



**WORKING PAPER**

**DANGEROUS GOODS PANEL (DGP)  
WORKING GROUP MEETING (DGP-WG/18)**

**Montréal, 1 to 5 October 2018**

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

**2.2: Develop proposals, if necessary, for amendments to the *Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284)* for incorporation in the 2021-2022 Edition**

**EMERGENCY RESPONSE INFORMATION**

(Presented by L. Cascardo)

**SUMMARY**

This working paper proposes an amendment to the Technical Instructions in order to use the terms “dangerous goods accidents” and “dangerous goods incidents” in Part 7;4.9.

**Action by the DGP-WG:** The DGP-WG is invited to revise Part 7;4.9 of the Technical Instructions as presented in the appendix to this working paper.

**1. INTRODUCTION**

1.1 The Technical Instructions (Part 7;4.9 — Emergency Response Information), refer to “accidents and incidents involving dangerous goods in air transport”. We suggest this requirement could be clarified as it does not mention if those accidents or incidents are aircraft related (e.g. aircraft accidents) or dangerous goods related (e.g. dangerous good accidents).

1.2 Additionally, the note under 2.1.35 in Annex 6 uses the term “dangerous goods incidents” when referring to the *Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods* (Doc 9481).

1.3 Part 1;3.1 (Definitions) defines the terms “dangerous goods accidents” and “dangerous goods incidents”. Although the *Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods* (Doc 9481) raises some issues about aircraft incidents involving dangerous goods, we understand that Part 7;4.9 is included and considered in a dangerous goods context and should mention

“dangerous goods accidents” and “dangerous goods incidents” as defined in Part 1;3.1. Using terms that are different from the ones already defined in the Technical Instructions may lead to understanding issues.

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

2.1 The DGP-WG is invited to amend the Technical Instructions as presented in the appendix to this working paper.

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**APPENDIX**

**PROPOSED AMENDMENT TO PART 7 OF THE TECHNICAL INSTRUCTIONS**

**Part 7**

**OPERATOR'S RESPONSIBILITIES**

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**Chapter 4**

**PROVISION OF INFORMATION**

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**4.9 EMERGENCY RESPONSE INFORMATION**

The operator must ensure that for consignments for which a dangerous goods transport document is required by these Instructions, appropriate information is immediately available at all times for use in emergency response to dangerous goods accidents and dangerous goods incidents ~~involving dangerous goods in air transport~~. The information must be available to the pilot-in-command and can be provided by:

- a) the ICAO document *Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods* (Doc 9481); or
- b) any other document which provides appropriate information concerning the dangerous goods on board.

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