



WORKING PAPER

DANGEROUS GOODS PANEL (DGP)

TWENTY-SECOND MEETING

Montréal, 5 to 16 October 2009

Agenda Item 2: Development of recommendations for amendments to the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284) for incorporation in the 2011-2012 Edition

LOCATION OF SHIPPER AND CONSIGNEE IDENTIFICATION ON PACKAGES

(Presented by A. Tusek)

SUMMARY

This paper proposes amendment to the shipper and consignee identification provisions in 5;2.4.2 of the Technical Instructions to require that this marking on packages be located on the same surface of the package as the proper shipping name.

Action by the DGP: The DGP is invited to add additional text to existing Part 5;2.4.2 of the Technical Instructions as presented in the appendix.

1. INTRODUCTION

1.1 The existing text of Part 5;2.4.2 requires that the shipper and consignee identification must be provided on packages. However, the location of the shipper and consignee identification is not prescribed.

1.2 Over the years there have been a number of dangerous goods incidents in Australia that could have been prevented if the location of the shipper and consignee identification was required to be located on the same surface of the package near the proper shipping name marking.

1.3 Labels are required to be located on the same surface of the package near the proper shipping name marking, if the package dimensions are adequate (5; 3.2.7 b) refers).

1.4 Some incidents in Australia can be directly attributed to human factors where freight forwarding staff or aircraft ramp and loading staff have their primary focus on checking packages for consignee destination information. If dangerous goods marking and labelling is on a surface other than the consignee information then the dangerous goods marking and labelling can go unnoticed. This can even be the Cargo Aircraft Only label.

1.5 In the incidents investigated it was found that in each case the packages were of sufficient dimensions to allow all marking and labelling to be present on a single surface. It is normal that the surfaces on smaller packages are checked in more detail because the package is more easily lifted and rotated than large packages. There have been no incidents in this regard to packages with small dimensions.

1.6 For processing purposes it is more likely that when ramp or loading staff check a package for destination (consignee) that the package would be more immediately recognized as being dangerous goods if this marking was next to the proper shipping name as this is also where the hazard labels are required to be.

APPENDIX

PROPOSED AMENDMENT TO THE TECHNICAL INSTRUCTIONS

Part 5

SHIPPER'S RESPONSIBILITIES

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Chapter 2

PACKAGE MARKINGS

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2.4.2 Shipper and consignee identification

The name and address of the person who offers the dangerous goods for transport by air and of the consignee must be provided on each package and must be located on the same surface of the package near the proper shipping name marking, if the package dimensions are adequate.

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