



WORKING PAPER

**DANGEROUS GOODS PANEL (DGP)
WORKING GROUP MEETING (DGP-WG/23)**

Rio de Janeiro, Brazil, 15 to 19 May 2023

- Agenda Item 2: Managing air-specific safety risks and identifying anomalies (REC-A-DGS-2025)**
2.2: Develop proposals, if necessary, for amendments to the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284) for incorporation in the 2025-2026 Edition

PASSENGER PROVISIONS

(Presented by T. Muller)

SUMMARY

Different “personal protective commodities” are coming on the market. These items may contain a variety of dangerous goods such as airbags, gas cartridges, batteries, capacitors, etc. As it seems that many of these “personal protective commodities” are not covered by the current provisions for dangerous goods carried by passengers or crew, this working paper wants to discuss how the passenger provisions can include all the new and existing items and how they can be safely transported as baggage.

Action by the DGP-WG is in paragraph 2.

1. INTRODUCTION

1.1 More and more items are coming on the market to protect individuals while performing certain activities. These items include personal protective vests for motor drivers, bikers, horse riders, etc. and depending on the manufacturer may contain several dangerous goods. Many of these items will contain automated airbag systems but may in addition contain other types of dangerous goods such as batteries, capacitors etc. Regularly the question is raised by operators and passengers if these commodities can be carried on board as baggage, as it seems that in many cases none of the existing items cover entirely these new products.

1.2 Currently the passenger provisions contain two items in Table 8-1 which can be identified as personal protective commodities:

12)	Cartridges of Division 2.2 with no subsidiary hazard fitted into a self-inflating personal safety device, intended to be worn by a person, such as a life-jacket or vest	Yes	Yes	Yes	<ul style="list-style-type: none"> a) no more than two personal safety devices per person; b) the personal safety device(s) must be packed in such a manner that they cannot be accidentally activated; c) must be for inflation purposes; d) no more than two cartridges are fitted into each device; and e) no more than two spare cartridges per device.
	...				
14)	Cartridges and cylinders of Division 2.2 with no subsidiary hazard contained in an avalanche rescue backpack	Yes	Yes	Yes	<ul style="list-style-type: none"> a) no more than one avalanche rescue backpack per person; b) the backpack must be packed in such a manner that it cannot be accidentally activated; c) may contain a pyrotechnic trigger mechanism which must not contain more than 200 mg net of Division 1.4S; and d) the airbags within the backpack must be fitted with pressure relief valves.

1.3 Some restrictions and conditions imposed to allow these items to be transported as baggage are identical for both items, but others are not. For example, a pyrotechnic trigger mechanism which is required for the functioning of an airbag is allowed in the specific case of an avalanche rescue backpack as described in Item 14 but seems not allowed for any other personal safety device as specified under Item 12.

1.4 Most of these personal protective commodities contain only dangerous goods which are already allowed under other well-defined entries in Table 8-1. However, because of the amount of detail in the description of the items, the conditions and the restrictions itself, it is almost impossible to assign other protective commodities to one of the existing entries in Table 8-1. Even the restrictions and conditions imposed for the existing entries do not always correspond to the variety of identical products on the market. Recently a question was raised if an avalanche rescue backpack also containing a capacitor could be carried as baggage.

1.5 We are aware that Part 8;1.1.4 specifies that an item or article that contains multiple dangerous goods must meet all the applicable entries. However, we believe that there are conflicting situations and, in some cases, missing information. A protective vest for a motor driver containing an automated airbag system cannot be identified as an avalanche rescue backpack, although the mechanisms used may be similar. The current provisions seem to create unclarity and therefore uncertainty for passengers and industry.

1.6 This working paper intends to open the discussion on how the passenger provisions can include all the new and existing items and articles that are used by individuals for their personal protection and how we can make sure that these items can be safely transported as baggage.

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

2.1 The DGP-WG is invited to:

- a) discuss how the passenger provisions can allow items other than the ones listed in Table 8-1 but for similar purposes to be carried by passengers and crew;
- b) consider whether we want to maintain the traditional approach where each specific item is listed individually or to look at a more general approach concentrating on the dangerous goods and articles which can be allowed and under which conditions; and
- c) depending on the outcome of the discussion, consider further actions that may be taken.

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