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IRISH STANDARD

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**PACKAGING - TRANSPORT PACKAGING FOR
DANGEROUS GOODS - TEST METHODS FOR
IBCS (ISO 16467:2003)**

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English version

**Packaging - Transport packaging for dangerous goods - Test
methods for IBCs (ISO 16467:2003)**

Emballage - Emballages d'expédition de marchandises
dangereuses - Méthodes d'essai pour Grands Récipients
en Vrac (GRV) (ISO 16467:2003)

Verpackung - Verpackungen für die Beförderung
gefährlicher Güter - Prüfverfahren für IBC (ISO
16467:2003)

This European Standard was approved by CEN on 15 May 2003.

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This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the Management Centre has the same status as the official versions.

CEN members are the national standards bodies of Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Luxembourg, Malta, Netherlands, Norway, Portugal, Slovakia, Spain, Sweden, Switzerland and United Kingdom.



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Foreword

This document (EN ISO 16467:2003) has been prepared by Technical Committee CEN/TC 261, "Packaging", the secretariat of which is held by AFNOR in collaboration with Technical Committee ISO/TC 122 "Packaging".

This European Standard EN ISO 16467:2003 shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by April 2004, and conflicting national standards shall be withdrawn at the latest by April 2004.

This document has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association, and supports the objectives of the framework Directives on Transport of Dangerous Goods.

This European Standard has been submitted for reference into the RID and/or in the technical annexes of the ADR. Therefore in this context the standards listed in the normative references and covering basic requirements of the RID/ADR not addressed within the present standard are normative only when the standards themselves are referred to in the RID and/or in the technical annexes of the ADR.

Annexes A, D and E are informative. Annexes B and C are normative.

This document includes a Bibliography.

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Luxembourg, Malta, Netherlands, Norway, Portugal, Slovakia, Spain, Sweden, Switzerland and the United Kingdom.

EN ISO 16467:2003 (E)

Introduction

This Standard was developed to provide requirements and test procedures to meet the multi-modal United Nations Recommendations on the Transport of Dangerous Goods [1] and successful passing of the tests can lead to the allocation of an appropriate UN IBC mark. The UN Recommendations have been developed by the United Nations Committee of Experts on the Transport of Dangerous Goods as a model regulation (referred to in this document as the UN Recommendations) in the light of technical progress, the advent of new substances and materials, the exigencies of modern transport systems and, above all, the need to ensure the safety of people, property and the environment. Amongst other aspects, the UN Recommendations cover principles of classification and definition of classes, listing of the principal dangerous goods, general packing requirements, testing procedures, marking, labelling or placarding, and shipping documents. There are in addition special recommendations related to particular classes of goods.

The UN Recommendations are given legal entity by the provisions of a series of international modal agreements and national legislation for the transport of dangerous goods. The international agreements include:

The European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR) (covering most of Europe). [2]

Regulations concerning the International Carriage of Dangerous Goods by Rail (RID) (covering most of Europe, parts of North Africa and the Middle East). [3]

The International Maritime Dangerous Goods Code (worldwide). [4]

The International Civil Aviation Organization's Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO TIs)(worldwide). [5]

The application of this Standard will need to take account of the requirements of these international agreements and the relevant national regulations for domestic transport of dangerous goods.

It is important to note that there will be certain modal differences from the UN Recommendations and that the schedule for revision of the Recommendations and modal provisions may lead to temporary inconsistencies with this Standard, which is regularly updated to the latest version of the UN Recommendations.

It is noted that success in the tests and the allocation of an official UN mark do not on their own authorize the use of an IBC for any dangerous goods. There are other regulatory provisions that have to be taken into account in each instance.

This European Standard is based on Revision 12 of the UN Recommendations.

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