chapter 1.1 - general provisions**

Provisions for the transport of radioactive material have been transposed from the International Atomic Energy Agency’s ‘Regulations for the Safe Transport of Radioactive Material’. No amendments of substance have been made, but they have been re-formatted to fit the structure of the Model Regulations. A table of correspondence between paragraph numbers in the IAEA Regulations 1996 (as amended 2005) and the 15th revised edition of the Model Regulations can be found at the end of Volume II of the Model Regulations.

## **Chapter 1.2 - definitions**

Definitions of general applicability used throughout the Model Regulations are listed here. However, some additional definitions that are specific to relevant Chapters of the Model Regulations are found at the beginning of those Chapters (such as the definition of ‘security’ found in Note 2 to Chapter 1.4.).

## **Chapter 1.3 - training**

General training requirements applicable to all persons engaged in the transport of dangerous goods by any mode of transport are included in the Model Regulations. Additional training requirements for security purposes are given in Chapter 1.4. More specific training requirements (such as for drivers of vehicles) are included in the relevant modal provisions.

## **Chapter 1.4 - security**

Until after the events of 11 September 2001, the Model Regulations addressed only the safety of dangerous goods in transport. Since then it has been determined appropriate to consider transport security as a sub-set of safety provisions. The Model Regulations now include general security requirements for all dangerous goods transported above the appropriate limited quantity thresholds. More demanding requirements are included for high consequence dangerous goods. These are dangerous goods that have the potential to cause mass casualties or mass destruction. An indicative list of such substances is included in Table 1.4.1 as guidance. It is open to competent authorities to add or remove substances from such a list depending on their own national circumstances or the perceived level of threat at any particular time, but it is suggested that the current list of substances offers sound guidance on the minimum applicability of such measures.

## PART 2

### CLASSIFICATION

#### CLASSIFICATION AND DEFINITIONS OF CLASSES OF DANGEROUS GOODS

Substances, including mixtures and solutions, and articles are assigned to one of nine classes according to the hazard or the most predominant of the hazards they pose in transport. Some of the classes are divided into divisions, e.g., Class 1, while others are not e.g., Class 3.

The Chemical Abstracts Service (CAS), based in the United States, issues unique numbers to unique substances. The number of unique CAS numbers can be taken as an estimate of the number of unique substances that have been produced. Currently, there are over 8,300,000 commercially available chemicals registered by the CAS. The total of all registered substances exceeds 60,000,000. In 1980 this number was less than 5,000,000. However, not all CAS registered chemicals have physical or chemical characteristics that would make them goods classified as dangerous in transport.

To accommodate the large number of dangerous goods and the consistent, rapid development of new substances, the unusual chemical names used to describe them and the different emergency response for them, the UNSCETDG devised tests and criteria to be used to determine which substances could be identified as dangerous goods in transport. The UNSCETDG then devised a system of nine classes for substances with the objective of dividing all current and future dangerous goods into these classes. The system of classes was established keeping in mind the type of containment to be used, the chemical and physical characteristics of the substances and response procedures that would be most appropriate in the event of an accidental release. Consequently, in the UN Model Regulations each substance has a name (called a Proper Shipping Name) and a four-digit UN number and, according to its chemical and physical characteristics, is assigned to a class and a packing group. The nine classes are:

Class 1	Explosives
Class 2	Gases
Class 3	Flammable Liquids
Class 4	Flammable solids; substances liable to spontaneous combustion; substances which, on contact with water, emit flammable gases
Class 5	Oxidizing substances and organic peroxides
Class 6	Toxic and Infectious substances
Class 7	Radioactive material
Class 8	Corrosive substances
Class 9	Miscellaneous dangerous substances and articles

The classification of substances by type of hazard was developed to meet technical conditions while at the same time minimizing interference with existing regulations. It should be noted that the numerical order of the classes does not indicate the degree of danger.

The objective of the definitions is to establish which substances are dangerous and in which class, according to their specific characteristics, they should be included. These definitions are intended to provide criteria which should be possible to follow in the various national and international regulations.

For purposes of selecting the appropriate packaging for dangerous goods, substances are further divided into packing groups (although some classes do not have packing groups i.e. Class 2, Division 6.2 and Class 7) in accordance with the degree of danger they present:

Packing Group I: high danger  
Packing Group II: medium danger  
Packing Group III: low danger

Criteria for classification and assignment to a Packing Group conform to those set out in the Globally Harmonized System of Classification and Labelling of Chemicals (GHS)

When these definitions are used with the list of proper shipping names for dangerous goods, they provide guidance to those who are responsible for classifying substances; and a notable degree of standardization while retaining a flexibility that allows diverse situations to be taken into account. Classifications for substances in the Model Regulations are made on the basis of consideration of data submitted to the Sub-Committee of Experts on the Transport of Dangerous Goods by governments, intergovernmental organizations and other international organizations in the form recommended in Figure 1. However the actual data submitted are not formally endorsed by the Sub-Committee.

Revision Four of the Manual of Tests and Criteria (ST/SG/AC.10/11/Rev.4) include the tests and procedures required to determine if substances are dangerous goods in transport and to determine their class and, if appropriate, their division, and their packing group or, for explosives, their compatibility group. It should be noted that the Manual is not a concise formulation of testing procedures that will unerringly lead to a proper classification of substances and it assumes, therefore, competence on the part of the testing authority and leaves responsibility for classification with them.

Wastes should be transported under the requirements of the appropriate class considering their hazards and the criteria presented in the Model Regulations. Wastes not otherwise subject to these Regulations but covered under the Basel Convention<sup>2</sup> may be transported under Class 9.

Many of the substances included in Classes 1 to 9 are deemed dangerous to the environment. Additional labelling is not always specified except for transport by sea. Criteria for substances and mixtures dangerous to the aquatic environment are given in Chapter 2.9 of the Model Regulations.

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<sup>2</sup> *Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal (1989).*

Many consignments of goods are treated with fumigants that pose a risk during transport, in particular to workers who may be exposed unknowingly when they open transport units. The Model Regulations address fumigated transport units as consignments that are subject to special documentation and warning sign requirements in the consignment procedures of Part 5.

## PART 3

### DANGEROUS GOODS LIST, LIMITED QUANTITIES AND EXCEPTED QUANTITIES

#### Chapter 3.2, Dangerous Goods List

The Dangerous Goods List in Chapter 3.2 lists the proper shipping names and UN numbers of substances most commonly transported. The list is not exhaustive but is intended to include, as much as possible, proper shipping names and UN numbers for substances that are of commercial importance. Additional information about the list is provided in Chapter 3.1.

A substance or article specifically listed by name in column 2 of the list, such as UN1203, GASOLINE, is already classified and the requirements in the other columns of the list as well as the requirements in the body of the Model Regulations apply.

A substance that is listed in column 2 as "generic" or "not otherwise specified" such as UN 3010, COPPER BASED PESTICIDE, LIQUID, TOXIC or UN1481, PERCHLORATES, INORGANIC, N.O.S., must be classified according to the requirements for classification in the Model Regulations and, of course, if the substance is included in any of the nine classes, the requirements in the Model Regulations apply. Note that any substance or article that is suspected of having explosive characteristics must first be considered for inclusion in Class 1. The concept of generic and "n.o.s." entries in the list is important to understand mainly because the Dangerous Goods List is not exhaustive and is really not a "list of dangerous goods" but, rather, a list of proper shipping names and UN numbers that can be assigned to substances included in any of the nine classes. These n.o.s. entries in the list represent thousands, if not millions, of substances so that the "dangerous goods list" cannot be considered a list of all dangerous goods.

In addition, the dangerous goods list in Chapter 3.1 does not include those substances that are so dangerous they are forbidden for transport without authorization, usually from competent authorities.

#### Chapter 3.4, Limited quantities

The rationale behind limited quantity provisions is that selected dangerous goods packed in small quantities and in good, robust packaging pose a lesser risk in transport than do the same goods packed in larger volumes, and on this basis some relief from the requirements may be accepted. In summary, the requirements for dangerous goods in limited quantities generally provide relief from:

- the performance packaging requirements provided they are packaged in combination packagings of less than 30 kg gross mass including strong outer packagings or in shrink wrapped trays of less than 20 kg gross mass;
- the labelling and placarding requirements; and
- segregation requirements

Information on the goods transported as limited quantities is provided by specific marking and documentation.

#### METHODOLOGY FOR DETERMINING LIMITED QUANTITIES

CLASS	PG	Quantity
1		Not permitted
2 (without subsidiary risk)		120ml/30kg 1L/30kg - for aerosols not containing toxic substances
3	I	Not allowed
3	II	1 L/30kg (see Note 1); desensitised explosives not permitted
3	III	5 L/30kg
4.1	II	1 kg/30kg; desensitised explosives and self-reactive substances not permitted
4.1	III	5 kg/30kg; desensitised explosives and self-reactive substances not permitted
4.3	II	500 g/30kg
4.3	III	1 kg/30kg
5.1	II	500 g/30kg
5.1	III	5L - 5 kg /30kg
5.2 Liquid	II	(For types D, E or F 125 ml/30kg; for types B or C 25ml/30kg, except no temperature controlled substances
5.2 Solid	II	(For types D, E or F 500g/30kg; for types B or C 100g/30kg
6.1	I	Not permitted
6.1	II	100 ml - 500g/30kg
6.1	III	5 L – 5kg/30kg
8	I	Not permitted
8	II	1L - 1 kg/30kg
8	III	5 L - 5kg/30kg
9	II	1L - 1kg/30kg (see Note 2)
9	III	5 L - 5kg/30kg

**Note 1:** 5 L is allowed for UN numbers: 1133, 1139, 1169, 1197, 1210, 1263, 1266, 1287, 1306, 1866, 1999, 3065, 3269.

**Note 2:** 5 kg is allowed for UN 2969. These quantity limits do not apply to UN numbers. 2990, 3072, 3090 and 3091.

### Chapter 3.5, Excepted quantities

The rationale behind excepted quantity provisions is that selected dangerous goods in very small quantities, with limitations on the quantity per inner packaging and outer packing and in very robust, tested packaging pose a lesser risk in transport than do larger volumes of the same dangerous goods, and on this basis some relief from the requirements may be accepted. The substances permitted and the provisions applied are based on some 20 years' experience in air transport, with no reported incidents. There is no requirement for such dangerous goods to be labelled or for transport document provisions to be met but a suitable mark, based on the established air transport mark, is used to aid identification of packages.

Given the lower level of measures applied, a threshold limit has been placed on the total quantity of such goods that may be carried on any one transport unit. Given the difficulty of calculating whether the threshold is reached based on the very small net mass of dangerous goods contained in each package, that threshold is set, uniquely, simply on the total number of packages of dangerous goods packed in excepted quantities. The limit is 1000 packages per transport unit.

Substances permitted in excepted quantities are based on those that may be transported by passenger aircraft by the 2005-2006 edition of the ICAO Technical Instructions. These are:

	<b>Packing Group I</b>	<b>Packing Group II</b>	<b>Packing Group III</b>
<b>CLASS/ DIVISION</b>	<b>E-Code</b>	<b>E-Code</b>	<b>E-Code</b>
1	None (not permitted)		
2.1	None (not permitted)		
2.2 <sup>a</sup> without subsidiary risk	E1		
2.3	None (not permitted)		
3 without subsidiary risk <sup>b</sup>	E3	E2	E1
3 with subsidiary risk	None (not permitted)	E2	E1
4.1 <sup>c</sup>	None (not permitted)	E2	E1
4.2	None (not permitted)	E2	E1
4.3	None (not permitted)	E2	E1
5.1	None (not permitted)	E2	E1
5.2 <sup>d</sup>	E2	E2	E2
6.1	E5	E4	E1
6.2	None (not permitted)		
7	E0 (not permitted)		
8 <sup>e</sup>	None (not permitted)	E2	E1
9	Not applicable	E2	E1

<sup>a</sup> For gases, the volume indicated for inner packagings refers to the water capacity of the inner receptacle and the volume indicated for outer packagings refers to the combined water capacity of all inner packagings within a single outer package;

- b Desensitized explosives shall not be transported as excepted quantities;
- c Self-reactive substances and desensitized explosives shall not be transported as excepted quantities;
- d Division 5.2 dangerous goods shall ONLY be transported as excepted quantities if in UN No. 3316, Chemical Kit or First Aid Kit;
- e UN Nos. 2803 and 2809 shall not be transported as excepted quantities.

The meaning of the Codes in the Table above is explained in 3.5.1.2 of the Model Regulations.

## **PART 4**

### **PACKING AND TANK PROVISIONS**

#### **1. BASIC PRINCIPLES FOR DEVELOPING PACKING INSTRUCTIONS FOR THE MODEL REGULATIONS**

Packing instructions should be clear and provide as wide a choice of packagings as possible.

The packing instructions consist of a small number of general instructions supplemented by a limited number of more specific instructions for particularly hazardous or specialized dangerous goods.

Packing instructions should be developed with the objective of being suitable for multimodal transport. More severe packaging restrictions, in some instances, may be necessary for air transport.

A rationalized approach (based on similar properties or hazards presented) should be used for allocating packing instructions to specific substances.

Existing regulations establishing packaging requirements should be considered in developing packing instructions. Organizations specifically responsible for those existing regulations should bring forward relevant points.

Separate instructions should be developed for packagings, large packagings and IBCs.

## 2. RATIONALIZED APPROACH FOR THE ASSIGNMENT OF IBC PACKING INSTRUCTIONS TO SUBSTANCES OF CLASSES 3, 4, 5, 6, 8, AND 9

### General provisions:

The following are not allowed in IBCs:

- Explosives of Class 1 (other than UN0082, UN0241, UN0331 and UN0332)
- Desensitized explosives of Class 3 (other than UN 1204)
- Desensitized explosives of Division 4.1
- Pyrophoric materials of Division 4.2
- Gases of Class 2
- Radioactive Materials of Class 7 (except as provided in 6.4.5.4.5)
- Packing Group I Liquids of any Class or Division
- Liquids with a vapour pressure  $\geq 110$  kPa at 50 °C (other than substances specifically permitted, i.e. UN 2672)

### IBC Packing instruction assignment table:

The following table indicates the appropriate IBC Packing Instruction assignment for substances based on their Class or Division, Special Properties, Subsidiary Risk, and Packing Group. A dash in the subsidiary risk column indicates that the IBC Instruction is assigned irrespective of the material's subsidiary risk unless otherwise stated in the Special Properties column. The unique physical and chemical properties of a substance must be considered when determining an appropriate IBC assignment.

<b>IBC packing instruction assignments</b>				
<b>Class or Division</b>	<b>Special properties</b>	<b>Subsidiary risk</b>	<b>PG</b>	<b>IBC instruction</b>
1	-Explosive, blasting, type B or E in Division 1.1D (UN0082, UN0241) -Explosive, blasting, type B or E in Division 1.5D (UN0331, UN0332)	-	-	IBC100
3		-	II	IBC02
		-	III	IBC03
4.1	Sulphides and Hydrides	-	II	IBC04
	Wetted powders, n.o.s. substances with a subsidiary risk, and solids containing a flammable liquid (UN3175)	-	II	IBC06
	4.1 PG II materials other than those identified above	-	II	IBC08
	Fused calcium resinate (UN1314) and Metal hydrides, flammable, n.o.s. (UN3182)	-	III	IBC04

<b>IBC packing instruction assignments</b>				
<b>Class or Division</b>	<b>Special properties</b>	<b>Subsidiary risk</b>	<b>PG</b>	<b>IBC instruction</b>
	Resinates and n.o.s. substances with a subsidiary risk	-	III	IBC06
	4.1 PG III materials other than those identified above	-	III	IBC08
4.2	Liquids	-	II	IBC02
	Solids with a subsidiary risk	-	II	IBC05
	Solids without a subsidiary risk	None	II	IBC06
	Fish meal, unstabilized (UN1374) and Organic pigments, self-heating (UN3313)	-	II	IBC08
	Liquids	-	III	IBC02
	Maneb (UN2210)	-	III	IBC06
	Solids	-	III	IBC08
4.3	Alkali metals, (Caesium, Lithium, Rubidium, Sodium, Potassium), Calcium carbide, and Lithium nitride	-	I	IBC04
	Liquids	-	II	IBC01
	Hydrides, Sulphides, and Organometallic substance, solid, water-reactive (UN3395)	-	II	IBC04
	Solids with a flammable subsidiary risk	4.1	II	IBC04
	Solids with a subsidiary risk other than flammability	Other than 4.1	II	IBC05
	Solids without a subsidiary risk	None	II	IBC07
	Liquids	-	III	IBC02
	Solids with a flammable subsidiary risk	4.1	III	IBC06
	Solids without a flammable subsidiary risk	Other than 4.1	III	IBC08
5.1	Sodium peroxide (UN1504) and Oxidizing solid, n.o.s. (UN1479)	-	I	IBC05
	Potassium peroxide (UN1491), Potassium superoxide (UN2466), and Sodium superoxide	-	I	IBC06
	<b>Liquid:</b> -n.o.s. substances with a subsidiary risk -Nitrites, inorganic, aqueous solution, n.o.s. (UN3219)	-	II	IBC01
	<b>Liquid:</b> -liquids other than those assigned to IBC01	-	II	IBC02
	<b>Solid:</b> -chlorates and chlorites (n.o.s. substances only) -permanganates -peroxides - n.o.s. substances with a subsidiary risk	-	II	IBC06

<b>IBC packing instruction assignments</b>				
<b>Class or Division</b>	<b>Special properties</b>	<b>Subsidiary risk</b>	<b>PG</b>	<b>IBC instruction</b>
	<b>Solid:</b> -nitrates and nitrites -chlorates and chlorites (other than n.o.s substances) -solids other than those assigned to IBC06	-	II	IBC08
	Liquids	-	III	IBC02
	Solids	-	III	IBC08
6.1	Solids without a subsidiary risk other than those evolving vapors that are toxic (i.e. Cyanogen bromide) or irritating (i.e. Tear gas substance, solid, n.o.s.)	None	I	IBC07
	Liquids	-	II	IBC02
	Solids	-	II	IBC08
	Liquids	-	III	IBC03
	Solids	-	III	IBC08
6.2	Clinical waste, unspecified, n.o.s. (UN3291)	-	II	IBC620
8	Solids without a subsidiary risk	None	I	IBC07
	Liquids with a self-heating subsidiary risk	4.2	II	Not Allowed
	Liquids other than those with a self-heating subsidiary risk	All except 4.2	II	IBC02
	Solids containing corrosive liquid, n.o.s. (UN3244)	-	II	IBC05
	Solids with a self-heating, water-reactive or oxidizing subsidiary risk	4.2, 4.3 or 5.1	II	IBC06
	Liquids	-	III	IBC03
	Solids	-	III	IBC08
9	Elevated temperature liquid (UN3257)	-	III	IBC01
<i>Note: Class 9 IBC authoriza tions should be considere d based on the specific propertie s of the material.</i>	Liquids	-	III	IBC03
	Solids	-	III	IBC08

The following substances are allowed in IBCs only on the basis of an approval by the competent authority:

<b>Substances assigned IBC99</b>				
<b>UN#</b>	<b>Name</b>	<b>Class/Di v.</b>	<b>PG</b>	<b>Subsidiary risk</b>
3286	FLAMMABLE LIQUID, TOXIC, CORROSIVE, N.O.S.	3	II	6.1 8
2359	DIALLYLAMINE	3	II	6.1 8
3230	SELF-REACTIVE SOLID TYPE F	4.1		
3229	SELF-REACTIVE LIQUID TYPE F	4.1		
3208	METALLIC SUBSTANCE, WATER-REACTIVE, N.O.S.	4.3	I	
2813	WATER-REACTIVE SOLID, N.O.S.	4.3	I	
3132	WATER-REACTIVE SOLID, FLAMMABLE, N.O.S.	4.3	I	4.1
3375	AMMONIUM NITRATE EMULSION or SUSPENSION or GEL, intermediate for blasting explosives	5.1	II	
2588	PESTICIDE, SOLID, TOXIC, N.O.S.	6.1	I	
3288	TOXIC SOLID, INORGANIC, N.O.S.	6.1	I	
2811	TOXIC SOLID, ORGANIC, N.O.S.	6.1	I	
2930	TOXIC SOLID, FLAMMABLE, ORGANIC, N.O.S.	6.1	I	4.1
3290	TOXIC SOLID, CORROSIVE, INORGANIC, N.O.S.	6.1	I	8
2928	TOXIC SOLID, CORROSIVE, ORGANIC, N.O.S.	6.1	I	8
2668	CHLOROACETONITRILE	6.1	II	3
2921	CORROSIVE SOLID, FLAMMABLE, N.O.S.	8	I	4.1
2923	CORROSIVE SOLID, TOXIC, N.O.S.	8	I	6.1
3245	GENETICALLY MODIFIED MICROORGANISMS	9		

### **3. GUIDELINES FOR ASSIGNING PORTABLE TANK REQUIREMENTS TO SUBSTANCES LISTED IN THE DANGEROUS GOODS LIST**

1. These guidelines are provided as a reference to be used for assigning portable tank requirements to specific substances listed in the dangerous goods list. The guidelines were developed taking into consideration the hazards of dangerous goods and their physical and chemical characteristics.

2. For certain substances, the tank requirements recommended by these guidelines may not be appropriate owing to unique characteristics of the substance not addressed in these guidelines. In these instances expert judgement should be applied in assigning appropriate requirements. For example bottom openings may not be appropriate for substances corrosive to ship structures.

3. The guidelines are provided in two parts. Part I provides general guidance. Part II provides specific guidance for groups of substances organized on the basis of the Class or Division, Packing Group and subsidiary risk. Part III provides guidance on the assignment of TP notes.



## PART I

### GENERAL GUIDELINES

In assigning tank requirements to a substance the following should be taken into account:

***Prohibited substances:*** Some substances should be prohibited from transport in portable tanks. These substances are considered too dangerous for transport typically because of their instability or because they pose an unacceptably high level of risk when transported in bulk quantities under normal conditions of transport. The following substances are prohibited from transport in portable tanks:

- Substances of Class 1 (other than UN0331 or UN0332 - Explosive, blasting, type B or E (Agent, blasting, type B or E));
- Desensitized explosives of Class 3;
- Desensitised explosives in Division 4.1;
- Self-reactive substances (other than type F);
- Organic peroxides of Division 5.2 other than type F; and
- Radioactive materials other than Low Specific Activity (LSA) non-fissile or fissile excepted materials.

Additional prohibited substances are specifically identified in the Model Regulations on the Transport of Dangerous Goods. Furthermore, some substances may only be transported on the basis of an approval by the competent authority.

***Minimum shell thicknesses:*** The minimum shell thicknesses prescribed are provided in thicknesses relevant to reference steel with a guaranteed minimum tensile strength of 370 N/mm<sup>2</sup> and a guaranteed minimum elongation of 27%. When other materials are used equivalent thickness calculations should be performed. Minimum thicknesses range from 5 mm to 10 mm. Part II of the guidelines provide guidance for assigning minimum thicknesses. Granular or powdered solid substances of packing groups II or III may be transported in tanks with minimum shell thicknesses of 5 mm in the reference steel regardless of the tank diameter when 6.7.2.4.2 of the Model Regulations on the Transport of Dangerous Goods is specified relevant to a given substance. Regardless of the minimum thickness specified in Part II, if the thickness determined in accordance with the provisions of sections 6.7.2.4 is greater, the greater thickness shall be applied. A reduced thickness may also be authorized in accordance with 6.7.2.4.3 for substances assigned to portable tank instructions T1 and T2.

***Corrosive effects of substances on materials of construction:*** The minimum thicknesses prescribed do not take a substance's corrosive effects into account. The consignor must ensure that the tank materials of construction are compatible with the lading.

***Minimum test pressures:*** Irrespective of the pressure assigned in these guidelines, the minimum test pressure assigned to an individual substance should be the greater of the pressure determined on the basis of the definitions in 6.7.2.1 of the Model Regulations and the pressure assigned in these guidelines.

**Pressure-relief devices requirements:** Two pressure relief device requirements are possible,

- (1) Normal (N) (where the provisions of paragraph 6.7.2.8.1 apply);or
- (2) 6.7.2.8.3.

When paragraph 6.7.2.8.3 is referenced, a frangible disk must be provided in series preceding the pressure relief device. Paragraph 6.7.2.8.3 should be assigned to substances that have the potential to polymerize or to produce solid or highly viscous substances capable of preventing proper operation of the relief valve.

In addition, 6.7.2.8.3 is also specified for certain groups of substances as indicated in Part II and for individual substances as indicated in the Dangerous Goods List of chapter 3 of the Model Regulations based on the decisions of the Committee of Experts having particular regard to inhalation toxicity.

**Bottom openings:** Three possible bottom opening arrangements are proposed, 6.7.2.6.3 (which indicates three serially mounted means of closure), 6.7.2.6.2 (two serially mounted means of closure) or N.A. (Not Allowed). Bottom openings are not allowed for packing group I and certain packing group II substances which are highly corrosive to steel or aluminum.

**Filling limits:** Three different filling restrictions are possible. The filling limits are considered operational requirements. The filling limits do not have a direct relationship to the construction of the tank or the arrangement of the service equipment. On this basis, filling limits are not addressed in Part II of this Annex and will not be included in the tank type designations. The maximum filling limit for a substance should be consistent with the provisions under "Filling" in Chapter 4.2 of the Model Regulations. The consignor of the dangerous goods has the ultimate responsibility for assuring portable tanks are not filled in excess of the specified limits for each substance, solution or mixture transported.

**Molten substances:** Assignments for molten substances of all classes should be based on the requirements established for liquids of the same class, division, packing group and subsidiary risk of the molten substance taking into account the hazards posed by the high temperature of the substance during loading, unloading and while in transport (see 4.2.1.18). Specific filling limits apply for molten and elevated temperature substances (see 4.2.1.9.5).

**PART II****GUIDANCE FOR GROUPS OF SUBSTANCES BASED ON CLASS OR DIVISION,  
PACKING GROUP AND SUBSIDIARY RISK**

<b>Class or Division</b>	<b>PG</b>	<b>Sub-Risk</b>	<b>Tank Instruction</b>	<b>Notes</b>
<b>1</b>			T1	Only UN0331 or UN0332 - Explosive, blasting, type B or E (Agent, blasting, type B or E) are authorized for transport in portable tanks.
<b>2.1</b>			T50/T75	T50 applies to non-refrigerated liquefied flammable gases. T75 applies to refrigerated liquefied flammable gases. These are evaluated on a case by case basis.
<b>2.2</b>			T50/T75	T50 applies to non-refrigerated liquefied gases. T75 applies to refrigerated liquefied gases. These are evaluated on a case by case basis.
<b>2.3</b>			T50	These are evaluated on a case by case basis.
<b>3</b>	I	Any other than 6.1/8	T11	
	II	Any other than 6.1/8	T4 or T7 <sup>1</sup>	
	III	Any other than 6.1/8	T2 or T4 <sup>1</sup>	
<b>3</b>	I	6.1 or 8	T14	
	II	6.1 or 8	T7 or T11 <sup>1</sup>	
	III	6.1 or 8	T4 <sup>1</sup> or T7 <sup>2</sup>	
<b>4.1</b>	I	Any		Desensitized explosives in Division 4.1 are not authorized for transport in portable tanks.
	II	Any	T3	Only Type F Self-reactive substances are authorized for transport in tanks. These substances are assigned T23.
	III	Any	T1	
<b>4.2 Liquids</b>	I	Any	T21	
	II	Any		Portable tank instructions are not currently assigned to any liquid self-heating substances
	III	Any		
<b>4.2 Solids</b>	I	Any	T21	
	II	Any	T3	
	III	Any	T1	

Class or Division	PG	Sub-Risk	Tank Instruction	Notes
4.3 Liquids	I	Any other than 6.1/8	T9 or T10 <sup>3</sup> or T15 <sup>5</sup>	
	II	Any other than 6.1/8	T7	
	III	Any other than 6.1/8	T7	
4.3 Liquids	I	6.1 or 8	T10 or T14 <sup>1</sup>	
	II	6.1 or 8	T7 or T11 <sup>1</sup>	
	III	6.1 or 8	T7	
4.3 Solids	I	Any	T9	
	II	Any	T3	
	III	Any	T1	
5.1 Liquids	I	Any other than 8	T10	
	II	Any other than 8	T4	
	III	Any other than 8	T4	
5.1 Liquids	I	8	T10 or T14 <sup>1</sup>	Substances with both toxic <i>and</i> corrosive subsidiary risks are assigned T22.
	II	8	T7 or T11 <sup>1</sup>	
	III	8	T7	
5.1 Solids	I	Any	N/A	
	II	Any	T3	
	III	Any	T1	
5.2				Only Type F organic peroxides are authorized for transport in tanks. These substances are assigned T23.
6.1 Liquids (TIH)	I	Any	T20	This instruction shall be assigned to substances with an inhalation toxicity less or than or equal to 1000 ml/m <sup>3</sup> and saturated vapour concentration greater than or equal to 10 LC50.
			T22	This instruction shall be assigned to substances with an inhalation toxicity less than or equal to 200 ml/m <sup>3</sup> and a saturated vapour concentration greater than or equal to 500 LC50.
6.1 Liquids	I	Any	T14	
	II	Any	T7 or T8 <sup>3</sup> or T11 <sup>1</sup>	
	III	Any	T4 or T7 <sup>1</sup>	

<b>Class or Division</b>	<b>PG</b>	<b>Sub-Risk</b>	<b>Tank Instruction</b>	<b>Notes</b>
<b>6.1 Solids</b>	I	Any	T6	
	II	Any	T3	
	III	Any	T1	
<b>8 Liquids</b>	I	Any	T10 or T14 <sup>1</sup> or T20 <sup>4</sup> or T22 <sup>4</sup>	
	II	Any	T7 or T8 <sup>3</sup> or T11 <sup>1</sup>	
	III	Any	T4 or T7 <sup>1</sup>	
<b>8 Solids</b>	I	Any	T6	
	II	Any	T3	
	III	Any	T1	
<b>9 Liquids</b>	II	Any	T4	Special consideration may need to be given to Class 9 substances based on the substances' properties.
	III	Any	T4	
<b>9 Solids</b>	II	Any	T3	
	III	Any	T1	

<sup>1</sup> This instruction shall be assigned to n.o.s. substances and may also be assigned based on the absolute vapour pressure of the substance.

<sup>2</sup> This instruction shall be assigned to n.o.s. substances with a Division 6.1 subsidiary risk.

<sup>3</sup> This instruction shall be assigned when the substance is highly corrosive to steel or aluminium.

<sup>4</sup> T20 shall be assigned to substances with an inhalation toxicity less than or equal to 1000 ml/m<sup>3</sup> and saturated vapour concentration greater than or equal to 10 LC50. T22 shall be assigned to substances with an inhalation toxicity less than or equal to 200 ml/m<sup>3</sup> and a saturated vapour concentration greater than or equal to 500 LC50.

### PART III

#### GUIDELINES FOR ASSIGNING PORTABLE TANK SPECIAL PROVISIONS (TP NOTES) TO INDIVIDUAL SUBSTANCES

Portable tank special provisions should be considered on an individual basis depending on the characteristics of the substances. The following guidance should be used:

TP1 The degree of filling prescribed in 4.2.1.9.2 shall not be exceeded.

$$\text{Degree of filling} = \frac{97}{1 + \alpha(t_r - t_f)}$$

*(Note: TP1 applies to liquid substances with a vapour pressure of not more than 175 kPa (1.75 bar) at 65 °C other than substances of Division 6.1 or Class 8 in PG I or II)*

TP2 The degree of filling prescribed in 4.2.1.9.3 shall not be exceeded.

$$\text{Degree of filling} = \frac{95}{1 + \alpha(t_r - t_f)}$$

*(Note: TP2 applies to liquid substances with a vapor pressure greater than 175 kPa (1.75 bar) at 65 °C and also to substances of Division 6.1 or Class 8 in PG I or II.)*

TP3 The maximum degree of filling (in %) for solids transported above their melting points and for elevated temperature liquids shall be determined in accordance with 4.2.1.9.5.1.

$$\text{Degree of filling} = 95 \frac{d_r}{d_f}$$

*(Note: TP3 applies to solids transported above their melting point and to elevated temperature liquids.)*

TP4 The degree of filling shall not exceed 90% or, alternatively, any other value approved by the competent authority (see 4.2.1.15.2).

*(Note: TP4 applies to low specific activity radioactive materials authorized for transport in portable tanks, and to sulphur trioxide, stabilized.)*

TP5 The degree of filling prescribed in 4.2.3.6 shall be met.

*(Note: TP5 applies to refrigerated liquefied gases.)*

TP6 To prevent the tank bursting in any event, including fire engulfment, it shall be provided with pressure-relief devices which are adequate in relation to the capacity of the tank and to the nature of the substance transported. The device shall also be compatible with the substance.

*(Note: TP6 applies to Hydrogen peroxides (UN 2014, 2015, 2984 and 3149) and Chloroprene, UN 1991.)*

TP7 Air shall be eliminated from the vapour space by nitrogen or other means.

*(Note: TP7 applies to pyrophoric, water reactive and other substances that are reactive with air, water or moisture.)*

TP8 The test pressure for the portable tank may be reduced to 1.5 bar when the flash point of the substances transported is greater than 0 °C.

*(Note: TP8 applies to certain flammable liquids with a flash point greater than 0 °C.)*

TP9 A substance under this description shall only be transported in a portable tank under an approval granted by the competent authority.

*(Note: TP9 is assigned only to UN 3375.)*

TP10 A lead lining, not less than 5 mm thick, which shall be tested annually, or another suitable lining material approved by the competent authority is required.

*(Note: TP10 applies to bromine or bromine solutions.)*

TP12 This tank provision, that applied to substances highly corrosive to steel, is no longer used.

*(Note: The designation "highly corrosive to steel" is not defined or established by specific criteria and is based on expert judgement.)*

TP13 Self-contained breathing apparatus shall be provided when this substance is transported.

*(Note: TP13 applies to substances which are toxic by inhalation.)*

TP16 The tank shall be fitted with a special device to prevent under-pressure and excess pressure during normal transport conditions. This device shall be approved by the competent authority. Pressure-relief requirements are as indicated in 6.7.2.8.3 to prevent crystallization of the product in the pressure-relief valve.

*(Note: TP16 is applies to ammonium nitrate, liquid (hot concentrated solution).)*

TP17 Only inorganic non-combustible materials shall be used for thermal insulation of the tank.

*(Note: TP17 applies to blasting explosives and blasting agents of types B or E, ammonium nitrate, liquid (hot concentrated solution), and to ammonium nitrate emulsions, suspensions, or gels.)*

TP18 Temperature shall be maintained between 18 °C and 40 °C. Portable tanks containing solidified methacrylic acid shall not be reheated during transport.

*(Note: TP18 applies to stabilized methacrylic acid.)*

TP19 The calculated shell thickness shall be increased by 3 mm. Shell thickness shall be verified ultrasonically at intervals midway between periodic hydraulic tests.

*(Note: TP19 applies to sulphur dioxide and chlorine.)*

TP20 This substance shall only be transported in insulated tanks under a nitrogen blanket.

*(Note: TP20 applies to ethylene oxide, or ethylene oxide with nitrogen, up to a total pressure of 1 MPa (10 bar) at 50 EC.)*

TP21 The shell thickness shall be not less than 8 mm. Tanks shall be hydraulically tested and internally inspected at intervals not exceeding 2.5 years.

*(Note: TP21 applies to dinitrogen tetroxide and trifluoroacetyl chloride.)*

TP22 Lubricant for joints or other devices shall be oxygen compatible.

*(Note: TP22 applies to refrigerated liquids containing oxygen.)*

TP23 Transport permitted under special conditions prescribed by the competent authorities.

*(Note: TP23 applies to hydrogen, refrigerated liquid.)*

TP24 The portable tank may be fitted with a device located under maximum filling conditions in the vapour space of the shell to prevent the build up of excess pressure due to the slow decomposition of the substance transported. This device shall also prevent an unacceptable amount of leakage of liquid in the case of overturning or entry of foreign matter into the tank. This device shall be approved by the competent authority or its authorized body.

*(Note: TP24 applies to substances liable to build up excess pressure due to decomposition.)*

TP25 Sulphur trioxide 99.95% pure and above may be transported in tanks without an inhibitor provided that it is maintained at a temperature equal to or above 32.5 °C.

*(Note: TP25 applies to stabilized sulphur trioxide.)*

TP26 When transported under heated conditions, the heating device shall be fitted outside the shell. For UN 3176 this requirement only applies when the substance reacts dangerously with water.

*(Note: TP26 applies to substances transported in a molten state which react dangerously with water.)*

TP27 A portable tank having a minimum test pressure of 4 bar may be used if it is shown that a test pressure of 4 bar or less is acceptable according to the test pressure definition in 6.7.2.1.

*(TP27 applies when a higher test pressure has been assigned to a substance on the basis of its generic nomenclature, but it can be shown that a test pressure of 4 bar or less is acceptable according to the test pressure definition in 6.7.2.1 for the particular substance transported.)*

TP28 A portable tank having a minimum test pressure of 2.65 bar may be used if it is shown that a test pressure of 2.65 bar or less is acceptable according to the test pressure definition in 6.7.2.1.

*(Note: TP28 applies when a higher test pressure has been assigned to a substance on the basis of its generic nomenclature, but it can be shown that a test pressure of 2.65 bar or less is acceptable according to the test pressure definition in 6.7.2.1 for the particular substance transported.)*

TP29 A portable tank having a minimum test pressure of 1.5 bar may be used if it is shown that a test pressure of 1.5 bar or less is acceptable according to the test pressure definition in 6.7.2.1.

*(Note: TP29 applies when a higher test pressure has been assigned to a substance on the basis of its generic nomenclature, but it can be shown that a test pressure of 1.5 bar or less is acceptable according to the test pressure definition in 6.7.2.1 for the particular substance transported.)*

TP30 This substance shall be transported in insulated tanks.

*(Note: TP30 applies to stabilized methacrylic acid.)*

TP31 This substance may only be transported in tanks in the solid state.

*(Note: TP31 applies to certain substances whose proper shipping name authorizes a solid and a liquid state but whose portable tank instruction and special provisions only apply to the solid state.)*

TP32 For UN Nos. 0331, 0332, 2426 and 3375, portable tanks may be used subject to the following conditions:

(a) To avoid unnecessary confinement, each portable tank constructed of metal shall be fitted with a pressure-relief device that may be of the reclosing spring-loaded type, a frangible disc or a fusible element. The set to discharge or burst pressure, as applicable, shall not be greater than 2.65 bar for portable tanks with minimum test pressures greater than 4 bar;

(b) The suitability for transport in tanks shall be demonstrated. One method to evaluate this suitability is test 8 (d) in Test Series 8 (see "*Manual of Tests and Criteria*", Part 1, sub-section 18.7);

(c) Substances shall not be allowed to remain in the portable tank for any period that could result in caking. Appropriate measures shall be taken to avoid accumulation and packing of substances in the tank (e.g. cleaning, etc).

*(Note: TP32 applies to blasting explosives and blasting agents of Division 1.5 of types B or E, and to ammonium nitrate emulsions, suspensions, or gels.)*

TP33 The portable tank instruction assigned for this substance applies for granular and powdered solids and for solids which are filled and discharged at temperatures above their melting point which are cooled and transported as a solid mass. For solids which are transported above their melting point see 4.2.1.18.

*(Note: TP33 applies to certain granular and powdered solids and to certain solids which are filled and discharged at temperatures above their melting point which are cooled and transported as a solid mass.)*

TP34 Portable tanks need not be subjected to the impact test in 6.7.4.14.1 if the portable tank is marked "NOT FOR RAIL TRANSPORT" on the plate specified in 6.7.4.15.1 and also in letters of at least 10 cm high on both sides of the outer jacket.

*(Note: TP34 applies to hydrogen, refrigerated liquid and helium, refrigerated liquid.)*

### **Chapter 4.3 - Use of Bulk Containers**

**Rationalised approach to the assignment of substances to transport in bulk containers to be added on adoption of ICCA proposals.**

## **PART 5**

### **CONSIGNMENT PROCEDURES**

Whenever dangerous goods are offered for transport certain measures should be taken to ensure that the potential risks the dangerous goods pose in transport are correctly communicated. This has traditionally been accomplished through marking and labelling of packages and by placarding of transport units to indicate the hazards of the dangerous goods and through the inclusion of relevant information in the dangerous goods transport documents. Requirements are in Chapters 5.2, 5.3, 5.4 and 5.5 of the Model Regulations.

The labels illustrated in 5.2.2.2 of the Model Regulations should be affixed on dangerous goods or packages containing dangerous goods. The labelling system is based on the classification of dangerous goods and was established with the following aims in mind:

- (a) to make dangerous goods easily recognizable by the general appearance (symbol, colour and shape) of the labels they bear;
- (b) to provide a useful first guide for handling, stowage and segregation.

In certain cases, where the hazard posed by dangerous goods is considered low, or the dangerous goods are in a limited quantity, exemptions from labelling may be provided. In such cases, marking of packages with the class or division and the packing group number may be required.

One of the primary requirements of the dangerous goods transport document is to convey basic hazard information about the dangerous goods being offered for transport. It is recognized that individual national authorities or international organizations may consider it necessary to require additional information. However, the basic items of information considered necessary for each of the dangerous goods offered for transport by any mode are identified in Chapter 5.4 of the Model Regulations.

**PART 6**

**CONSTRUCTION AND TESTING AND TESTING OF PACKAGINGS,  
INTERMEDIATE BULK CONTAINERS (IBCs), LARGE PACKAGINGS,  
PORTABLE TANKS, MULTIPLE-ELEMENT GAS CONTAINERS (MEGCs)  
AND BULK CONTAINERS**

To be developed.

## **PART 7**

### **PROVISIONS CONCERNING TRANSPORT OPERATIONS**

Part 7 is divided into two chapters.

The provisions in Chapter 7.1 are applicable to all modes of transport and include requirements

- for loading and segregation,
- special provisions for explosives, gases, self-reactive substances, organic peroxides, for substances stabilized by temperature control other than self-reactive substances and organic peroxides, for Class 6 and for Class 7, and
- for reporting of accidents or incidents.

The provisions in Chapter 7.2 are generally mode specific and are in addition to the provisions for all modes in Chapter 7.1. The provisions in Chapter 7.2 include

- special provisions for the transport of portable tanks on vehicles,
- special provisions for radioactive material, and
- security provisions for transport by road, rail and inland waterway.

It must be emphasized that the provisions in Part 7 are additional requirements to those in other parts of the Model Regulations so that Part 7 cannot be read in isolation nor can it be deemed to contain all the requirements necessary for transporting dangerous goods.

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