



**WORKING PAPER**

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

**Delhi, India, 21 to 25 April 2025**

- Agenda Item 1: Harmonizing ICAO dangerous goods provisions with UN Recommendations on the Transport of Dangerous Goods (REC-A-DGS-2027)**
- 1.2: 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 2027-2028 Edition**

**PROPOSAL FOR THE STANDARDIZATION OF DOCUMENTATION IN THE  
TRANSPORTATION OF DANGEROUS GOODS**

(Presented by N. Kumar)

**SUMMARY**

This working paper aims to promote the use of standardization of transport document, as outlined in Part 5;4.1.6 of the Technical Instructions and also Part 7;1.2.1. It proposes an additional procedure and precaution to ensure that the transport document is signed by a qualified person relevant to the functions related to a shipper.

Action by the DGP-WG is in paragraph 2.

**1. INTRODUCTION**

1.1 The Technical Instructions outline the requirements for a signed transport document under Part 5;4.1.6 and the operator responsibility as given in Part 7;1.2.1 a) indicating that the operator can accept dangerous goods only if two copies of the dangerous goods transport document accompany the goods.

1.2 Presently, the Technical Instructions insist that the person who offers dangerous goods for transport by air must provide to the operator the information applicable to the consignment as set out in Part 5;4. The information must be provided on a paper document. Part 5;4.1.6 confirms that ‘the certification must be signed and dated by the shipper’.

1.3 Part 7;1.2.1 a) states that dangerous goods can be accepted by an operator only if it is accompanied by a dangerous goods transport document.

1.4 The provision in Part 5;4.1.6 does not specifically mention that the transport document needs to be signed by a person who is qualified on dangerous goods regulation related to the relevant function. If the transport document is signed by a person who is not qualified on dangerous goods regulations, he is not aware about the implications and safety requirements. Further he is not aware of the penalty provisions and so the basic requirement of adhering to the safety provision cannot be complied with.

1.5 The provision in Part 7;1.2.1 a) does not specifically mention that the operator must check whether the transport document is signed by a person qualified on the relevant function related to shipper.

1.6 To address the gap, the following are suggested.

1.7 The provision mentioned as “the certification must be signed and dated by the shipper” in Part 5;4.1.6.1 may further be expanded as “the certification must be signed and dated by the shipper, who is trained and certified on the specific function related to the shipper responsibility of dangerous goods transportation”.

1.8 It is proposed that the provision mentioned as Part 7;1.2.1 “An operator must not accept for transport aboard an aircraft a package or overpack containing dangerous goods or a freight container containing radioactive material or a unit load device containing the dangerous goods as described in 1.4.1 b) and c) unless:

- a) it is accompanied by two copies of the dangerous goods transport document; or ....”

may be amended as “The operator must not accept, for transport aboard an aircraft a package or overpack containing dangerous goods or a freight container containing radioactive material or a unit load device containing the dangerous goods as described in 1.4.1 b) and c) unless:

- a) it is accompanied by two copies of the dangerous goods transport document, signed, and dated by a shipper or designated representative who has been trained in the relevant function related to shipper responsibility; or....”

## 2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to consider the amendment shown in the appendix to this working paper.

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**APPENDIX**

**PROPOSAL**

**PART 5**

**SHIPPER'S RESPONSIBILITIES**

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**Chapter 4**

**DOCUMENTATION**

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**4.1.6 Certification**

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The certification must be signed and dated by the shipper, who is trained and certified on the specific function related to the shipper responsibility of Dangerous Goods transportation. Facsimile signatures are acceptable where applicable laws and regulations recognize the legal validity of facsimile signatures.

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**Part 7**

**OPERATOR'S RESPONSIBILITIES**

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**Chapter 1**

**ACCEPTANCE PROCEDURES**

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**1.2 ACCEPTANCE OF DANGEROUS GOODS  
BY OPERATORS**

1.2.1 An operator must not accept for transport aboard an aircraft a package or overpack containing dangerous goods or a freight container containing radioactive material or a unit load device containing the dangerous goods as described in 1.4.1 b) and c) unless:

- a) it is accompanied by two copies of the dangerous goods transport document; signed, and dated by a shipper or designated representative who has been trained in the relevant function related to shipper responsibility; or

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