International Civil Aviation Organization

DGP-WG/08-WP/26
24/9/08

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

"NET QUANTITY" FOR CLASS 1 ARTICLES

(Presented by D. Brennan)

SUMMARY

This paper proposes a revision to the definition of "net quantity" to align with the UN Model Regulations

Action by the DGP-WG is in paragraph 2.

1. INTRODUCTION

1.1 At the present time the "net quantity" shown on the dangerous goods transport document for Class 1 articles shipped according to the Technical Instructions is different from the net quantity for all other modes of transport where the quantity shown for Class 1 articles is the "net explosive quantity (mass)" (NEQ).

1.2 With the development of electronic data transmission as an alternative to a paper document there is a focus on the modal differences as they apply to the information provided by the shipper to describe the details of any consignment of dangerous goods.

1.3 The current definition of net quantity in the Technical Instructions dates to the development of the Technical Instructions in the early 1980s and was adopted from the definition, dating from 1979, in existence in the International Air Transport Association (IATA) Restricted Articles Regulations.

1.4 It is assumed that defining the net quantity for Class 1 as the net mass of the finished article was done to simplify the process for the shipper at a time when the regulations for the transport of dangerous goods were not as widely understood and enforced.

1.5 However, the regulations for the transport of dangerous goods and the knowledge of shippers, freight forwarders and operators have matured significantly in the last thirty years. With the UN Model Regulations and modal regulations all requiring the NEQ as the declared quantity on the dangerous goods transport document for Class 1 articles, there is a barrier to the transhipment of packages of Class 1 goods to/from the air mode. This requires the shipper to create a new dangerous goods transport document to move the materials to or from the air mode.

2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to revise the definition of net quantity as follows:

> ***Net quantity.*** The mass or volume of the dangerous goods contained in a package excluding the mass or volume of any packaging material, except in the case of ~~explosive articles and of~~ matches where the net mass is the mass of the finished article excluding packagings. For Class 1 articles the net quantity is the net explosive mass.

2.2 The DGP-WG is invited to add a new definition into Part 1;3.1.1 as follows:

> ***Net explosive mass.*** Also known as net explosive quantity (NEQ) for Class 1 articles is the total mass of the explosive substances contained in the article, without the packaging, casings, bullets, etc.

2.3 If the DGP-WG supports the amendments proposed above, the DGP-WG is invited to consider if the values shown for Class 1 articles in columns 11 and 13 of Table 3-1 should be revised to reflect an allowable net explosive mass in lieu of the current net quantity values, if the DGP-WG supports the amendments proposed above. If that position is supported, a paper will be prepared for DGP-WG/09.

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