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**Economic and environmental questions: transport
of dangerous goods**

Work of the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals

Report of the Secretary-General*

Summary

In accordance with Economic and Social Council resolution 645 G (XXIII), the Secretary-General reports biennially to the Council on the work of the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals, and of its two subcommittees.

The present report concerns the work of the Committee of Experts during the biennium 2019–2020 and the implementation of Economic and Social Council resolution 2019/7.

In accordance with that resolution, the Secretariat has published the twenty-first revised edition of the *Recommendations on the Transport of Dangerous Goods: Model Regulations*, the seventh revised edition of the *Manual of Tests and Criteria* and the eighth revised edition of the *Globally Harmonized System of Classification and Labelling of Chemicals*.

All the main legal instruments and codes governing the international transport of dangerous goods by sea, air, road, rail or inland waterway have been amended accordingly, with effect from 1 January 2021, and many Governments have transposed the provisions of the *Model Regulations* into their own legislation for domestic traffic for application as from 2021.

Information on the contact details of competent authorities responsible for national regulations applicable to the transport of dangerous goods by modes of transport other than by sea or by air and of national authorities competent for authorizing the allocation of the “UN” approval mark on packagings and tanks that

* The present report was submitted after the deadline so as to include the most recent information.

meet the specifications of the *Recommendations on the Transport of Dangerous Goods: Model Regulations* continued to be collected by the secretariat.

Many Governments and international organizations have revised or taken steps to revise existing national and international legislation to implement the Globally Harmonized System as soon as possible.

The Committee adopted amendments to the *Model Regulations* and the *Manual of Tests and Criteria*, which consist mainly of new or revised provisions concerning:

(a) Listing and classification of some existing and new dangerous substances and articles, related packing and test methods, and the revision of some packing and tank requirements;

(b) Electric storage systems (including modification of the lithium battery mark and provisions for transport of assembled battery not equipped with overcharge protection);

(c) Harmonization with the International Atomic Energy Agency (IAEA) Regulations for the Safe Transport of Radioactive Material;

(d) Requirements for the design, construction, inspection and testing of portable tanks with shells made of fibre reinforced plastics materials;

(e) Transport of explosives including alignment with revised Chapter 2.1 of the Globally Harmonized System;

(f) Classification of self-polymerising substances; and

(g) Assessment of the thermal stability of samples and temperature control assessment for transport of self-reactive substances and organic peroxides.

The Committee also adopted amendments to the Globally Harmonized System addressing, among other matters, the revision of chapter 2.1 (explosives) to better address their explosion hazard when they are not in their transport configuration; the revision of decision logics in parts 1, 2 and 3 and the classification and labelling summary tables in Annex 1; changes to precautionary statements to rationalise and improve their comprehensibility; and updating of references to Organisation for Economic Co-operation and Development (OECD) test guidelines.

The Committee adopted a programme of work for the biennium 2021–2022: the sessions of the Subcommittee of Experts on the Transport of Dangerous Goods, the Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals and the Committee have been planned for the period 2021–2022, in accordance with Economic and Social Council resolution 1999/65.

The Committee is recommending a draft resolution on its work for adoption by the Economic and Social Council.

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I. Draft resolution for adoption by the Economic and Social Council

1. The Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals recommends to the Economic and Social Council the adoption of the following draft resolution:

Work of the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals

The Economic and Social Council,

Recalling its resolutions 1999/65 of 26 October 1999 and 2019/7 of 6 June 2019,

Having considered the report of the Secretary-General on the work of the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals during the biennium 2019–2020,¹

A. Work of the Committee regarding the transport of dangerous goods

Recognizing the importance of the work of the Committee for the harmonization of codes and regulations relating to the transport of dangerous goods,

Bearing in mind the need to maintain safety standards at all times and to facilitate trade, as well as the importance of these issues to the various organizations responsible for modal regulations, while meeting the growing concern for the protection of life, property and the environment through the safe and secure transport of dangerous goods,

Noting the ever-increasing volume of dangerous goods being introduced into worldwide commerce and the rapid expansion of technology and innovation,

Recalling that, while the major international instruments governing the transport of dangerous goods by the various modes of transport and many national regulations are now better harmonized with the Model Regulations annexed to the recommendations of the Committee on the transport of dangerous goods, further work on harmonizing these instruments is necessary to enhance safety and to facilitate trade, and recalling also that uneven progress in the updating of national inland transport legislation in some countries of the world continues to present serious challenges to international multimodal transport,

1. *Expresses its appreciation* for the work of the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals with respect to matters relating to the transport of dangerous goods, including their security in transport;

2. *Requests* the Secretary-General:

(a) To circulate the new and amended recommendations on the transport of dangerous goods² to the Governments of Member States, the specialized agencies, the International Atomic Energy Agency and other international organizations concerned;

¹ [E/2021/...].

² See ST/SG/AC.10/48/Add.1 and ST/SG/AC.10/48/Add.2.

(b) To publish the twenty-second revised edition of the *Recommendations on the Transport of Dangerous Goods: Model Regulations* and amendment 1 to the seventh revised edition of the *Manual of Tests and Criteria* in all the official languages of the United Nations, in the most cost-effective manner, no later than the end of 2021;

(c) To make those publications available in book and electronic format and on the website of the Economic Commission for Europe, which provides secretariat services to the Committee;

3. *Invites* all Governments, the regional commissions, the specialized agencies, the International Atomic Energy Agency and the other international organizations concerned to transmit to the secretariat of the Committee their views on the work of the Committee, together with any comments that they may wish to make on the recommendations on the transport of dangerous goods;

4. *Invites* all interested Governments, the regional commissions, the specialized agencies and the international organizations concerned to take into account the recommendations of the Committee when developing or updating appropriate codes and regulations;

5. *Requests* the Committee to study, in consultation with the International Maritime Organization, the International Civil Aviation Organization, the regional commissions and the intergovernmental organizations concerned, the possibilities of improving the implementation of the Model Regulations on the transport of dangerous goods in all countries for the purposes of ensuring a high level of safety and eliminating technical barriers to international trade, including through the further harmonization of international agreements or conventions governing the international transport of dangerous goods;

6. *Invites* all Governments, as well as the regional commissions and organizations concerned, the International Maritime Organization and the International Civil Aviation Organization to provide feedback to the Committee regarding differences between the provisions of national, regional or international legal instruments and those of the Model Regulations, in order to enable the Committee to develop cooperative guidelines for enhancing consistency between these requirements and reducing unnecessary impediments; to identify existing substantive and international, regional and national differences, with the aim of reducing those differences in modal treatment to the greatest extent practical and ensuring that, where differences are necessary, they do not pose impediments to the safe and efficient transport of dangerous goods; and to undertake an editorial review of the Model Regulations and various modal instruments with the aim of improving clarity, user friendliness and ease of translation;

B. Work of the Committee regarding the Globally Harmonized System of Classification and Labelling of Chemicals

Bearing in mind that in paragraph 23 (c) of the Plan of Implementation of the World Summit on Sustainable Development (Johannesburg Plan of Implementation),³ countries were encouraged to implement the Globally Harmonized System of Classification and Labelling of Chemicals as soon as possible with a view to having the system fully operational by 2008,

³ *Report of the World Summit on Sustainable Development, Johannesburg, South Africa, 26 August–4 September 2002* (United Nations publication, Sales No. E.03.II.A.1 and corrigendum), chap. I, resolution 2, annex.

Bearing in mind also that the General Assembly, in its resolution 57/253 of 20 December 2002, endorsed the Johannesburg Plan of Implementation and requested the Economic and Social Council to implement the provisions of the Plan relevant to its mandate and, in particular, to promote the implementation of Agenda 21⁴ by strengthening system-wide coordination,

Bearing in mind further the commitment by Member States to work for the full implementation by 2030 of the Sustainable Development Goals and related targets as agreed by the General Assembly on its resolution 70/1 of 25 September 2015⁵, and in particular target 12.4 related to the achievement of the environmentally sound management of chemicals and wastes through their life cycle in accordance with agreed international frameworks,

Noting with satisfaction:

(a) That the Economic Commission for Europe and all United Nations programmes and specialized agencies concerned with chemical safety in the field of transport or of the environment, in particular the United Nations Environment Programme, the International Maritime Organization and the International Civil Aviation Organization, have already taken appropriate steps to amend or update their legal instruments in order to give effect to the Globally Harmonized System or are considering amending them as soon as possible,

(b) That the International Labour Organization, the Food and Agriculture Organization of the United Nations and the World Health Organization are also taking appropriate steps to adapt their existing chemical safety recommendations, codes and guidelines to the Globally Harmonized System, in particular in the areas of occupational health and safety, pesticide management and the prevention and treatment of poisoning,

(c) That many Member States have already issued national legislation or standards implementing the Globally Harmonized System, or allowing its application, in one or several sectors other than transport,

(d) That work on the development or revision of national legislation, standards or guidelines to implement the Globally Harmonized System continues in other countries, while in some others activities related to the development of sectoral implementation plans or national implementation strategies are being conducted or are expected to be initiated soon,

(e) That a number of United Nations programmes and specialized agencies and regional organizations, in particular the United Nations Institute for Training and Research, the International Labour Organization, the World Health Organization, the United Nations Educational, Scientific and Cultural Organization, the Economic Commission for Europe, the Asia-Pacific Economic Cooperation forum, the Organization for Economic Cooperation and Development and the European Union, Governments and non-governmental organizations representing the chemical industry, have organized or contributed to multiple workshops, seminars and other capacity-building activities at the international, regional, subregional and national levels to raise awareness in the administration, health and industrial sectors and to prepare for or support the implementation of the Globally Harmonized System,

⁴ *Report of the United Nations Conference on Environment and Development, Rio de Janeiro, 3–14 June 1992*, vol. I, *Resolutions Adopted by the Conference* (United Nations publication, Sales No. E.93.I.8 and corrigendum), resolution 1, annex II.

⁵ Resolution 70/1 of the General Assembly “Transforming our world: the 2030 Agenda for Sustainable Development” (A/RES/70/1).

Aware that effective implementation will require further cooperation between the Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals and the international bodies concerned, continued efforts by the Governments of Member States, cooperation with the industry and other stakeholders and significant support for capacity-building activities in countries with economies in transition and developing countries,

Recalling the particular significance of the Global Partnership to Implement the Globally Harmonized System of Classification and Labelling of Chemicals of the United Nations Institute for Training and Research, the International Labour Organization and the Organization for Economic Cooperation and Development for building capacities at all levels,

1. *Commends* the Secretary-General on the publication of the eighth revised edition of the *Globally Harmonized System*⁶ in the six official languages of the United Nations, electronically and in book form, and its availability, together with related informational material, on the website of the Economic Commission for Europe, which provides secretariat services to the Committee;

2. *Expresses its deep appreciation* to the Committee, the Commission and the United Nations programmes, specialized agencies and other organizations concerned for their fruitful cooperation and their commitment to the implementation of the Globally Harmonized System;

3. *Requests* the Secretary-General:

(a) To circulate the amendments⁷ to the eighth revised edition of the *Globally Harmonized System* to the Governments of Member States, the specialized agencies and other international organizations concerned;

(b) To publish the ninth revised edition of the *Globally Harmonized System* in all the official languages of the United Nations in the most cost-effective manner, no later than the end of 2021, and to make it available in book and electronic format and on the website of the Commission;

(c) To continue to make information on the implementation of the Globally Harmonized System available on the website of the Commission⁸;

4. *Invites* Governments that have not yet done so to take the necessary steps to implement the Globally Harmonized System as soon as possible through appropriate national procedures and/or legislation and to keep them updated to take account of the recommendations made by the Committee every two years;

5. *Reiterates its invitation* to the regional commissions, United Nations programmes, specialized agencies and other organizations concerned to promote the implementation of the Globally Harmonized System and, where relevant, to amend their respective international legal instruments addressing transport safety, workplace safety, consumer protection or the protection of the environment so as to give effect to the Globally Harmonized System through such instruments;

6. *Invites* Governments, the regional commissions, United Nations programmes, specialized agencies and other organizations concerned to provide feedback to the Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals on the steps taken for the implementation of the Globally Harmonized System in all relevant sectors, through international, regional or national legal instruments, recommendations, codes and guidelines,

⁶ United Nations publication, Sales No. 19.II.E.21.

⁷ [ST/SG/AC.10/48/Add.3](#).

⁸ <https://unece.org/ghs-implementation-0>

including, when applicable, information about the transitional periods for its implementation;

7. *Encourages* Governments, the regional commissions, United Nations programmes, specialized agencies and other relevant international organizations and non-governmental organizations, in particular those representing industry, to strengthen their support for the implementation of the Globally Harmonized System by providing financial contributions and/or technical assistance for capacity-building activities in developing countries and countries with economies in transition;

C

Programme of work of the Committee

Taking note of the programme of work of the Committee for the biennium 2021–2022 as contained in paragraphs 46 and 47 of the report of the Secretary-General,¹

Noting the relatively poor level of participation of experts from developing countries and countries with economies in transition in the work of the Committee and the need to promote their wider participation in its work,

1. *Decides* to approve the programme of work of the Committee;¹
2. *Stresses* the importance of the participation of experts from developing countries and countries with economies in transition in the work of the Committee, calls, in that regard, for voluntary contributions to facilitate their participation, including through support for travel and daily subsistence, and invites Member States and international organizations in a position to do so to contribute;
3. *Requests* the Secretary-General to submit to the Economic and Social Council, in 2023, a report on the implementation of the present resolution, the recommendations on the transport of dangerous goods and the Globally Harmonized System of Classification and Labelling of Chemicals.

II. Implementation of Economic and Social Council resolution 2019/7

A. Publications

2. As requested by the Economic and Social Council in its resolution 2019/7, the Secretary-General prepared the twenty-first revised edition of the *Recommendations on the Transport of Dangerous Goods: Model Regulations*,⁹ the seventh revised edition of the *Manual of Tests and Criteria*¹⁰ and the eighth revised edition of the *Globally Harmonized System of Classification and Labelling of Chemicals*.⁶ These revised editions were issued as United Nations publications in the six official languages of the United Nations, for sale in printed and in electronic format

3. The *Model Regulations*, the *Manual of Tests and Criteria*, and the *Globally Harmonized System* are available online in the six official languages of the United Nations on the website of the Economic Commission for Europe. Editable electronic versions were made available to Governments, implementing specialized agencies and intergovernmental organizations, upon request.

⁹ United Nations publication, Sales No. 19.VIII.1.

¹⁰ *Ibid.*, Sales No. 20.VIII.1.

B. Implementation of the Recommendations on the Transport of Dangerous Goods: Model Regulations

4. In its resolution 2019/7, the Economic and Social Council invited all interested Governments, the regional commissions, the specialized agencies and the international organizations concerned, when developing or updating appropriate codes and regulations, to take into account the recommendations of the Committee.

5. The provisions of the twenty-first revised edition⁹ of the *Model Regulations* have been incorporated into the following international instruments:

(a) International Maritime Organization (IMO): International Maritime Dangerous Goods Code, amendment 40–20 (mandatory application for the 166 contracting parties to the International Convention for the Safety of Life at Sea from 1 January 2022, with the possibility of application on a voluntary basis from 1 January 2021);

(b) International Civil Aviation Organization (ICAO): 2021–2022 edition of the Technical Instructions for the Safe Transport of Dangerous Goods by Air (mandatory application for the 193 contracting parties to the Convention on International Civil Aviation from 1 January 2021);

(c) International Air Transport Association: Dangerous Goods Regulations 2021 (sixty-second edition) (applicable from 1 January 2021 as a recommended standard for the 290 member airlines of the Association);

(d) Economic Commission for Europe: Agreement concerning the International Carriage of Dangerous Goods by Road (ADR 2021)¹¹ (applicable from 1 January 2021, 52 contracting parties, with the accession of Uzbekistan in 2020);

(e) Economic Commission for Europe: European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN 2021)¹² (applicable from 1 January 2021, 18 contracting parties);

(f) Intergovernmental Organization for International Carriage by Rail: Regulations concerning the International Carriage of Dangerous Goods by Rail (appendix C to the Convention concerning International Carriage by Rail) (RID 2021) (applicable from 1 January 2021, 46 contracting parties).

6. In the member States of the European Union, the provisions of the Agreement concerning the International Carriage of Dangerous Goods by Road, the Regulations concerning the International Carriage of Dangerous Goods by Rail and the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways, as amended, have also to be made applicable to domestic traffic at the latest by 30 June 2021.¹³

7. The Common Market of the South (MERCOSUR) countries (Argentina, Brazil, Paraguay and Uruguay) are applying by Decision 15/2019¹⁴ of 4 December 2019 an agreement on the inland transportation of dangerous goods (Acuerdo para la Facilitación del Transporte de Mercancías Peligrosas en el MERCOSUR) based on the seventeenth revised edition¹⁵ of the *Model Regulations*, the Regulations

¹¹ Ibid., Sales No. 21.VIII.1.

¹² Ibid., Sales No. 20.VIII.3.

¹³ Commission delegated Directive (EU) 2020/1833 of 2 October 2020 amending the annexes to Directive 2008/68/EC of the European Parliament and of the Council as regards adaptation to scientific and technical progress (*Official Journal of the European Union*, L 408/1, 4 December 2020).

¹⁴ <https://normas.mercosur.int/public/normativas/3832>

¹⁵ United Nations publication, Sales No. 11.VIII.1.

concerning the International Carriage of Dangerous Goods by Rail and the Agreement concerning the International Carriage of Dangerous Goods by Road.

8. The Andean Community (Bolivia (Plurinational State of), Colombia, Ecuador and Peru) have developed draft regulations based on the thirteenth revised edition¹⁶ of the *Model Regulations*, the European Agreement concerning the International Carriage of Dangerous Goods by Road (2005) and the Regulations concerning the International Carriage of Dangerous Goods by Rail (2005).

9. In 1997, the Economic and Social Commission for Asia and the Pacific published the *Guidelines for the Establishment of National and Regional Systems for Inland Transportation of Dangerous Goods*,¹⁷ recommending the implementation of the recommendations on the transport of dangerous goods. The transport ministers of the Association of Southeast Asian Nations (ASEAN) signed, on 20 September 2002, Protocol No. 9 to the ASEAN Framework Agreement on the Facilitation of Goods in Transit, which was ratified by the Governments of all countries concerned and entered into force on 13 September 2017. The Protocol provides for the simplification of procedures and requirements for the transport of dangerous goods in ASEAN countries, using the *Model Regulations* and a former version of the Agreement concerning the International Carriage of Dangerous Goods by Road. Annex I (Transport of dangerous goods) of the Greater Mekong Subregion Cross-Border Transport Agreement is in force and also requires the use of the *Model Regulations* and the Agreement concerning the International Carriage of Dangerous Goods by Road for cross-border transport.

10. In 1999, the Central African Economic and Monetary Community (Cameroon, Central African Republic, Chad, Democratic Republic of the Congo, Equatorial Guinea and Gabon) adopted regulations concerning the transport of dangerous goods by road which are partly based on former provisions of the Agreement concerning the International Carriage of Dangerous Goods by Road but which are not fully in line with the *Model Regulations*.

11. The examples below show different levels of implementation, from the seventeenth revised edition of the *Model Regulations* (published in 2011) to the twenty-first revised edition (published in 2019):

- European Union member States and Iceland, Liechtenstein, Norway and Switzerland, pursuant to European Union directives (see para. 6 above), are bound to apply, before 30 June 2021, the provisions of the 2021 editions of the Agreement concerning the International Carriage of Dangerous Goods by Road, the Regulations concerning the International Carriage of Dangerous Goods by Rail and, where relevant, the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways, to domestic transport by road, rail and inland waterways respectively, implying implementation of the twenty-first revised edition of the *Model Regulations*.⁹
- Russian Federation: the provisions of the 2021 edition of the Agreement concerning the International Carriage of Dangerous Goods by Road are to be applied to domestic traffic pursuant to Ordinance No. 2200 of 21 December 2020 requiring the application of annexes A and B of the Agreement; for rail transport, regulations (Agreement on International Railway Freight Communications) are based on the twentieth revised edition¹⁸ and are expected

¹⁶ Ibid., Sales No. 03.VIII.5.

¹⁷ Ibid., Sales No. 98.II.F.49.

¹⁸ Ibid., Sales No. 17.VIII.1.

to be updated to take into account the twenty-first revised edition⁹ for application as from 1 July 2021.

- United States of America: Title 49 of the Code of Federal Regulations is normally updated on a yearly basis and has been updated to reflect the twenty-first revised edition,⁹ with very few exceptions.
- Canada: Regulations reflect the twentieth revised edition,¹⁸ and the proposed amendments for alignment with the provisions of the twenty-first revised edition⁹ are in the process of implementation.
- Australia: The Australian Code for the Transport of Dangerous Goods by Road and Rail (edition 7.7, 2020018) is based on the twenty-first revised edition.⁹ It may be used instead of the previous edition (7.6) from 1 October 2020 and will become compulsory from 1 October 2021.
- Thailand: Regulations for road transport are based on the 2017 edition of the Agreement concerning the International Carriage of Dangerous Goods by Road (based on the nineteenth revised edition¹⁹ of the *Model Regulations*).
- China: The national regulations concerning Road Transportation of Dangerous Goods have been implemented as from 1 December 2018 and make reference to the eighteenth revised edition²⁰ of the Model Regulations, the sixth revised edition of the Manual of Tests and Criteria and the 2015 edition²¹ of the Agreement concerning the International Carriage of Dangerous Goods by Road.
- Colombia: Pursuant to decree 1079 of 2015, domestic transport of dangerous goods is based on the provisions of the nineteenth revised edition of the *Model Regulations*.¹⁹
- Cambodia and Myanmar: National regulations are based on Protocol No. 9 to the ASEAN Framework Agreement on the Facilitation of Goods in Transit, and work is under way to reflect the 2017 edition of the Agreement concerning the International Carriage of Dangerous Goods by Road.
- Lao People's Democratic Republic: The Government is in the process of issuing national legislation based on the provisions of the 2017 edition of the Agreement concerning the International Carriage of Dangerous Goods by Road.
- Viet Nam: The Government already issued a decree on a former list of dangerous goods and is now planning to amend or update it to the provisions of the 2017 edition of the Agreement concerning the International Carriage of Dangerous Goods by Road.
- Republic of Korea: The Dangerous Goods Safety Management Act is based on the nineteenth revised edition¹⁹ of the *Model Regulations*.¹⁷
- Brazil: National legislation has been updated in 2017 to the nineteenth revised edition of the *Model Regulations*¹⁹ and the 2015 edition of the Agreement concerning the International Carriage of Dangerous Goods by Road.
- Zambia: National standards are based on the seventeenth revised edition²² of the *Model Regulations* and on the provisions of the 2005 edition of the Agreement concerning the International Carriage of Dangerous Goods by Road.

12. Although international transport of dangerous goods is facilitated by the harmonization of the major international conventions and agreements concerning the

¹⁹ Ibid., Sales No. 15.VIII.1.

²⁰ Ibid., Sales No. 13.VIII.1.

²¹ Ibid., Sales No. 15.VIII.3.

²² Ibid., Sales No. 11.VIII.1.

transport of dangerous goods with the *Model Regulations*, and their simultaneous updating, the fact that certain national regulations applicable to inland transport are not brought into line simultaneously, or completely, is still causing problems in international trade, in particular in the case of multimodal transport. For that reason, the Committee has maintained, in its draft programme of work, an item on the global harmonization of regulations on the transport of dangerous goods with the *Model Regulations*. Countries which are not contracting parties to the RID/ADR/ADN agreements have been invited to notify, on a voluntary basis, their national implementation status of the *Model Regulations* to the secretariat.

C. Mutual administrative support for monitoring compliance of “UN”-marked containment systems with the Recommendations on the Transport of Dangerous Goods: Model Regulations

13. In its resolution 2015/7, the Economic and Social Council requested the Secretary-General:

(a) To seek information from all States Members of the United Nations, and other States if appropriate, on the contact details of:

(i) The competent authorities responsible for national regulations applicable to the transport of dangerous goods by modes of transport other than by air or by sea;

(ii) The competent authorities, and their country identification codes, allowing, in the name of the State, the allocation of the “UN” mark on packagings, pressure receptacles, bulk containers and portable tanks;

(b) To develop and maintain up to date the lists of contact details;

(c) To make this information available on the website of the Economic Commission for Europe.

14. The information collected so far is available on the website of the Economic Commission for Europe.²³ The Economic and Social Council invited all Member States to provide the requested information, and Member States who have not yet done so may wish to use the link provided on the website.

D. Implementation of the Globally Harmonized System of Classification and Labelling of Chemicals

15. In paragraph 23 (c) of the Plan of Implementation of the World Summit on Sustainable Development (Johannesburg, South Africa, 2002),³ countries were encouraged to implement the Globally Harmonized System of Classification and Labelling of Chemicals as soon as possible with a view to having the system fully operational by 2008.

16. Since the Globally Harmonized System addresses several sectors (transport, consumers, occupational health and safety and the environment), its effective implementation requires significant efforts by Member States to amend many existing legal texts concerning chemical safety in each sector or to enact new legislation.

17. In the transport sector, the *Model Regulations* have already been updated to reflect the relevant provisions of the eighth revised edition⁶ of the *Globally Harmonized System*. All the major international instruments listed in paragraph 5

²³ <https://unece.org/competent-authorities>.

above have also been amended accordingly for effective application in 2019, as have all national regulations that are based on those instruments or that are regularly updated based on the *Model Regulations*.

18. In the other sectors, the situation is more complex, because implementation requires the amendment or revision of a considerable number of different legal texts and guidelines for application.

19. Since the adoption of the Globally Harmonized System in 2002, many countries around the world have issued legal instruments or national standards implementing it (or allowing its application) in one or several sectors. Those that have already implemented the System continue to update periodically their implementing legal instruments or national standards, in accordance with the provisions of the revised editions of the *Globally Harmonized System* published every two years to take account of the recommendations of the Committee. Work on the revision and amendment of legal texts, standards and guidelines to achieve the implementation of the Globally Harmonized System as soon as possible continues in other countries.

(a) At national level:

(i) In Australia, Safe Work Australia started on January 2021 a two-year transition period from the third to the seventh revised edition of the Globally Harmonized System for workplace hazardous chemicals.

(ii) In Brazil, work is ongoing to update the standards implementing the Globally Harmonized System to its seventh revised edition.

(iii) In Canada, Health Canada issued in December 2020 a regulatory proposal to update the Hazardous Products Regulations, from the fifth to the seventh revised edition of the Globally Harmonized System.

(iv) In Chile, the Ministry of Health approved a “Regulation on the classification, labelling and notification of hazardous substances and mixtures”, that was published in the Official Journal, in February 2021. The regulation implements the provisions of the seventh revised edition of the Globally Harmonized System.

(v) In China, the Ministry of Industry and Information Technology issued a notice in March 2020, announcing the publication for public comment of several draft national standards to update their provisions to the seventh revised edition of the Globally Harmonized System.

(vi) In Colombia, a draft decree implementing the sixth revised edition of the Globally Harmonized System for industrial chemicals was circulated for public consultation in 2020.

(vii) In the Dominican Republic, two national voluntary standards based on the provisions of the sixth revised edition of the Globally Harmonized System were issued in 2019 and 2020.

(viii) In New Zealand, the New Zealand’s Environmental Protection Agency issued in October 2020 the “Hazardous Substances (Hazard Classification) Notice 2020”, a new legislative instrument adopting by incorporation by reference the seventh revised edition of the Globally Harmonized System. The new instrument takes effect on 30 April 2021 and replaces the hazard classification framework and related acts and regulations that were in force since 2001.

(ix) In the Republic of Korea, the Occupational Safety and Health Act and its related standards, as revised in 2019 and implementing the

provisions of the Globally Harmonized System, entered into force on January 2021.

(x) In South Africa, national standard SANS 10234 was revised in 2019 in accordance with the fourth revised edition of the Globally Harmonized System.

(xi) In Thailand, two ministerial notifications implementing Globally Harmonized System provisions for household and livestock cleaning, disinfectants and pesticide products became applicable in March and July 2020, following the end of the transitional period for their implementation for mixtures.

(xii) In Ukraine, a draft law “on chemical safety and security” and a set of related technical regulations were circulated for public consultation in 2020. They aim at aligning national legislation with European Union chemicals regulations implementing Globally Harmonized System provisions and are expected to be adopted in 2021.

(xiii) In the United States of America, the Occupational Safety and Health Administration of the Department of Labor issued in February 2021 a notice of proposed rulemaking to update its Hazard Communication Standard from the third to the seventh revised edition of the Globally Harmonized System. The notice was open for comments until April 2021.

(xiv) In Viet Nam a draft version of its national chemical inventory (NCI) was released in 2020. The inventory contains Globally Harmonized System classification results, inventories, and lists of regulated chemicals in other countries/regions such as Japan, the United States of America and the European Union.

(b) At regional level:

(i) The Andean Community (Bolivia, Colombia, Ecuador and Peru), published in 2019 Resolution N°2075 “Andean Technical Manual for registration and control of chemical pesticides for agricultural use” implementing Globally Harmonized System provisions.

(ii) The Eurasian Economic Union (Armenia, Belarus, Kazakhstan, Kyrgyzstan, Russian Federation) is working towards the implementation of the Globally Harmonized System in 2022, following the expected date of entry into force of Eurasian Economic Commission (EEC) technical regulation “on the safety of chemical products” (technical regulation TR EAEU 041/2017).

(iii) The European Union continued to revise Regulation (EC) No. 1272/2008 for the purposes of its adaptation to technical and scientific progress (including, when appropriate, its alignment with the provisions of the most recent revised editions of the *Globally Harmonized System*). Two adaptations to technical progress (14th and 15th) have been published in 2020 (on 18 February and 11 August 2020 respectively). The European Union legislation is applied in the twenty-seven States Members of the Union, as well as those part of the European Economic Area Agreement (Iceland, Liechtenstein and Norway). Although not part of the European Economic Area Agreement, Switzerland also keeps its chemicals legislation harmonised with that of the European Union.

20. The information provided in paragraph 19 above is non-exhaustive. More details as provided to or compiled by the secretariat from various sources are publicly

available at the secretariat's website.²⁴ These include detailed information on the status of implementation at national and regional level, as well as through international legal instruments, recommendations, codes and guidelines, and an online form for direct submission of updates to the secretariat. **All countries are therefore invited to provide information on updates, as indicated in paragraph 6 of part B of the draft resolution contained in paragraph 1 above.**

21. Regarding capacity-building and training, several activities and projects related to the implementation of the Globally Harmonized System were completed, initiated or continued during the period 2019-2020. This includes several national or regional workshops conducted in Argentina, Côte d'Ivoire, Ghana and Vietnam, as well as two webinars for the Latin American region and Colombia where the secretariat was invited to deliver information about the Globally Harmonized System, regulations on the transport of dangerous goods and the work of the Committee and its two subcommittees. These activities were made possible with the logistical, technical or financial support of the secretariat, Member States, several United Nations organizations, institutes and programmes, intergovernmental organizations, governmental agencies and/or the private sector.

22. Development and updating of guidance, training and resource materials in accordance with the provisions of the Globally Harmonized System continued during 2019-2020. For example:

(a) New guidance on the application of Globally Harmonized System criteria was developed by the subcommittee and made publicly available at the secretariat's website²⁵;

(b) The twelfth to fifteenth editions of the Globally Harmonized System e-learning course entitled "Classifying chemicals according to the GHS" were held, in English, jointly by the United Nations Institute for Training and Research (UNITAR) and the International Labour Organization (ILO) during the biennium 2019-2020. In addition, the Spanish version of the course was launched in 2019, with three editions run in that period. Participants were from all regions over the world representing Governments, industry, international organizations, academia and civil society;

(c) Under the Global Partnership to Implement the Globally Harmonized System (led by ILO, OECD and UNITAR), various outputs and resource materials have been developed²⁶. These include "Key elements of a national GHS roadmap" and "Overview of GHS activities from organisations outside of the ILO/OECD/UNITAR partnership". It is hoped that these resources can provide a greater knowledge base and support the Globally Harmonized System implementation. More resources will be available in the period 2021 onwards;

(d) The World Health Organization (WHO) and ILO International Chemical Safety Cards continue to be developed and updated in accordance with the provisions of the Globally Harmonized System. Out of 1,700 chemicals in the database, 674 have now been classified according to the Globally Harmonized System and are available in eleven languages through multilingual search pages.²⁷

23. The Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals continued its cooperation with treaty bodies that administer certain international conventions dealing with specific aspects of chemical safety to facilitate the implementation of the Globally Harmonized

²⁴ <https://unece.org/ghs-implementation-0>

²⁵ <https://unece.org/transportdangerous-goods/guidance-application-ghs-criteria>

²⁶ <https://unitar.org/global-partnership-implement-ghs>

²⁷ <https://www.ilo.org/dyn/icsc/showcard.home>.

System through such conventions (the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and Their Disposal; the Montreal Protocol on Substances that Deplete the Ozone Layer; the Stockholm Convention on Persistent Organic Pollutants; the Rotterdam Convention on the Prior Informed Consent Procedure for Certain Hazardous Chemicals and Pesticides in International Trade; and the Convention on the Transboundary Effects of Industrial Accidents (Economic Commission for Europe)).

24. Information about available capacity building resources on the Globally Harmonized System, tools and guidance, as well as on its implementation through the treaty bodies mentioned in paragraph 23 above is available at the Globally Harmonized System implementation webpage.²⁴

III. Work of the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals during the biennium 2019-2020

A. Meetings

25. Due to the outbreak of the COVID-19 pandemic and the related containment measures implemented worldwide such as travel restrictions and lockdowns, the fifty-seventh session of the Subcommittee of Experts on the Transport of Dangerous Goods and the thirty-ninth session of the Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals, that were initially scheduled to take place in June-July 2020, were postponed until November-December 2020. Following consultations with the chair and vice-chairpersons of both subcommittees, the secretariat set up an online platform to allow delegations to work informally and exchange comments on the proposals that had been submitted for consideration at the June-July sessions in preparation of the end-of-the year sessions. These arrangements allowed both subcommittees to make progress towards the completion, within the biennium, of high priority items on their work program.

26. At the time of the preparation of the November-December sessions of both subcommittees, the secretariat was informed that given the continued impact of the COVID-19 pandemic, most delegations were not able to attend the sessions in person. After consultation with the subcommittees and following their agreement through silence procedure, the secretariat organised the sessions in a hybrid format, allowing for remote and in-person participation.

27. In addition, the secretariat was further informed that due to technical and budgetary constraints, the impact of the Strategic Heritage Plan in meeting room availability, and on the capacity of the United Nations Office at Geneva to deliver virtual sessions with interpretation, the quota for meeting services with interpretation organised or serviced by the Economic Commission for Europe had been reduced from three to one session per day for the last quarter of 2020.²⁸ As a consequence, the number of official sessions of both subcommittees for their last session of the biennium was reduced from fourteen to seven for the Subcommittee of Experts on the Transport of Dangerous Goods and from five to three for the Subcommittee of Experts on the Globally Harmonized System. In addition, due to the restrictions communicated to the secretariat as regards interpretation services for virtual meetings

²⁸ Subsequently, the secretariat was informed that these restrictions will continue to be applied in 2021 until further notice.

their duration was limited to two hours per meeting instead of the three hours available for in-person meetings.

28. The following official sessions with interpretation were held during the biennium 2019–2020:

(a) Subcommittee of Experts on the Transport of Dangerous Goods: fifty-fifth session, 1–5 July 2019 (ST/SG/AC.10/C.3/110); fifty-sixth session, 4–10 December 2019 (ST/SG/AC.10/C.3/112 and ST/SG/AC.10/C.3/112/Add.1); fifty-seventh session, 30 November–8 December 2020 (ST/SG/AC.10/C.3/114 and ST/SG/AC.10/C.3/114/Add.1);

(b) Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals: thirty-seventh session, 8–10 July 2019 (ST/SG/AC.10/C.4/74); thirty-eighth 11–13 December 2019 (ST/SG/AC.10/C.4/76); thirty-ninth session, 9–11 December 2020 (ST/SG/AC.10/C.4/78);

(c) Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals: tenth session, 11 December 2020 (ST/SG/AC.10/48 and ST/SG/AC.10/48/Add.1–3).

29. To mitigate the impact of the restrictions detailed in paragraphs 25 to 27 above, the following informal meetings without interpretation were held during 2020:

(a) Subcommittee of Experts on the Transport of Dangerous Goods: 29 June–2 July (4 sessions), and 30 November–8 December (7 sessions);

(b) Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals: 8 July 2020 (1 session), and 9–10 December (2 sessions).

30. The following 27 countries participated in the work of the Committee as full members of the Subcommittee of Experts on the Transport of Dangerous Goods or the Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals or of both subcommittees: Argentina, Australia, Austria, Belgium, Brazil, Canada, China, Finland, France, Germany, Italy, Japan, Mexico,²⁹ the Netherlands, New Zealand,³⁰ Norway, Poland, the Republic of Korea, the Russian Federation, Serbia,³⁰ South Africa, Spain, Sweden, Switzerland, the United Kingdom of Great Britain and Northern Ireland, the United States of America and Zambia³⁰.

31. India and Morocco, full members of the Subcommittee of Experts on the Transport of Dangerous Goods; Denmark, Greece, Ireland, Nigeria, Qatar, Senegal and Ukraine, full members of the Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals; and Czechia, Kenya and Iran (Islamic Republic of), full members of both subcommittees, did not participate.

32. The Governments of Chile, Croatia, Democratic Republic of Congo, Latvia, Luxembourg,²⁹ Myanmar, New Zealand,³⁰ Peru, Philippines, Romania, Slovakia, Switzerland, Thailand and Turkey were represented by observers. The European Union, seven specialized agencies and intergovernmental organizations and 41 non-governmental organizations also participated.

33. Liaison was maintained with the international bodies or organizations responsible for individual modes of transport, in particular the Economic Commission

²⁹ Subcommittee of Experts on the Transport of Dangerous Goods only.

³⁰ Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals only.

for Europe, ICAO, IMO and the Intergovernmental Organization for International Carriage by Rail.

34. The Committee paid special attention to the coordination of its own activities with those of other international organizations whose activities impinge on the field of transport of dangerous goods or of classification and labelling of chemicals, such as the Food and Agriculture Organization (FAO), the IAEA, the Universal Postal Union, ILO, WHO, UNITAR and OECD, to ensure that their work would complement, rather than duplicate or clash with, its own activities and recommendations.

35. Secretariat services were provided by the secretariat of the Economic Commission for Europe.

B. Work of the Subcommittee of Experts on the Transport of Dangerous Goods

36. During the biennium 2019–2020, the Subcommittee discussed various questions related to its terms of reference, in accordance with the programme of work as laid out in the previous report of the Secretary-General on the work of the Committee of Experts (E/2019/63, para. 48 (a)).

37. On the basis of that work, the Committee adopted amendments² to the twenty-first revised edition⁹ of the *Recommendations on the Transport of Dangerous Goods: Model Regulations* and to the seventh revised edition of the *Manual of Tests and Criteria*,¹⁰ consisting mainly of new or revised provisions concerning:

(a) Listing and classification of some existing and new dangerous substances and articles, related packing and test methods, and the revision of some packing and tank requirements;

(b) Electric storage systems (including modification of the lithium battery mark and provisions for transport of assembled battery not equipped with overcharge protection);

(c) Harmonization with the IAEA Regulations for the Safe Transport of Radioactive Material;

(d) Requirements for the design, construction, inspection and testing of portable tanks with shells made of fibre reinforced plastics materials;

(e) Transport of explosives including alignment with revised Chapter 2.1 of the Globally Harmonized System;

(f) Classification of self-polymerising substances; and

(g) Assessment of the thermal stability of samples and temperature control assessment for transport of self-reactive substances and organic peroxides.

38. The Subcommittee adopted a thorough update of the guiding principles intended to explain the rationale behind the provisions contained in the *Model Regulations* and to guide regulators when assigning transport requirements to specific dangerous goods.

39. On the issue of possible further measures to facilitate global harmonization of regulations on the transport of dangerous goods with the *Model Regulations*, already discussed in previous biennia (see also para. 12 above), additional efforts should be made to improve harmonization at the worldwide level. Governments and international organizations concerned are invited to provide feedback by drawing

attention to requirements in their national, regional or international instruments that deviate from the *Model Regulations*.

40. **The action recommended by the Committee to be taken by the Economic and Social Council with respect to the work of the Subcommittee of Experts on the Transport of Dangerous Goods is reflected in part A, paragraphs 1 to 6, of the draft resolution contained in paragraph 1 of the present report.**

C. Work of the Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals

41. During the biennium 2019–2020, the Subcommittee discussed various questions, in accordance with its programme of work, as laid out in the previous report of the Secretary-General on the work of the Committee of Experts (E/2019/63, para. 48 (b)).

42. On the basis of that work, the Committee adopted amendments⁷ to the eighth revised edition⁶ of the *Globally Harmonized System of Classification and Labelling of Chemicals* intended to update, clarify or complement the Globally Harmonized System concerning, among other matters, the revision of chapter 2.1 (explosives) to better address their explosion hazard when they are not in their transport configuration; the revision of decision logics in parts 1, 2 and 3 and the classification and labelling summary tables in annex 1; changes to precautionary statements to rationalise and improve their comprehensibility; and updating of references to OECD test guidelines.

43. The Subcommittee kept under review progress made in the implementation of the Globally Harmonized System on the basis of reports submitted by its members and participating intergovernmental and non-governmental organizations.

44. The Subcommittee continued to cooperate with treaty bodies established under international conventions concerning chemical safety to promote the implementation of the Globally Harmonized System through such conventions (see also para. 23 above).

45. **The action recommended by the Committee to be taken by the Economic and Social Council with respect to the work of the Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals is reflected in part B, paragraphs 1 to 7, of the draft resolution contained in paragraph 1 of the present report.**

IV. Programme of work and schedule of meetings for the biennium 2021–2022

46. The Committee agreed that the programme of work for the biennium 2021–2022 should be as follows:

(a) Subcommittee of Experts on the Transport of Dangerous Goods:

(i) Explosives and related matters (including review of test series 6; improvement of test series 8; review of tests in parts I, II and III of the Manual of Tests and Criteria; United Nations standard detonator; review of packing instructions for explosives; application of security provisions to explosives not otherwise specified; Test N.1 for readily combustible solids; energetic samples; issues related to the definition of explosives; review of packaging and transport requirements for ammonium nitrate emulsions);

- (ii) Listing, classification and packing (including amendments to the list of dangerous goods and packing instructions; toxicity of United Nations Nos. 2248, 2264 and 2357, polymerizing substances);
 - (iii) Electric storage systems (including testing of lithium batteries; hazard-based system for classification of lithium batteries; transport provisions; damaged or defective lithium batteries; and sodium-ion batteries);
 - (iv) Transport of gases (including global recognition of United Nations and non-United Nations pressure receptacles, limited quantities for division 2.2);
 - (v) Miscellaneous proposals of amendments to the Model Regulations (including documentation (e.g. e-documentation), marking and labelling issues; packaging issues and use of recycled plastics material; tank issues; fibre-reinforced plastics (FRP) portable tanks; portable tanks (other than FRP));
 - (vi) Cooperation with IAEA;
 - (vii) Global harmonization of transport of dangerous goods regulations with the Model Regulations;
 - (viii) Guiding principles for the Model Regulations;
 - (ix) Issues relating to the Globally Harmonized System (including testing of oxidizing substances; chemicals under pressure, references to OECD Guidelines; simultaneous classification in physical hazards and precedence of hazards);
 - (x) Unified interpretations of the Model Regulations;
 - (xi) Implementation of the Model Regulations;
 - (xii) Dangerous goods safety training and capacity building.
- (b) Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals:
- (i) Classification criteria and related hazard communication, including:
 - a. Tests for oxidizing liquids and oxidizing solids;
 - b. Use of non-animal testing methods for classification of health hazards;
 - c. Classification of skin sensitizers using the results of local lymph node assays test methods in accordance with OECD Test Guideline 442B;
 - d. Classification criteria for germ cell mutagenicity (sub-category 1B);
 - e. Practical classification issues;
 - f. Nanomaterials;
 - g. Simultaneous classification in physical hazard classes and precedence of hazards;
 - (ii) Hazard communication issues, including:
 - a. Practical labelling issues;
 - b. Improvement of annexes 1–3 and further rationalization of precautionary statements;

- (iii) Implementation issues, including:
 - a. Assessing the possible development of a list of chemicals classified according to the Globally Harmonized System;
 - b. Facilitating the coordinated implementation of the Globally Harmonized System in countries and monitoring its status of implementation;
 - c. Cooperating with other bodies or international organizations responsible for the administration of international agreements and conventions dealing with the management of chemicals so as to give effect to the Globally Harmonized System through such instruments;
- (iv) Guidance on the application of the criteria of the Globally Harmonized System, including:
 - a. Development of examples illustrating application of criteria and any related hazard communication issues, as needed;
 - b. Alignment of guidance in annex 9 (section A9.7) and annex 10 of the Globally Harmonized System of Classification and Labelling of Chemicals with the criteria in chapter 4.1
- (v) Capacity-building, including:
 - a. Reviewing reports on training and capacity-building activities;
 - b. Providing assistance to United Nations programmes and specialized agencies involved in training and capacity-building activities, such as UNITAR, ILO, FAO and WHO/International Programme on Chemical Safety, through the development of guidance materials, advice with respect to their training programmes and identification of available expertise and resources.

47. Bearing in mind that, in accordance with Economic and Social Council resolution 1999/65, the maximum number of meeting days allocated to the Committee and its subsidiary bodies is 38 (76 meetings), the Committee agreed that the schedule of meetings for the period 2021–2022 should be as follows:

2021

28 June–2 July 2021: Subcommittee of Experts on the Transport of Dangerous Goods, fifty-eighth session (10 meetings)

5–7 (morning) July 2021: Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals, fortieth session (5 meetings)

29 November–8 December (morning)³¹ 2021: Subcommittee of Experts on the Transport of Dangerous Goods, fifty-ninth session (15 meetings)

8 (afternoon)³¹–10 December 2021: Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals, forty-first session (5 meetings)

Total: Subcommittee of Experts on the Transport of Dangerous Goods: 25 meetings; Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals: 10 meetings

³¹ With the possibility for both subcommittees to combine their meeting allotment and meet jointly for the entire day on 8 December 2021 and 5 July 2022 (see also footnote ³²).

2022

27 June–5 July (morning)^{31,32} 2022: Subcommittee of Experts on the Transport of Dangerous Goods, sixtieth session (13 meetings)

5 (afternoon)^{31,32}–7 July 2022³²: Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals, forty-second session (5 meetings)

28 November–6 December 2022: Subcommittee of Experts on the Transport of Dangerous Goods, sixty-first session (14 meetings)

7–9 December (morning) 2022: Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals, forty-third session (5 meetings)

9 December (afternoon) 2022: Committee of Experts, eleventh session (1 meeting)

Total: Subcommittee of Experts on the Transport of Dangerous Goods: 27 meetings;³¹ Subcommittee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals: 10 meetings; Committee of Experts: 1 meeting

48. Action recommended by the Committee of Experts to be taken by the Economic and Social Council with respect to its programme of work is reflected in part C, paragraphs 1 to 3, of the draft resolution contained in paragraph 1 of the present report.

³² The secretariat has recently been informed that 8 July will probably be a UN holiday. Consequently, the dates adopted by the Committee at its tenth session for the June-July sessions of the Subcommittees have been adjusted. The subcommittees may consider combining their meeting allotment and meet jointly for the entire day on 5 July 2022.