



WORKING PAPER

**DANGEROUS GOODS PANEL (DGP)
MEETING OF THE WORKING GROUP OF THE WHOLE**

The Hague, 3 to 7 November 2008

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

2.1: Part 1 — General

DEFINITION OF "CARGO"

(Presented by D. Brennan)

SUMMARY

This paper invites comments from the working group with respect to the definition of “cargo” as adopted into the *2009-2010 Edition* of the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284).

Action by the DGP-WG is in paragraph 2.

1. INTRODUCTION

1.1 At DGP/20 the panel agreed to add a definition for “cargo” and consequently “mail” and “stores” to address concerns about the application of dangerous goods training programmes for operator personnel.

1.2 The definitions adopted are those from Annex 9 — *Facilitation*. Following the adoption of the definitions some consequential amendments were made to the provisions of Part 1;4 to add in “mail or stores” where applicable.

1.3 While the adoption of these definitions and the other amendments has clarified that persons only responsible for loading or unloading mail must undertake dangerous goods training, the separation of “stores” from cargo has introduced some unintended consequences.

1.4 One of these consequences is that the provisions of Part 7;4.1.1 regarding the provision of written information to the pilot-in-command only applies to “... dangerous goods that are to be carried as cargo”. The word “cargo” in this paragraph is intended to exclude items of dangerous goods in passenger or crew checked baggage from having to be included on the written information. However, with the

definition of cargo it could be taken to mean that “stores” that are dangerous goods do not have to be shown on the written information to the pilot-in-command.

1.5 Another issue that has been raised related to the definition of cargo and baggage is the transport of so called courier bags. These are items presented to an operator by a courier company where the courier bags are accepted by the issue of a baggage tag rather than through the “cargo” system by issue of an air waybill or consignment note. Here, as there is no definition of “baggage”, this is being seen as an acceptable process.

2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to consider if the existing definition of cargo is appropriate. A suggestion in this regard is to amend the definition to remove reference to “stores” as not being “cargo”. This would however, result in there being a different definition for “cargo” in the Technical Instructions than that used in Annex 9 and in other Annexes and Standards and Recommended Practices (SARPs).

- a) Possible wording of an alternative definition is:

Cargo. For the purposes of these Instructions, cargo is Any property carried on an aircraft other than mail, ~~stores~~ and accompanied or mishandled baggage.

- b) An alternative approach may be to add some specific text into Part 7 to identify that for the purposes of the operator’s responsibilities that “stores” are considered as cargo except when specifically provided for by Part 1;2.2.

2.2 The DGP-WG is invited to consider the adoption of a definition for baggage into the Technical Instructions. The applicable definition from Annex 9 is:

Baggage. Personal property of passengers or crew carried on an aircraft by agreement with the operator.

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