



International Civil Aviation Organization

WORKING PAPER

DGP/22-WP/63
17/8/09
Revised
15/9/09
English only

DANGEROUS GOODS PANEL (DGP)

TWENTY-SECOND MEETING

Montréal, 5 to 16 October 2009

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 2011-2012 Edition

DRAFT ADDITIONAL REQUIREMENT FOR HANDLING AND LOADING OF PACKAGES CONTAINING LIQUID DANGEROUS GOODS

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REVISED

SUMMARY

This working paper contains a proposal to add an additional safety operational requirement concerning the loading of liquid dangerous goods in the bulk hold of an aircraft.

Action by the DGP: The DGP is invited to consider the information presented in this paper with the view of providing feedback related to challenges experienced by other States on a similar issue.

1. INTRODUCTION

1.1 As per Chapter 7 of the UN Model Regulations:

7.1.1.3 Dangerous goods shall not be transported unless:

- (a) Transport units have been appropriately marked, labeled and placarded; and
- (b) Transport units are otherwise in a condition for transport as required by these Regulations.

7.1.1.4 Packages containing dangerous goods shall only be loaded in transport units that are strong enough to withstand the shocks and loadings normally encountered during transport, having regard to the conditions to be expected during the anticipated journey. The transport unit shall be constructed in such a way as to prevent the loss of contents. Where appropriate the transport unit shall be fitted with devices to facilitate securing and handling of the dangerous goods."

1.2 As per Part 7;2.4.2 of the Technical Instructions:

The operator must secure dangerous goods in the aircraft in a manner that will prevent any movement.
...

1.3 As per Part 7;2.4.3 of the Technical Instructions:

When dangerous goods subject to the provisions herein are loaded in an aircraft, the operator must protect the packages of dangerous goods from being damaged, including by the movement of baggage, mail, stores or other cargo. Particular attention must be paid to the handling of packages during their preparation for transport, the type of aircraft on which they are to be carried and the method required to load that aircraft, so that accidental damage is not caused through dragging or mishandling of the packages.

1.4 The issues faced and the associated challenges are given below:

- a) cases of liquid dangerous goods contained in courier bags/mail bags (fortunately detected during screening and before being accepted/ loaded onboard).
- b) cases of damaged/leakage of liquid dangerous goods in bulk hold resulting in expensive repair costs in addition to aircraft down time.
- c) carriage of liquid dangerous goods on multi modes of transport e.g. air/sea and vice versa if a restriction is imposed on carriage of liquid dangerous goods in the bulk hold of an aircraft
- d) carriage of liquid dangerous goods on:
 - 1) sectors which are not served by wide bodied aircraft capable of carrying ULDs;
 - 2) multi sectors involving different types of aircraft (narrow bodied aircraft on one sector and wide bodied aircraft on the other sector); and
- e) would such a restriction to prohibit carriage of liquid dangerous goods in the bulk hold lead to cases of undeclared dangerous goods?

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