



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

2.5: Part 5 — Shipper's Responsibilities

DESCRIPTION OF "OVERPACKS" ON THE DANGEROUS GOODS TRANSPORT DOCUMENT

(Presented by D. Brennan)

SUMMARY

This paper invites discussion with respect to the appropriate method for describing how packages contained in overpacks should be described on the dangerous goods transport document and if there should be additional text to this effect in the Technical Instructions.

Action by the DGP-WG is in paragraph 2.

1. INTRODUCTION

1.1 Part 5;4.1.5.8 d) of the Technical Instructions requires that the shipper provide an indication on the dangerous goods transport document when an overpack is used. This is a very general statement in the Technical Instructions and there is no specific detail on the method by which the shipper should provide that indication.

1.2 The IATA Dangerous Goods Regulations (DGR) provides far more specificity on the method of describing overpacks on the dangerous goods transport document. This includes a requirement that packages contained in an overpack(s) be shown first on the document followed by the words "Overpack used" and that multiple identical overpacks be identified in a specific manner.

1.3 These specific requirements were developed to ensure that operators are able to comply with the provisions of Part 7;4.1.1 with respect to the provision of written information to the pilot-in-command (NOTOC).

1.4 The IATA Dangerous Goods Regulations (DGR) contains a number of examples that show how to describe various configurations of packages in overpacks. These examples were developed with input from member airlines as a way to assist shippers, freight forwarders and operator acceptance personnel on appropriate ways to describe packages in overpacks with a view to facilitating acceptance and preventing unwarranted rejection of consignments, while at the same time ensuring that operators could comply with the NOTOC requirements.

1.5 The examples contained in the DGR were proposed by a member airline, and agreed by the IATA Dangerous Goods Board (DGB) in 1996 and have been in the DGR since 1997. Recently the method shown in the DGR, as shown in the examples for packages contained in multiple overpacks, was questioned with respect to the conformance with the requirements of the Technical Instructions.

1.6 Some of the DGR examples are shown below:

NATURE AND QUANTITY OF DANGEROUS GOODS						
Dangerous Goods Identification						
UN or ID No.	Proper Shipping Name	Class or Division (Subsidiary risk)	Packing Group	Quantity and type of packing	Packing Inst.	Authorization
UN1950	Aerosols, flammable	2.1		200 Fibreboard boxes x 0.2 kg Overpack used x 3 #1234 #2345 #1841 Total quantity per overpack 40 kg	203	

The example above consists of a consignment of 600 packages, evenly distributed across three overpacks, i.e. 200 fibreboard boxes x 3

NATURE AND QUANTITY OF DANGEROUS GOODS						
Dangerous Goods Identification						
UN or ID No.	Proper Shipping Name	Class or Division (Subsidiary risk)	Packing Group	Quantity and type of packing	Packing Inst.	Authorization
UN1950	Aerosols, flammable	2.1		200 Fibreboard boxes x 0.2 kg Overpack used #AA44 Total net quantity 40 kg 100 Fibreboard boxes x 0.1 kg Overpack used #AB62 Total net quantity 10 kg 100 Fibreboard boxes x 0.3 kg Overpack used x 3 #AA60 #AA72 #AAB4 Total quantity per overpack 30 kg	203	

The example above also consists of 600 packages in five overpacks. One overpack with 200 packages @ 200 g per package, one overpack with 100 packages @ 100 g per package and three identical overpacks each with 100 packages @ 300 g per package.

2. **ACTION BY THE DGP-WG**

2.1 The DGP-WG is invited to consider:

- a) if the DGR examples as shown comply with the requirement of Part 5;4.1.5.1 with respect to the shipper showing the number of packages on the dangerous goods transport document;
- b) if the Technical Instructions should contain more detail on the appropriate method for describing, on the dangerous goods transport document, packages contained in overpacks or if this level of detail is best left to industry to develop applicable operational standards.

2.2 Based on the response to the questions above a paper with specific proposals may be prepared for DGP-WG09.

— END —