



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

STRUCTURE OF SPECIAL PROVISIONS — COMMENT ON DGP/21-WP/7

(Presented by D. Brennan)

SUMMARY

This working paper provides comments on the proposal contained in working paper DGP/21-WP/7 with respect to the presentation of the special provisions.

Action by the DGP is in paragraph 2.

1. INTRODUCTION

1.1 Working paper DGP/21-WP/7 sets out the proposed structure for the special provisions with the special provisions being split into two separate tables. Proposed Table 3-2 lists the special provisions, by “A” number that are completely aligned with a special provision in the UN Model Regulations with the UN special provision number shown. Proposed Table 3-3 then lists the remaining special provisions that apply only to air transport.

1.2 The proposed format in DGP/21-WP/7 reflects the decision taken at DGP-WG07. While initially it may appear a logical presentation to have the multi-modal special provisions separated from those only applicable to air transport it is believed that this presentation is not particularly user-friendly and a single numerical list would be preferable.

1.3 Users of the Technical Instructions will generally reference the special provisions based on an entry contained in Table 3-1 — Dangerous Goods List. With two separate tables of special provisions users won't know which list to check first and may have to look at both tables to find the special provision that they are looking for. In addition many substances have more than one special provision assigned and this may require the user having to refer to both tables.

2. ACTION BY THE DGP

2.1 The DGP is invited to *reconsider* the decision taken at DGP-WG/07 and instead to maintain a single table of special provisions with the UN special provision number shown in parentheses after the Technical Instructions special provision number as per the example below:

Table 3-2. Special provisions

<i>TIs</i>	<i>UN</i>	<i>Special provision</i>
A1		This commodity may be transported on passenger aircraft, only with the prior approval of the appropriate authority of the State of Origin under the written conditions established by that authority. The conditions must include the quantity limitations and packing requirements and these must comply with S-3;1.2.2 of the Supplement. A copy of the document of approval, showing the quantity limitations and packing requirements, must accompany the consignment. The commodity may be carried on cargo aircraft in accordance with columns 11 and 12 of Table 3-1. When States, other than the State of Origin, have notified ICAO that they require prior approval of shipments made under this special provision, approval must also be obtained from these States, as appropriate.
A2		This commodity may be transported on passenger aircraft and on cargo aircraft, only with the prior approval of the appropriate authority of the State of Origin under the written conditions established by the authority. Where States, other than the State of Origin, have notified ICAO that they require prior approval of shipments made under this special provision, approval must also be obtained from the States of transit, overflight and destination and of the State of the Operator, as appropriate. In each case the conditions must include the quantity limitations and packing requirements and these must comply with S-3;1.2.3 of the Supplement. A copy of the document(s) of approval, showing the quantity limitations and the packing and labelling requirements, must accompany the consignment.
A3	(223)	If the chemical or physical properties of a substance covered by this description are such that, when tested, it does not meet the established defining criteria for the class or division listed in column 3, or any other class or division, it is not subject to these Instructions.
A4		Liquids having a vapour inhalation toxicity of Packing Group I are forbidden on both passenger and cargo aircraft. Liquids having a mist inhalation toxicity of Packing Group I are forbidden on a passenger aircraft. They may be carried on cargo aircraft providing they are packed in accordance with the packing instructions for the Packing Group I substance and the maximum net quantity per package does not exceed 5 L.