



**WORKING PAPER**

**DANGEROUS GOODS PANEL (DGP)  
WORKING GROUP MEETING (DGP-WG/15)**

**Montreal, 27 April to 1 May 2015**

**Agenda Item 3: Development of recommendations for amendments to the *Supplement to the Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284SU) for incorporation in the 2017-2018 Edition**

**REVIEW OF SPECIAL PROVISIONS A302 AND A324 TO REMOVE STATE OF  
DESTINATION FROM APPROVAL**

(Presented by D. Brennan)

**SUMMARY**

This working paper proposes a revision to requirements set out in Special Provision A302 and Special Provision A324 to remove the requirement for the approval of the State of Destination.

**Action by the DGP-WG:** The DGP-WG is invited to revise Special Provisions A302 and A324 as shown in the appendix to this working paper.

**1. INTRODUCTION**

1.1 Special Provision A302 permits the carriage of cylinders of oxygen or air, compressed with valves open for the purpose of providing life support for aquatic animals. The oxygen or air is used to oxygenate water contained in a large fish bin, similar to an aquarium.

1.2 The provisions set out in Special Provisions A302, originally A202, were adopted at DGP/16 in October 1997 and became effective as of 1 January 1999 in the 1999 – 2000 Edition of the Supplement to the Technical Instructions. The original proposal was for approval only by the State of Origin, but based on discussions at DGP/16 the proposal was modified to require approval by the States of Destination and of the Operator in addition to that of the State of Origin.

1.3 Much of the discussion and concern at DGP/16 centred on the potential risk from increased oxygen concentration in the cargo compartment and possible fire hazard. The use of these types of fish bins was very limited at the time, with some opinion being that their use was restricted to just one region of the world, Australia to Asia, which resulted in a very conservative approach to the approvals required for the carriage of these fish bins.

1.4 Since that time the use of live fish bins with oxygen has spread, with shipments now originating from Europe, North America and Asia, in addition to Australia. In the period from 1999 to 2014 there have been over 100,000 fish bins transported, all without spill or incident.

1.5 The requirement though to obtain approval from the State of Destination has created quite a number of problems for shippers and airlines being able to use and transport these fish bins. The authorities of the States of Origin and of the Operator clearly have an interest in ensuring that requirements set out in Special Provision A302 are met, and have oversight of the procedures and processes involved by the shipper and operator in the preparation and carriage of the live fish bins.

1.6 The same cannot be said of the State of Destination, where they have no authority over either the shipper or the operator, and also may have little interest in the potential value of these shipments for the shipper, as exports from the State of Origin, or for the operator, as cargo revenue. For these reasons it is proposed to remove the State of Destination from the States required to grant approval under Special Provision A302.

1.7 Should the DGP-WG support the revision to Special Provision A302 as proposed, the DGP-WG is also invited to similarly revise Special Provision A324.

1.8 Special Provision A324 was adopted into the Supplement at DGP/21 to allow for the carriage in the passenger cabin of symbolic flames in miners' lamps that use a flammable liquid fuel. The text of Special Provision A324 with respect to the approval by States was based on the language in A302 and also requires the approval of the States of Origin, State of Destination and State of the Operator.

## **2. ACTION BY THE DGP-WG**

2.1 The DGP-WG is invited to revise Special Provisions A302 and A324 as shown in the appendix.

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APPENDIX

Part S-3

DANGEROUS GOODS LIST,  
SPECIAL PROVISIONS AND QUANTITY LIMITATIONS

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Chapter 6

SPECIAL PROVISIONS

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Table S-3-4. Special Provisions

*Supplementary special provisions*

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A302

For the purpose of providing life support for aquatic animals during transport, the appropriate authority of the States of Origin, ~~of Destination~~ and of the Operator may approve the carriage of cylinders containing oxygen compressed, UN 1072 and air, compressed UN 1002, with the valve(s) open to supply a controlled quantity of oxygen or air through a regulator into water containing the aquatic animals. The cylinder or cylinder valve must be fitted with a self-sealing device to prevent uncontrolled release of oxygen or air should the regulator malfunction or be broken or damaged. The oxygen or air cylinder must meet those parts of Packing Instruction 200 which apply, except for the need for valves to be closed. In addition, the following conditions apply as a minimum:

- a) the water container with the attached oxygen and/or air cylinder (transportation unit) must be engineered and constructed to withstand all anticipated loads. No more than two cylinders of which a maximum is one cylinder of oxygen are permitted;
- b) the water container must be tilt-tested at an angle of 45° in four directions from the upright for a 10-minute minimum duration in each direction with the oxygen supply operating, without leakage of water;
- c) the oxygen or air cylinder and regulator must be restrained and protected within the equipment;
- d) the oxygen or air regulator used must have a maximum flow rate of not more than five litres per minute;
- e) the oxygen or air flow rate to the container must be limited to that sufficient to provide life support to the aquatic animals;
- f) the quantity of oxygen or air provided must not exceed 150 per cent of the oxygen or air required for the normal duration of air transport; and
- g) only one cylinder may be carried for each 15 cubic metres of gross cargo hold volume. In no circumstances may the rate of oxygen or air flow from the cylinder exceed one litre per minute per five cubic metres of gross cargo hold volume.

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A324

For the purpose of transporting a symbolic flame, the appropriate authority of the States of Origin, ~~of destination~~ and of the Operator may approve the carriage of lamps fuelled by UN 1223 — **Kerosene**, or UN 3295 — **Hydrocarbons, liquid, n.o.s.**, carried by a passenger as carry-on baggage only. Lamps must be of a "Davy" type or similar apparatus. In addition, the following conditions apply as a minimum:

- a) no more than four lamps may be carried on board the aircraft;

- b) lamps may contain no more fuel than the quantity adequate for the duration of the flight and the fuel must be contained in a leakproof reservoir;
- c) lamps must be adequately secured;
- d) while on board the aircraft, the lamps must be under the constant supervision of an accompanying person, who must not be a member of the operating crew;
- e) lamps may be lit by the accompanying person, but must not be refilled on board the aircraft;
- f) at least one fire extinguisher must be kept within reach of the accompanying person at all times. The accompanying person must be trained in the use of the extinguisher;
- g) the crew members of the aircraft must be given a verbal briefing about the carriage of the lamps and the pilot-in-command must be provided with a copy of the approval; and
- h) Part 7;4.1.1.1 b), c), e), 4.3, 4.4 and 4.8 of the Technical Instructions must apply.

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