



**WORKING PAPER**

**DANGEROUS GOODS PANEL (DGP)**

**TWENTY-THIRD MEETING**

**Montréal, 11 to 21 October 2011**

**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 2013-2014 Edition**

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

(Presented by the Secretary)

**SUMMARY**

This working paper contains draft amendments to Part 7 of the Technical Instructions to reflect amendments agreed by DGP-WG/10 (Abu Dhabi, United Arab Emirates, 7 to 11 November 2010) and DGP-WG/11 (Atlantic City, United States, 4 to 8 April 2011).

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

**Part 7**

**OPERATOR'S RESPONSIBILITIES**

**Chapter 1**

**ACCEPTANCE PROCEDURES**

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**1.3 THE ACCEPTANCE CHECK**

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DGP/23-WP/3, paragraph 3.2.43:

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- g) the outer packaging of a combination package or the single packaging is permitted by the applicable packing instruction, and [when visible] is of the type stated on the accompanying dangerous goods transport document;

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## Chapter 2

### STORAGE AND LOADING

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DGP/23-WP/2, paragraph 3.2.24:

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#### **2.6 VISIBILITY OF MARKINGS AND LABELS**

While in storage and during transport, required markings and labels must not be covered or obscured by any part of or attachment to the packaging or any other label or marking.

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DGP/23-WP/2, paragraph 3.2.23:

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#### **2.422.13 LOADING OF UN 2211-EXPANDABLE, POLYMERIC BEADS, EXPANDABLE OR UN 3314, PLASTICS MOULDING COMPOUND**

A total of not more than 100 kg net mass of expandable polymeric beads (or granules), or plastic moulding materials, referenced to Packing Instruction 957, may be carried in any inaccessible hold on any aircraft.

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## Chapter 4

### PROVISION OF INFORMATION

#### 4.1 INFORMATION TO THE PILOT-IN-COMMAND

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DGP/23-WP/2, paragraph 3.5.11:

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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, but in no case later than when the aircraft moves under its own power, with accurate and legible written or printed information concerning dangerous goods that are to be carried as cargo.

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DGP/23-WP/3, paragraph 3.2.41:

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4.1.3 The information provided to the pilot-in-command must also include a signed confirmation, or some other indication, from the person responsible for loading the aircraft that there was no evidence of any damage to or leakage from the packages or any leakage from the unit load devices loaded on the aircraft.

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DGP/23-WP/2, paragraph 3.5.9:

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4.1.9 In the event that the volume of information provided to the pilot-in-command is such that in-flight radiotelephony transmission would be impracticable in an emergency situation, a summary of the information should also be provided by the operator, containing at least the quantities and class or division of the dangerous goods in each cargo compartment.

4.1.10 The dangerous goods listed in Table 7-9 need not appear on the information provided to the pilot-in-command.

**Table 7-9**  
**Dangerous goods not required to appear on the information to pilot-in-command**

<u>UN Number</u>	<u>Item</u>	<u>Reference</u>
<u>n/a</u>	<u>Dangerous goods packed in excepted quantities</u>	<u>3;5.1.1</u>
<u>UN 2807</u>	<u>Magnetized material</u>	<u>Packing instruction 953</u>
<u>UN 2908</u>	<u>Radioactive material, excepted package — empty packaging</u>	<u>1;6.1.5.1 (a)</u>
<u>UN 2909</u>	<u>Radioactive material, excepted package — articles manufactured from natural uranium or depleted uranium or natural thorium</u>	<u>1;6.1.5.1 (a)</u>
<u>UN 2910</u>	<u>Radioactive material, excepted package — limited quantity of material</u>	<u>1;6.1.5.1 (a)</u>
<u>UN 2911</u>	<u>Radioactive material, excepted package — instruments or articles</u>	<u>1;6.1.5.1 (a)</u>
<u>UN 3090</u>	<u>Lithium metal batteries (including lithium alloy batteries) when meeting the requirements of Packing Instruction 968, Section II</u>	<u>Packing instruction 968, Section II</u>
<u>UN 3091</u>	<u>Lithium metal batteries contained in equipment (including lithium alloy batteries) when meeting the requirements of Packing Instruction 970, Section II</u>	<u>Packing instruction 970, Section II</u>
<u>UN 3091</u>	<u>Lithium metal batteries packed with equipment (including lithium alloy batteries) when meeting the requirements of Packing Instruction 969, Section II</u>	<u>Packing instruction 969, Section II</u>
<u>UN 3245</u>	<u>Genetically modified micro-organisms</u>	<u>Packing instruction 959</u>
<u>UN 3245</u>	<u>Genetically modified organisms</u>	<u>Packing instruction 959</u>
<u>UN 3373</u>	<u>Biological substance, Category B</u>	<u>Packing instruction 650, sub-paragraph 11</u>
<u>UN 3480</u>	<u>Lithium ion batteries (including lithium ion polymer batteries) when meeting the requirements of Packing Instruction 965, Section II</u>	<u>Packing instruction 965, Section II</u>
<u>UN 3481</u>	<u>Lithium ion batteries contained in equipment (including lithium ion polymer batteries) when meeting the requirements of Packing Instruction 967, Section II</u>	<u>Packing instruction 967, Section II</u>
<u>UN 3481</u>	<u>Lithium ion batteries packed with equipment (including lithium ion polymer batteries) when meeting the requirements of Packing Instruction 966, Section II</u>	<u>Packing instruction 966, Section II</u>

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DGP/23-WP/2, paragraph 3.2.26:

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#### 4.5 REPORTING OF UNDECLARED OR MISDECLARED DANGEROUS GOODS

An operator must report any occasion when undeclared or misdeclared dangerous goods are discovered in cargo or mail. Such a report must be made to the appropriate authorities of the State of the Operator and the State in which this occurred. An operator must also report any occasion when dangerous goods not permitted under 8;1.1.1 are discovered ~~in passengers' baggage~~ either in the baggage or on the person of passengers or crew members. Such a report must be made to the appropriate authority of the State in which this occurred.

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DGP/23-WP/3, paragraph 3.2.45:

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**4.6 REPORTING OF DANGEROUS GOODS OCCURRENCES**

An operator must report any occasion when:

- a) dangerous goods are discovered to have been carried when not loaded, segregated, separated and secured in accordance with Part 7:2; or
- b) dangerous goods are discovered to have been carried without information having been provided to the pilot-in-command in accordance with Part 7:4.1.]

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*Renumber subsequent paragraphs accordingly.*

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**4.7.4.8 CARGO ACCEPTANCE AREAS — PROVISION OF INFORMATION**

An operator or the operator's handling agent must ensure that notices giving information about the transport of dangerous goods are sufficient in number, prominently displayed and provided at a visible location(s) at the cargo acceptance points to alert shippers/agents about any dangerous goods that may be contained in their cargo consignment(s). These notices must include visual examples of dangerous goods, including batteries.

*— Note. — Existing notices that do not include visual examples of dangerous goods, including batteries, may continue to be used until 31 December 2011 after which time the requirements specified above will apply.*

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DGP/23-WP/3, paragraph 3.2.42:

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**4.1011 RETENTION OF DOCUMENTS**

4.10.1 The operator must ensure that at least one copy of the documents appropriate to the transport by air of a consignment of dangerous goods is retained for a minimum period of three months after the flight on which the dangerous goods were transported. As a minimum, the documents which must be retained are the dangerous goods transport documents, the acceptance checklist (when this is in a form which requires physical completion) and the written information to the pilot-in-command.

4.10.2 For each package or overpack containing dangerous goods or freight container containing radioactive material or unit load device or other type of pallet containing dangerous goods as described in 1.4 that was not accepted by an operator due to an error or omission by the shipper in packaging, labelling, marking or documentation, a copy of the documentation as well as the acceptance checklist (when this is in a form which requires physical completion) should be retained for a minimum period of three months after the completion of the acceptance checklist.

*Note. — Where the documents are kept electronically or in a computer system, they should be capable of being reproduced in a printed manner.*

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## Chapter 5

### PROVISIONS CONCERNING PASSENGERS AND CREW

#### 5.1 INFORMATION TO PASSENGERS

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5.1.5 When provision is made for the check-in process to be completed at an airport by a passenger without the involvement of any other person (e.g. automated check-in facility), the operator or the airport operator should ensure that information on the types of dangerous goods which a passenger is forbidden to transport aboard an aircraft is provided to passengers. Information should be in pictorial form and should be such that the check-in process cannot be completed until the passenger has indicated that they have understood the restrictions on dangerous goods in baggage.

~~—Note.—The provisions in 5.1.1, 5.1.4 and 5.1.5 with respect to ticket purchase and check-in on operator websites will become mandatory in the 2013-2014 Edition of these Instructions.~~

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