



WORKING PAPER

**DANGEROUS GOODS PANEL (DGP)
WORKING GROUP MEETING (DGP-WG/25)**

Delhi, India, 21 to 25 April 2025

Agenda Item 10: Other business

**AVAILABILITY OF THE TECHNICAL INSTRUCTIONS TO ALL PARTIES IN THE
TRANSPORT CHAIN**

(Presented by T. Muller)

SUMMARY

This working paper proposes an on-line publication of the Technical Instructions and requests an update on actions taken by ICAO after the Assembly decisions taken in 2019 to provide free public access to all ICAO documents.

Action by the DGP-WG is in paragraph 2.

1. INTRODUCTION

1.1 Almost ten years ago there was some discussion about the lack of the Technical Instructions being publicly available to all parties in the dangerous goods transport chain.

1.2 One of the conclusions of the Lithium Battery Workshops organized in 2016 by ICAO's Cargo Safety Section at ICAO's regional offices around the world was that counterfeit or unintentionally noncompliant batteries offered for transport are the highest risk in transportation today. These noncompliant batteries originate from manufacturers and shippers not following the detailed instructions necessary for the safe international transport of dangerous goods by air. These detailed instructions (e.g. training, testing, packing, packaging, documentation requirements ...) are contained in the Technical Instructions. The manufacturers and shippers are expected to know and apply the necessary requirements. They, however, do not have access to the Technical Instructions.

1.3 Some shippers, usually transporting only one type of product, and shippers of a relatively small size, are found to be unaware of the transport requirements for dangerous goods by air. For them it is often difficult to find the necessary information. If this information is found, the need to invest is carefully considered.

1.4 The above arguments were discussed during the 2016 DGP Working Group Meeting (Montreal, 17 to 21 October 2016) (DGP-WG/16) (see paragraph 3.6.1 of the [DGP-WG/16 Report](#)).

1.5 Also in 2016, at the 39th session of the Assembly, a Working Paper from Canada was presented to the Executive Committee under agenda item 28: No country left behind initiative, proposing access to all ICAO publications (https://www.icao.int/Meetings/a39/Documents/WP/wp_369_en.pdf). This proposal was supported by the Assembly, but a financial analysis needed to be done (see paragraphs 28.12of to 28.14 of the [Report of the Executive Committee to the Thirty-Ninth Session of the Assembly](#)).

1.6 In 2019, at the Fortieth Session of the Assembly, a working paper from the Council was presented to the Administrative Commission under agenda item 52: Other issues to be considered by the Administrative Commission, reporting on the financial analysis of free public web access for ICAO publications (https://www.icao.int/Meetings/a40/Documents/WP/wp_033_en.pdf). Several options were proposed, but the recommended option that ICAO establishes a phased freemium model of providing read-only access to ICAO publications was supported by the Assembly (see the Administrative Commission's [Report on Agenda Item 52 to the Fortieth Session of the Assembly](#)). In addition, access to ICAO publications would be phased in over time, beginning with regulatory publications.

1.7 Phase 1 of this process would begin January 2021, with an expected completion date of December 2022. Phase 2, which included the publication of the Technical Instructions would begin in January 2023.

1.8 Since this conclusion of the Assembly in 2019 it has been unclear what the current status of the publication of ICAO documents is, including the publication of the Technical Instructions and corresponding documents. An update on the current status is therefore requested.

1.9 The transport instructions for dangerous goods of most of the other transport modes are published on publicly accessible websites:

— ADR: <http://www.unece.org/trans/danger/danger.html>

— ADN: <http://www.unece.org/trans/danger/danger.html>

— RID: <http://www.otif.org/index.php?id=6&L=2>

The UN Model Regulations are also published on a publicly accessible website:

— UN Model Regulations: <http://www.unece.org/trans/danger/danger.html>

Only the IMDG code is not publicly available. This raises a question why the accessibility of the Technical Instructions is not harmonized with the accessibility of most of the transport modes to be readily accessible on-line.

1.10 National and European regulations for the safe transport of dangerous goods refer to the Technical Instructions without copying and translating them, making the Technical Instructions a legal reference document, which is not publicly available. Making the Technical Instructions publicly available on the ICAO-website is therefore requested.

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

2.1 The DGP-WG is invited to consider:

- b) advising the Secretariat to publish the Technical Instructions on the ICAO-website so it is publicly available to all parties in the dangerous goods transport chain.
- c) asking the Secretariat for a status update anno 2025 of the Assembly decisions taken in 2019 for the publication of all ICAO documents.

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