

DANGEROUS GOODS PANEL (DGP)

NINETEENTH MEETING

Montreal, 27 October to 7 November 2003

**FORMULATION OF A WORKING GROUP TO EXAMINE THE
PROVISIONS OF ICAO TECHNICAL INSTRUCTIONS PART 8 -
PROVISIONS CONCERNING PASSENGERS AND CREW**

(Presented by J. Code)

1. INTRODUCTION

1.1 An incident involving hairspray at the Ottawa, MacDonald - Cartier International Airport serves to underline the potential hazards associated with exempting certain dangerous goods from the provisions of the TI's when transporting them in accordance with Part 8 - Provisions concerning passengers and crew.

December 22, 2002 an incident occurred at the Ottawa, MacDonald - Cartier International Airport involving a fire in a passenger's bag. The Office of the Fire Marshall conducted an investigation into the cause of the fire and released their investigation report July 2003.

The report concluded that the fire was caused by the release of the cap on the hairspray contained in the bag, the subsequent depression of the valve releasing the contents of the aerosol container and the ignition of the hairspray by static electricity.

1.2 Discussion of this incident within the Canadian Aviation Dangerous Goods community raised a number of other questions regarding the provisions of Part 8:

- Are there clear criteria, internationally recognized, for determining what constitutes medicinal or toilet articles?
- What criteria are used to determine if an item of dangerous goods is suitable for inclusion in Part 8?
- Some of the provisions in Part 8;1.1.2 have been there for an extended period of time. What review process is in place to ensure they continue to be relevant and safe?
- Is there any other way to present the provisions of Part 8 to facilitate their understanding by passengers and crew?

These questions can be used as a starting point for the rationalization of the provisions of Part 8.

2. **PROPOSAL**

2.1 Convene a working group for the next biennium to review the provisions of Part 8, Provisions concerning passengers and crew.

Mandate the working group to:

- Develop criteria under which dangerous goods will be considered for inclusion in the list of exemptions;
- Examine each of the provisions in Part 8;1.1.2 to determine if they should be retained, deleted or modified;
- Identify other items that should be added to the list; and
- Develop recommendations on the most user friendly way to present this information within Part 8, Provisions concerning passengers and crew.

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