



**WORKING PAPER**

**DANGEROUS GOODS PANEL (DGP)**

**TWENTY-FIRST MEETING**

**Montréal, 5 to 16 November 2007**

**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 2009-2010 Edition**

**DRAFT AMENDMENTS OF THE TECHNICAL INSTRUCTIONS TO ALIGN TO THE UN RECOMMENDATIONS — PART 7**

(Presented by the Secretary)

**SUMMARY**

Below are the draft amendments to Part 7, Chapters 1, 2, 4 and 5 to reflect the decisions taken by the UN Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals at its third session (Geneva, 15 December 2006) and as modified by the decisions of WG/06 and WG/07.

The DGP is invited to agree to the draft amendments in this working paper.

**Part 7**

**OPERATOR'S RESPONSIBILITIES**

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**Chapter 1**

**ACCEPTANCE PROCEDURES**

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**1.1 ACCEPTANCE OF DANGEROUS GOODS BY OPERATORS**

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DGP-WG/07-WP/47:

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Para 1.1.1 below moved to 1.3

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~~1.1.1 An operator must not accept from a shipper a freight container or a unit load device containing dangerous goods other than:~~

- ~~— a) a freight container for radioactive material (see 6;7.1);~~
- ~~— b) a unit load device or other type of pallet containing consumer commodities prepared according to Packing Instruction 910;~~
- ~~≠ c) a unit load device or other type of pallet containing dry ice used as a refrigerant for other than dangerous goods prepared according to Packing Instruction 904; or~~
- ~~— d) a unit load device or other type of pallet containing magnetized material.~~

1.4.2.1.1 An operator must not accept for transport aboard aircraft a package or overpack containing dangerous goods or a freight container containing radioactive material or a unit load device or other type of pallet containing the dangerous goods as described in 1.4.1 b) and c) 1.3 unless it is accompanied by two copies of the dangerous goods transport document or, where permitted, by the alternative documentation. One copy of the document must accompany the consignment to final destination and one copy must be retained by the operator at a location on the ground where it will be possible to obtain access to it within a reasonable period; the document must be retained at this point until the goods have arrived at final destination, after which time it may be stored elsewhere.

## 1.2 THE ACCEPTANCE CHECK

~~1.2.1~~ The operator must also not accept the package, overpack, freight container or a unit load device mentioned above unless the operator has inspected it, found it to be properly marked and labelled and determined that there is no leakage or other indication that its integrity has been compromised. With regard to overpacks and the packages they contain, the operator must take all reasonable steps to establish that: for transport aboard an aircraft a package or overpack containing dangerous goods or a freight container containing radioactive material or a unit load device or other type of pallet containing dangerous goods as described in 1.3 unless the operator has, by use of a checklist, verified the following:

a) below moved from existing 1.3 b)

- a) the documentation complies with the detailed requirements specified in 5.4;
- b) the quantity of dangerous goods stated on the dangerous goods transport document is within the limits per package on a passenger or cargo aircraft as appropriate;
- c) the marking of the package, overpack or freight container accords with the details stated on the accompanying dangerous goods transport document and are clearly visible;
- [ d) the specification marking on the package, if applicable, is suitable for the packing group of the dangerous goods contained within;]
- ee) proper shipping names, UN numbers, labels, "limited quantities" (when applicable) and special handling instructions appearing on the interior package(s) are clearly visible or reproduced on the outside of the overpack;
- f) the labelling of the package, overpack or freight container is as required by 5.3;
- g) the outer packaging of a package is of the type stated on the accompanying dangerous goods transport document and is permitted by the applicable packing instruction;
- ah) the package or overpack does not contain packages of different dangerous goods which require segregation from each other according to Table 7-1;
- i) the package, overpack, freight container or unit load device is not leaking and there is no indication that its integrity has been compromised;
- bj) the overpack does not contain packages bearing the "Cargo aircraft only" label unless:
  - 1) the packages are assembled in such a way that clear visibility and easy access to them is possible; or
  - 2) the packages are not required to be accessible under 7;2.4.1; or
  - 3) not more than one package is involved;

~~With regard to freight containers containing radioactive material, the operator must ensure that all four sides of the container are correctly labelled.~~

~~+ When an operator accepts a unit load device or other type of pallet containing consumer commodities, dry ice or magnetized material as permitted by 1.1.1 b), c) or d), the operator must attach an identification tag as required by 2.7.1 to the unit load device.~~

*Note 1.— Minor discrepancies, such as the omission of dots and commas in the proper shipping name appearing on the transport documents or on package markings, or minor variations in hazard labels which do not affect the obvious meaning of the label, are not considered as errors if they do not compromise safety and should not be considered as reason for rejecting a consignment.*

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Note 2 and Note 3 below moved from 1.3, Note 1 and Note 2:

*Note 2.— Where packages are contained in an overpack or freight container, as permitted by 1.3, the checklist should establish the correct marking and labelling of such overpack or other type of pallet or freight container and not the individual packages contained in them. Where packages are contained in a unit load device, as permitted by 1.3.1, the checklist should not require the checking of packages individually for the correct marking and labelling.*

*Note 3.— An acceptance check is not required for dangerous goods in excepted quantities and radioactive material in excepted packages.*

### **1.3 ACCEPTANCE OF FREIGHT CONTAINERS AND UNIT LOAD DEVICES**

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1.3.1 below moved from existing 1.1.1:

*1.3.1 An operator must not accept from a shipper a freight container or a unit load device containing dangerous goods other than:*

- a) a freight container for radioactive material (see 6:7.1);*
- b) a unit load device or other type of pallet containing consumer commodities prepared according to Packing Instruction 910;*
- c) a unit load device or other type of pallet containing dry ice used as a refrigerant for other than dangerous goods prepared according to Packing Instruction 904; or*
- d) a unit load device or other type of pallet containing magnetized material.*

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Taken from 1.1.2, last paragraph with reference changed (1.3.1):

*1.3.2 When an operator accepts a unit load device or other type of pallet containing consumer commodities, dry ice or magnetized material as permitted by 1.3.1, the operator must attach an identification tag as required by 2.7.1 to the unit load device.*

#### **1.3— ACCEPTANCE CHECKLIST**

~~To assist in carrying out their responsibilities with respect to the acceptance of dangerous goods, operators must use a checklist. This checklist must include all reasonable steps to establish that:~~

- ~~— a) the package(s), overpack(s) or freight container(s), as applicable, is correctly marked and labelled in accordance with 5:2 and 5:3;~~

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b) below moved to 1.2 a):

- ~~— b) the documentation complies with the detailed requirements specified in 5:4; and~~
- ~~— c) the requirements of 1.1.2 have been fulfilled.~~

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Notes 1 and 2 below moved to 1.2 Notes 2 and 3:

~~*Note 1.— Where packages are contained in an overpack or freight container, as permitted by 1.1.1, the checklist should establish the correct marking and labelling of such overpack or other type of pallet or freight container and not the individual packages contained in them. Where packages are contained in a unit load device, as permitted by 1.1.1, the checklist should not require the checking of packages individually for the correct marking and labelling.*~~

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~~Note 2. A checklist is not required for dangerous goods in excepted quantities and radioactive material in excepted packages.~~

## 1.4 CARGO ACCEPTANCE PROCEDURES

1.4.1 Operators' acceptance staff must be adequately trained to assist them in identifying and detecting dangerous goods presented as general cargo.

1.4.2 Cargo acceptance staff should seek confirmation from shippers about the contents of any item of cargo where there are suspicions that it may contain dangerous goods, with the aim of preventing undeclared dangerous goods from being loaded on an aircraft as general cargo. Many innocuous-looking items may contain dangerous goods, and a list of general descriptions which, experience has shown, are often applied to such items is shown in Chapter 6.

### ~~4.2~~1.5 SPECIAL RESPONSIBILITIES IN ACCEPTING INFECTIOUS SUBSTANCES

#### Routing

Whatever the mode used, transport must be made by the quickest possible routing. If trans-shipment is necessary, precautions must be taken to ensure special care, expeditious handling and monitoring of the substances in transit.

### ~~4.5~~1.6 UNDELIVERABLE CONSIGNMENTS OF RADIOACTIVE MATERIAL

Where a consignment is undeliverable, the consignment must be placed in a safe location and the appropriate competent authority must be informed as soon as possible and a request made for instructions on further action.

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## Chapter 2

### STORAGE AND LOADING

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#### 2.1 LOADING RESTRICTIONS ON THE FLIGHT DECK AND FOR PASSENGER AIRCRAFT

2.1.1 Dangerous goods must not be carried in an aircraft cabin occupied by passengers or on the flight deck of an aircraft, except as permitted by 1;2.2.1 and 8;1 and for radioactive material, excepted packages under 2;7-97.2.4.1.2. Dangerous goods may be carried in a main deck cargo compartment of a passenger aircraft provided that compartment meets all the certification requirements for a Class B or a Class C aircraft cargo compartment. Dangerous goods bearing the "Cargo aircraft only" label must not be carried on a passenger aircraft.

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#### 2.9.3 Stowage during transport and storage in transit

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DGP-WG/07-WP/46:

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2.9.3.3 Loading of freight containers and accumulation of packages, overpacks and freight containers must be controlled as follows:

- a) Except under the condition of exclusive use, the total number of packages, overpacks and freight containers aboard a single aircraft must be so limited that the total sum of the transport indexes aboard the aircraft does not exceed the values shown in Table 7-3. For consignments of LSA-I material, there is no limit on the sum of the transport indexes;
- b) Where a consignment is transported under exclusive use, there is no limit on the sum of the transport indexes aboard a single aircraft, but the requirement on minimum segregation distances established in 2.9.6 apply;

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## Chapter 4

### PROVISION OF INFORMATION

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DGP-WG/07-WP/65:

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4.1.1 The operator of an aircraft in which dangerous goods are to be carried must provide the pilot-in-command, as early as practicable before departure of the aircraft, with accurate and legible written or printed information concerning dangerous goods that are to be carried as cargo.

*Note.— This includes information about dangerous goods loaded at a previous departure point and which are to be carried on the subsequent flight.*

This information must include the following:

- a) the air waybill number (when issued);
- b) the proper shipping name (supplemented with the technical name(s) if appropriate; see 3;1) and UN Number or ID number as listed in these Instructions. When chemical oxygen generators contained in protective breathing equipment (PBE) are being transported under Special Provision A144, the proper shipping name of “oxygen generator, chemical” must be supplemented with the statement “Aircrew protective breathing equipment (smoke hood) in accordance with Special Provision A144”.
- c) the class or division, and subsidiary risk(s) corresponding to the subsidiary risk label(s) applied, by numerals, and in the case of Class 1, the compatibility group;
- d) the packing group shown on the dangerous goods transport document;
- e) the number of packages and their exact loading location. For radioactive material see g) below;
- f) the net quantity, or gross mass if applicable, of each package, except that this does not apply to radioactive material or other dangerous goods where the net quantity or gross mass is not required on the dangerous goods transport document (see 5;4.1.3). For a consignment consisting of multiple packages containing dangerous goods bearing the same proper shipping name and UN number or ID number, only the total quantity and an indication of the quantity of the largest and smallest package at each loading location need to be provided. For unit load devices or other types of pallets containing consumer commodities accepted from a single shipper, the number of packages and the average gross mass;

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DGP-WG/07-WP/55:

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#### 4.4 REPORTING OF DANGEROUS GOODS ACCIDENTS AND INCIDENTS

An operator must report dangerous goods accidents and incidents to the appropriate authorities of the State of the Operator and the State in which the accident or incident occurred in accordance with the reporting requirements of those appropriate authorities.

[ Note.— This includes incidents involving dangerous goods that are not subject to all or part of the Technical Instructions through the application of an exception or of a special provision (for example, an incident involving the short circuiting of a dry cell battery that is required to meet short circuit prevention conditions in a special provision of Part 3, Chapter 3).]

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**4.9 TRAINING**

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DGP-WG/06-WP/8:

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An operator must ensure training is provided in accordance with the detailed requirements of 1;4 to all relevant employees, including those of agencies employed to act on the operator's behalf, to enable them to carry out their responsibilities with regard to the transport of dangerous goods, passengers and their baggage, cargo, mail and stores.

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**Chapter 5****PROVISIONS CONCERNING PASSENGERS AND CREW**

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DGP-WG/06-WP/42:

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5.1.2 An operator or the operator's handling agent and the airport operator must ensure that notices warning passengers of the types of dangerous goods which they are forbidden to transport aboard an aircraft are prominently displayed, in sufficient number, at each of the places at an airport where tickets are issued, passengers are checked in and aircraft boarding areas are maintained, and at any other location where passengers are checked in. These notices must include visual examples of dangerous goods forbidden from transport aboard an aircraft.

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