



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

DANGEROUS GOODS OCCURRENCE REPORTS

(Presented by G. Leach)

SUMMARY

This paper proposes to require the reporting of dangerous goods occurrences not already covered by the Technical Instructions.

Action by the DGP: DGP is invited to consider the following additional reporting requirements with consequential renumbering of subsequent text. Two alternatives are offered in the appendix to this working paper.

1. INTRODUCTION

1.1 At the DGP Working Group of the Whole Meeting in Atlantic City (DGP-WG/11, 4 to 11 April 2011), an extension to the reporting requirements of Part 7;4.4 of the Technical Instructions to include occurrences where dangerous goods had been carried without being properly loaded (e.g. inadequate segregation, separation, securing) or without written information having been provided to the pilot-in-command was proposed (DGP/23-WP/3, paragraph 3.2.45 refers). The proposal was agreed in principle, although two issues were raised which needed further consideration, namely the inclusion of reports regarding non-compliance with Part 7;3 (Inspection and decontamination) of the Technical Instructions and to whom such reports should be made.

1.2 The need to include occurrences related to Part 7;3 of the Technical Instructions is accepted and the proposal in this working paper takes this into account.

1.3 With regard to whom such reports should be made, it is suggested that all such reports would be of interest to the State of the Operator. With regard to dangerous goods which have been loaded

improperly, or have not been notified to the pilot-in-command, it is suggested these issues are primarily of interest to the State of Origin since any remedial actions would need to take place in that State. Similarly, the State of destination is best placed to address occurrences related to non-compliances with Part 7;3 of the Technical Instructions.

APPENDIX

AMENDMENTS TO THE TECHNICAL INSTRUCTIONS

ALTERNATIVE 1 with the consequential renumbering of subsequent text:

Part 7

OPERATOR'S RESPONSIBILITIES

...

Chapter 4

PROVISION OF INFORMATION

...

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 or secured in accordance with Part 7, Chapter 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; or
- c) the requirements of Part 7;3 have not been complied with.

Reports required by a) and b) must be made to the State of the Operator and the State of Origin. Reports required by c) must be made to the State of the Operator and the State in which the non-compliance occurred."

ALTERNATIVE 2 with the consequential renumbering of subsequent text:

Part 7

OPERATOR'S RESPONSIBILITIES

...

Chapter 4

PROVISION OF INFORMATION

...

4.6 REPORTING OF DANGEROUS GOODS OCCURRENCES

4.6.1 An operator must report any occasion when:

- a) dangerous goods are discovered to have been carried when not loaded, segregated, separated or secured in accordance with Part 7, Chapter 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
to the State of the Operator and the State of Origin.

4.6.2 An operator must report any occasion when the requirements of Part 7:3 have not been complied with to the State of the Operator and the State in which the non-compliance occurred.

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