

**DANGEROUS GOODS PANEL (DGP)**

**NINETEENTH MEETING**

**Montreal, 27 October to 7 November 2003**

**Agenda Item 2 Development of recommendations for amendments to the Technical  
: Instructions for incorporation in the 2005/2006 edition**

**AMENDMENTS TO THE TECHNICAL INSTRUCTIONS TO ALIGN  
WITH THE UN RECOMMENDATIONS - PART 7**

(Presented by the Secretary)

**SUMMARY**

Below are the amendments to Part 7 Chapters 1, 2, 3 and 4 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 the first session (Geneva, 11 to 13 December 2002) and as modified by the meetings of the Working Group of the Whole (Frankfurt, 16 to 20 September 2002 and Montreal, 5 to 9 May 2003).

**Chapter 1**

**ACCEPTANCE PROCEDURES**

**1.1 ACCEPTANCE OF DANGEROUS GOODS BY OPERATORS**

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1.1.2 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 1.1.1 b) and c) 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. The operator must also not accept the package, overpack, freight container or a unit load device mentioned above unless he 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:

- a) the package or overpack does not contain packages of dangerous goods which require segregation according to Table 7-1;
- b) 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 Part 7;2.4.1; or
  - 3) not more than one package is involved;
- c) when these Instructions require the use of packagings bearing UN Specification Markings or Type A or B packagings for radioactive material, the statement “Inner packages comply with prescribed specifications” appears on an overpack used to enclose these packages unless such markings are visible; and
- d) 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.

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

*Note.- Minor discrepancies, such as the omission of dots and commas in the proper shipping name appearing on the transport documents or on package markings are not considered as errors if they do not compromise safety and should not be considered as reason for rejecting a consignment.*

**Secretarial Note:-** See WG/03 -WP/28

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*Editorial Note.—* See DGP/19-WP/4; transfer note following 3;2.1.1

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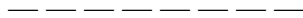
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## **[1.2 SPECIAL RESPONSIBILITIES IN ACCEPTING INFECTIOUS SUBSTANCES**

1.2.1.1 Dispatch of infectious substances must not take place before advance arrangements have been made between the shipper and the operator.

1.2.1.2 The operator must accept and expedite the transport of those consignments which meet applicable requirements. If the operator finds any error in the labelling or documentation, he must immediately notify the shipper or consignee so that the appropriate corrective measures can be taken.]

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## Chapter 2

### STORAGE AND LOADING

#### 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;7.9~~. 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.

**Secretarial Note:** *See WG/03-WP/13*

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#### 2.9 SPECIAL PROVISIONS APPLICABLE TO THE CARRIAGE OF RADIOACTIVE MATERIAL

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

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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 ~~must be~~ **is** no limit on the sum of the transport indexes;
- b) Where a consignment is transported under exclusive use, there ~~must be~~ **is** no limit on the sum of the transport indexes aboard a single aircraft;
- c) The radiation level under routine conditions of transport must not exceed 2 mSv/h at any point on, and 0.1 mSv/h at 2 m from, the external surface of the aircraft;

- d) The total sum of the criticality safety indexes in a freight container and aboard an aircraft must not exceed the values shown in Table 7-4.

**Secretarial Note:-** See WG/02 -WP/10

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#### **2.9.4 Segregation of packages containing fissile material during transport and storage in transit**

2.9.4.1 **Any group of** ~~The number of~~ packages, overpacks and freight containers containing fissile material stored in transit in any one storage area must be so limited that the total sum of the criticality safety indexes in ~~any group of such packages, overpacks or freight containers~~ **the group** does not exceed 50. ~~Groups of such packages, overpacks and freight containers must be~~ **Each group must be** stored so as to maintain a spacing of at least 6 m from other **such** ~~groups of such packages, overpacks or freight containers~~.

2.9.4.2 Where the total sum of the criticality safety indexes on board an aircraft or in a freight container exceeds 50, as permitted in Table 7-4, storage must be such as to maintain a spacing of at least 6 m from other groups of packages, overpacks or freight containers containing fissile material or other conveyances carrying radioactive material.

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## Chapter 3

### INSPECTION AND DECONTAMINATION

#### 3.1 INSPECTION FOR DAMAGE OR LEAKAGE

3.1.1 It is the operator's responsibility to ensure that a package or overpack containing dangerous goods is not loaded onto an aircraft or into a unit load device unless it has been inspected immediately prior to loading and found free from evidence of leakage or damage.

3.1.2 A unit load device must not be loaded aboard an aircraft unless the device has been inspected and found free from any evidence of leakage from or damage to any dangerous goods contained therein.

3.1.3 Packages or overpacks containing dangerous goods must be inspected for signs of damage or leakage upon unloading from the aircraft or unit load device. If evidence of damage or leakage is found, the position where the dangerous goods or unit load device was stowed on the aircraft must be inspected for damage or contamination and any hazardous contamination removed. The special responsibilities of operators regarding infectious substances are detailed in 3.1.4 and 3.1.5.

3.1.4 If any person responsible for the carriage [or opening] of packages containing infectious substances becomes aware of damage to or leakage from such a package, that person must:

- a) avoid handling the package or keep handling to a minimum;
- b) inspect adjacent packages for contamination and put aside any that may have been contaminated;
- c) inform the appropriate public health authority or veterinary authority, and provide information on any other countries of transit where persons may have been exposed to danger;
- d) notify the consignor and/or the consignee.

**Secretarial Note:** *See WG/03-WP/57, paragraph 6.1.8*

3.1.5 A compartment of an aircraft which has been used to transport infectious substances must be inspected for release of the substance before re-use. If the infectious substances were released during transport, the compartment must be decontaminated before it is re-used. Decontamination may be achieved by any means which effectively inactivates the released infectious substance.

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## Chapter 4

### PROVISION OF INFORMATION

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#### 4.2 INFORMATION TO EMPLOYEES

An operator must provide such information in the operations manual and/or other appropriate manuals as will enable flight crews and other employees to carry out their responsibilities with regard to the transport of dangerous goods. This information must include instructions as to the action to be taken in the event of emergencies involving dangerous goods, and details of the location and numbering system of cargo compartments together with the maximum total sum of transport indexes of radioactive material **and maximum quantity of dry ice** permitted in each compartment. Where applicable, this information must also be provided to ground handling agents.

**Secretarial Note:** See WG/03-WP/33

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#### 4.6 INFORMATION BY THE OPERATOR IN CASE OF AN AIRCRAFT ACCIDENT OR INCIDENT

4.6.1 In the event of an aircraft accident or serious incident, the operator of an aircraft carrying dangerous goods as cargo must provide information, without delay, to emergency services responding to the accident or serious incident about the dangerous goods on board, as shown on the copy of the information to the pilot-in-command. As soon as possible, the operator must also provide this information to the appropriate authorities of the State of the Operator and the State in which the accident or serious incident occurred.

4.6.2 In the event of an aircraft incident, the operator of an aircraft carrying dangerous goods as cargo must, if requested to do so, provide information without delay to the emergency services responding to the incident and to the appropriate authority of the State in which the incident occurred, about the dangerous goods on board, as shown on the copy of the information to the pilot-in-command.

*Note 1.—The terms “accident”, “serious incident” and “incident” are as defined in Annex 13.*

**Editorial Note:-** Convert Note 2 into 4.6.3

*Note 2.—Operators must address the provisions of 4.6.1 and 4.6.2 in appropriate manuals and accident contingency plans.*

**4.6.3** Operators must address the provisions of 4.6.1 and 4.6.2 in appropriate manuals and accident contingency plans.

**Secretarial Note:** See WG/03-WP/24

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