



فريق خبراء البضائع الخطرة

الاجتماع الخامس والعشرون

مونتريال، من ١٩ إلى ٢٠١٥/١٠/٣٠

البند رقم ٢ من جدول الأعمال: إعداد توصيات لتعديل وثيقة التعليمات الفنية للنقل الآمن للبضائع الخطرة بطريق الجو (Doc 9284) لإدخالها في طبعة ٢٠١٧-٢٠١٨ من الوثيقة

البند الخاص رقم A104

(مقدمة من ت. مولر)

الملخص

تتضمن ورقة العمل هذه اقتراحا بإزالة البند الخاص A104 من الجزء الثالث من التعليمات الفنية.

الإجراء المطلوب من فريق خبراء البضائع الخطرة: فريق الخبراء مدعو إلى القيام بما يلي:

- أ) إضافة الجملة " & Toxic " إلى العمود ٥ الوارد في الجدول ٣-١ مقابل البيانات المدخلة المتعلقة برقم الأمم المتحدة ١٢٣٠ - الميثانول؛
- ب) حذف البند الخاص رقم A104 من العمود ٧ الوارد في الجدول ٣-١ مقابل البيانات المدخلة الخاصة برقم الأمم المتحدة ١٢٣٠ - الميثانول؛
- ج) حذف البند الخاص رقم A104 من الجدول ٣-٢ الوارد في الجزء الثالث، وذلك على النحو المبين في المرفق بورقة العمل هذه.

1. INTRODUCTION

1.1 Many years ago, the requirement for a toxic subsidiary risk label for UN 1230 — **Methanol** was removed and Special Provision A104 was assigned. Special Provision A104 contains the following text: "A toxic subsidiary risk label, although not required by these Instructions, may be applied."

1.2 The reason for the assignment of this Special Provision to Methanol in the past was that this chemical was used in many industrial products, such as screen washer and anti-freezing fluids and cleaning agents and therefore often was carried as cargo on aircraft. Until changes were introduced to the current edition of the Technical Instructions, Part 7:2.9 prohibited the carriage of substances requiring a

subsidiary risk “Toxic” label in the same compartment of an aircraft as animals, substances marked as or known to be foodstuffs, feeds or other edible substances intended for consumption by humans or by animals therefore applied to all substances classified as UN 1230 Methanol.

1.3 This prohibition was removed from Part 7;2 of the 2015-2016 Edition of the Technical Instructions (see DGP/24-WP/3, paragraph 3.2.44 and paragraph 2.7.1.1 of the report of DGP/24). Hence, the need for Special Provision A104 in the Technical Instructions has become redundant.

1.4 It must be noted that the UN Model Regulations do not contain a special provision with similar text, which leads to problems with multimodal consignments, e.g. shipments that are shipped by sea applying the IMDG code and by air, applying the Technical Instructions. A toxic subsidiary risk label is required in the regulations for all other modes of transport.

2. ACTION BY THE DGP

2.1 The DGP is invited to:

- a) add “& Toxic” to column 5 of Table 3-1 against the entry for UN 1230 — **Methanol**;
- b) delete Special Provision A104 from column 7 of Table 3-1 against the entry for UN 1230 — **Methanol**; and
- c) delete Special Provision A104 from Part 3;3.3

as shown in the appendix to this working paper.

APPENDIX

PROPOSED AMENDMENT TO PART 3 OF THE TECHNICAL INSTRUCTIONS

3. **Part 3**

4.

5. **DANGEROUS GOODS LIST,**

6. **SPECIAL PROVISIONS AND**

7. **LIMITED AND EXCEPTED QUANTITIES**

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8. **Chapter 2**

9.

10. **ARRANGEMENT OF THE**

11. **DANGEROUS GOODS LIST (TABLE 3-1)**

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Table 3-1. Dangerous Goods List

Name	UN No.	Class or division	Subsidiary risk	Labels	State variations	Special provisions	UN packing group	Excepted quantity	Passenger aircraft		Cargo aircraft	
									Packing instruction	Max. net quantity per package	Packing instruction	Max. net quantity per package
1	2	3	4	5	6	7	8	9	10	11	12	13
Methanol	1230	3	6.1	Liquid flammable & Toxic		A104 A113	II	E2	352 Y341	1L 1L	364	60 L
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Chapter 3

SPECIAL PROVISIONS

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Table 3-2. Special provisions

TIs	UN
A104	A toxic subsidiary risk label, although not required by these Instructions, may be applied.
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