

## **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**

### **AIR ELIGIBILITY MARKING**

(Presented by M. Hinoul)

#### **1. INTRODUCTION**

1.1 At DGP/18 the decision was taken to introduce the "air eligibility" marking to indicate that the shipper has determined that the packaging meets the applicable air transport requirements.

1.2 Since then, a lot of discussion is going on about the meaning, the benefits, the use and the applicability of the marking.

1.3 Although, all parties concerned agree that the ICAO Technical Instructions do have some additional requirements related to packagings/packages in comparison with the other modes of transport (e.g. requirements for absorbent material, pressure differential requirements, closures have to be effectively closed by positive means), it's our feeling that several authorities and a majority of the industry are of the opinion that the air eligibility marking has missed its goal and that the benefits are rather poor.

1.4 For the industry the marking is only an extra symbol without any meaning and what might result in an extra reason to refuse a shipment.

1.5 Outer packagings with preprinted air eligibility markings are already put on the market by the packaging companies. Shippers do acquire such preprinted packaging believing they comply with all the requirements for air transport by which the real idea of the marking gets lost.

1.6 During the last working group meeting (DGP-WG/03) a proposal (WP/37) was made to clarify the intent of the air eligibility marking. After lengthy discussion only a minor change was agreed to the existing text ('packaging' to 'package') but instead of clarifying the idea of the marking more confusion has been created afterwards.

1.7 For all these reasons we strongly believe that rather than having a marking on the package, the ICAO Technical Instructions should clearly stipulate in some dedicated sections (e.g. packing instructions, shipper's responsibilities) the differences between the air mode and the other modes of transport.

1.8 The reformatting exercise of the packing instructions is a good opportunity to highlight these differences. Some might even want to extend the statement on the dangerous goods transport document (ICAO Technical Instructions 5;4.1.6.1) by adding some extra words.

## 2. PROPOSAL 1

2.1 Delete 5;2.4.12 entirely.

Consequently delete 2; 7.9.7 and delete in Packing Instruction 650 the sentence "Each package must also be marked to indicate that the shipper has determined that the packaging meets the applicable air transport requirements as specified in 5; 2.4.12."

## 3. PROPOSAL 2

3.1 Following changes must be made:

3.1.1 Part 4: Packing Instructions - Introductory notes

Add a new Note 9

*Note 9. — Differences with other modes of transport*

The carriage of dangerous goods by air is subject to requirements additional to those of other modes or transport (e.g. quantity limitations, requirements for absorbent material, pressure differential requirements, appropriate closure procedures,...). Consequently shippers must take into account the additional requirements if a consignment of dangerous goods will or may be transported by air.

3.1.2 Change 5;1.1 as follows:

Before a person offers any package or overpack of dangerous goods for transport by air that person must ensure that:

- a) the articles or substances are not prohibited for transport by air (see Part 1, Chapter 2);
- b) the goods are properly classified, packed, marked, ~~and~~ labelled, **and in compliance with all additional requirements to those of other modes of transport ( e.g. quantity limitations, requirements for absorbent material, pressure differential requirements, appropriate closure procedures)** and otherwise in a condition for transport as required by these Instructions;

3.1.3 Change 5;4.1.6.1 as follows:

The certification must be signed and dated by the shipper. **The signature is a confirmation that the shipment meets all applicable air transport requirements including those specifically required by the air mode and not**

by the other modes of transport. Facsimile signatures are acceptable where applicable laws and regulations recognize the legal validity of facsimile signatures.

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