



**WORKING PAPER**

**DANGEROUS GOODS PANEL (DGP)**

**TWENTY-SEVENTH MEETING**

**Montréal, 16 to 20 September 2019**

**Agenda Item 2: Managing air-specific safety risks and identifying anomalies**

**2.4: Development of proposals, if necessary, for amendments to the *Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods (Doc 9481)* for incorporation in the 2021-2022 Edition**

**TRAINING: TERMINOLOGY HARMONIZATION**

(Presented by L. Cascardo)

**SUMMARY**

This working paper proposes an amendment to the *Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284)* to harmonize the text with terminology used in the new training provisions.

**Action by the DGP-WG:** The DGP is invited to revise Parts 1, 4, 5 and 7 of the *Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284)* as shown in the appendix to this working paper.

**1. INTRODUCTION**

1.1 The new training provisions are on their way to get approval for the 2021-2022 Edition of the Technical Instructions. The actual requirements from Part 1;4 will be replaced by new text elaborated by the Dangerous Goods Panel Working Group on Training and presented at previous meetings of the Dangerous Goods Panel. The most recent text was approved at DGP-WG/19 meeting in April 2019.

1.2 While reviewing regulations and aspects related to training, it was possible to realize that the new training provisions changed some terminology to allow competency-based training methodologies to be established. In a broader context, the new requirements will begin to use the term “function” instead of using only the term “responsibility”.

1.3 Those changes can be clearly noted when comparing the current to future text:

**CURRENT Chapter 4  
TRAINING**

...

**4.2 TRAINING CURRICULA**

4.2.1 Personnel must be trained in the requirements commensurate with their responsibilities.

**PROPOSED Chapter 4  
DANGEROUS GOODS TRAINING**

...

**4.2 OBJECTIVE OF DANGEROUS GOODS TRAINING**

4.2.1 The employer must ensure that personnel are competent to perform any function for which they are responsible prior to performing any of these functions. This must be achieved through training and assessment commensurate with the functions for which they are responsible.

1.4 However, even though these changes were proposed in the regulations, a few paragraphs in the Technical Instructions still use the old terminology. The purpose of this paper is to present paragraphs and propose a few changes to harmonize requirements throughout the Technical Instructions and to make possible that the function-based methodologies such as competency-based training can be used.

**2. ACTION BY THE DGP**

2.1 The DGP-WG is invited to amend the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284) as shown in the appendix to this working paper.

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## APPENDIX

### PROPOSED AMENDMENT TO PART 1 OF THE TECHNICAL INSTRUCTIONS

#### Part 1

#### GENERAL

##### Chapter 1

##### SCOPE AND APPLICABILITY

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###### 1.1 GENERAL APPLICABILITY

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###### 1.1.5 General exceptions

...

1.1.5.4 Dangerous goods transported under 1.1.5.1 a), b), c), d) and e) may be carried on a flight made by the same aircraft before or after a flight for the purposes identified above, when it is impracticable to load or unload the dangerous goods immediately before or after the flight, subject to the following conditions:

...

- h) all personnel must be trained commensurate with ~~their responsibilities~~ the functions for which they are responsible;

...

##### Chapter 2

##### LIMITATION OF DANGEROUS GOODS ON AIRCRAFT

...

###### 2.2 EXCEPTIONS FOR DANGEROUS GOODS OF THE OPERATOR

2.2.1 The provisions of these Instructions do not apply to the following:

...

- d) electronic devices, such as electronic flight bags, personal entertainment devices, and credit card readers, containing lithium metal or lithium ion cells or batteries and spare lithium batteries for such devices carried aboard an aircraft by the operator for use on the aircraft during the flight or series of flights, provided that the batteries meet the provisions of 8;1.1.2 20). Spare lithium batteries must be individually protected so as to prevent short circuits when not in use. Conditions for the carriage and use of these electronic devices and for the carriage of spare batteries must be provided in the operations manual and/or other appropriate manuals as will enable flight crew, cabin crew and other employees to carry out ~~their responsibilities~~ the functions for which they are responsible.

...

## Chapter 5

### DANGEROUS GOODS SECURITY

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#### 5.1 GENERAL SECURITY PROVISIONS

5.1.1 All persons engaged in the transport of dangerous goods should consider security requirements for the dangerous goods commensurate with their responsibilities the functions for which they are responsible.

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#### 5.4 SECURITY PLANS

5.4.1 Operators, shippers and others (including infrastructure managers) engaged in the transport of high consequence dangerous goods (see 5.3.1) should adopt, implement and comply with a security plan that addresses at least the elements specified in 5.4.2.

*Note.— When national authorities issue exemptions, they should consider all of the provisions in this Chapter.*

5.4.2 The security plan should comprise at least the following elements:

- a) specific allocation of responsibilities for security to competent and qualified persons with appropriate authority to carry out their responsibilities the functions for which they are responsible;

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## Part 4

### PACKING INSTRUCTIONS

#### Chapter 11

#### CLASS 9 — MISCELLANEOUS DANGEROUS GOODS

*Parts of this Chapter are affected by State Variation US 2; see Table A-1*

#### 11.1 PACKING INSTRUCTIONS

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<p><b>Packing Instruction 965</b> Cargo aircraft only for UN 3480</p>
<p>...</p> <p>II. SECTION II</p> <p>...</p> <p>II.2 Additional requirements</p> <p>...</p> <p>— Any person preparing or offering cells or batteries for transport must receive adequate instruction on these requirements commensurate with their responsibilities <u>the functions for which they are responsible</u>.</p> <p>...</p>

**Packing Instruction 966**

Passenger and cargo aircraft for UN 3481 (packed with equipment) only

...

**II. SECTION II**

...

**II.2 Additional requirements**

...

- Any person preparing or offering cells or batteries for transport must receive adequate instruction on these requirements commensurate with ~~their responsibilities~~ the functions for which they are responsible.

...

**Packing Instruction 967**

Passenger and cargo aircraft for UN 3481 (contained in equipment) only

...

**II. SECTION II**

...

**II.2 Additional requirements**

...

- Any person preparing or offering cells or batteries for transport must receive adequate instruction on these requirements commensurate with ~~their responsibilities~~ the functions for which they are responsible.

...

**Packing Instruction 968**

Cargo aircraft only for UN 3090

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**II. SECTION II**

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**II.2 Additional requirements**

...

- Any person preparing or offering cells or batteries for transport must receive adequate instruction on these requirements commensurate with ~~their responsibilities~~ the functions for which they are responsible.

...

### Packing Instruction 969

Passenger and cargo aircraft for UN 3091 (packed with equipment) only

...

#### II. SECTION II

...

#### II.2 Additional requirements

...

- Any person preparing or offering cells or batteries for transport must receive adequate instruction on these requirements commensurate with ~~their responsibilities~~ the functions for which they are responsible.

...

### Packing Instruction 970

Passenger and cargo aircraft for UN 3091 (contained in equipment) only

...

#### II. SECTION II

...

#### II.2 Additional requirements

...

- Any person preparing or offering cells or batteries for transport must receive adequate instruction on these requirements commensurate with ~~their responsibilities~~ the functions for which they are responsible.

...

**Part 5****SHIPPER'S RESPONSIBILITIES****Chapter 1****GENERAL**

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**1.3 INFORMATION TO EMPLOYEES**

A shipper must provide such information to employees as will enable them to carry out ~~their responsibilities~~ the functions for which they are responsible with regard to the transport of dangerous goods by air.

**1.4 TRAINING**

Before a consignment of dangerous goods is offered for air transport, all relevant persons involved in its preparation must have received training to enable them to carry out ~~their responsibilities~~ the functions for which they are responsible, as detailed in Part 1. Where a shipper does not have trained staff, the "relevant persons" may be interpreted as applying to those employed to act on the shipper's behalf and to undertake the shipper's responsibilities in the preparation of the consignment. However, such persons must be trained as required by Part 1, Chapter 4.

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**Part 7****OPERATOR'S RESPONSIBILITIES**

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**Chapter 4****PROVISION OF INFORMATION**

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**4.2 INFORMATION TO BE PROVIDED 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~~ the functions for which they are responsible 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:

...

**4.10 TRAINING**

An operator must ensure training is provided in accordance with the detailed requirements of 1.4 to all relevant employees, including those of agencies employed to act on the operator's behalf, to enable them to carry out ~~their responsibilities~~ the functions for which they are responsible with regard to the transport of dangerous goods, passengers and their baggage, cargo and mail.

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— END —