



WORKING PAPER

**DANGEROUS GOODS PANEL (DGP)
MEETING OF THE WORKING GROUP OF THE WHOLE**

Beijing, China, 25 October to 3 November 2006

Agenda Item 2: Development of recommendations for amendments to the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284) for incorporation in the 2009/2010 Edition

2.5: Part 5 — Shipper's Responsibilities

DOCUMENTATION

(Presented by G. Branscombe)

SUMMARY

This paper proposes that certain notations made against individual entries on a shipping document be shown immediately after those entries.

Action by the DGP-WG is in paragraph 2.

1. INTRODUCTION

1.1 Part 5;4.1.5.8.1 a) states that the shipping document must contain a notation indicating the applicable packing instruction (Special Provisions A1, A2 or A109) and by inference, a reference to the Special Provision number that authorizes the packing instruction. The requirement, however, does not indicate where on the shipping document this information must be shown.

1.2 Similarly, part 5;4.1.5.8.1 b) requires a statement indicating that the shipment is within the limitations prescribed for either passenger and cargo aircraft or cargo-only aircraft as appropriate. Again, no location within the document is indicated.

1.3 Shipping documents are often used for multiple pieces of dangerous goods, however, Special Provision A1, A2 or A109 may only apply to some of the dangerous goods listed in the shipping document. If the notation relating to the use of a specific special provision is inserted anywhere on the document other than in relation to the dangerous goods to which it pertains, the operator is at a loss to easily determine which dangerous goods are being served by appropriate authority approval.

1.4 As is the case with the use of special provisions, various pieces within a shipment covered by a single shipping document may be prepared within the limitations prescribed for passenger and cargo aircraft; while other pieces within the consignment may have been prepared within the

limitations set out for cargo-only aircraft. This is to say that the individual packages within the shipment should be denoted as being acceptable on passenger and cargo aircraft or on cargo-only aircraft. The current text within the Technical Instructions identifies the “shipment” as opposed to the individual dangerous goods in the shipment.

1.5 The generality of the statements makes it difficult for operators to distinguish which packages are specific to special provisions or which packages within the shipment are restricted to cargo-only aircraft. Most CAO packages must be stowed on the aircraft in a position that allows flight crew access during transport. This is of particular concern to load planners who are responsible for dictating the loading location of cargo and assigning carriage of dangerous goods on a particular aircraft. This information is vital in ensuring that CAO packages are loaded only onto cargo aircraft and within the correct locations aboard such aircraft.

1.6 Finally, Part 5;4.1.5.2 pertains to a notation for items of dangerous goods transported as limited quantities. However, when the provisions for limited quantities are used, the notation “Limited Quantity” or “LTD QTY” must “*be included after the dangerous goods description*” on the shipping document. While the word “after” implies that the information be entered immediately after, it is felt that anywhere on the document subsequent to the basic description is “after” and some clarification in wording could ensure that required information is properly inserted.

2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to:

a) *amend* Part 5;4.1.5 as follows:

In addition to the dangerous goods description the following information must be included immediately after the dangerous goods description on the dangerous goods transport document.

b) *amend* Part 5;4.1.5.8.1 as follows:

4.1.5.8.1 The dangerous goods transport document must also contain immediately following the dangerous goods description for which the information applies:

- a) the packing instruction applied and, when applicable, reference to Special Provision A1, A2 or A109, except for radioactive material;
- b) when appropriate, a statement indicating that the shipment is within the limitations prescribed for either passenger and cargo aircraft or cargo-only aircraft, as appropriate;

...

APPENDIX

EXAMPLES OF NOTATIONS MADE AGAINST INDIVIDUAL ENTRIES
ON A SHIPPING DOCUMENT

UN2188, Arsine, 2.3 (2.1) // 1 Fibreboard Box x 10 kg // 200 <u>A2 / Cargo Air Craft Only</u>
UN1263, Paint, 3 II // 5 Fibreboard Boxes x 4 L ea // 305
UN1263, Paint, 3 III // 10 Fibreboard Boxes x 4 L ea // Y309 // <u>Ltd. Qty.</u>
UN1969, Isobutane, 2.1 // 1 Fibreboard Box x 50 kg // 200 // <u>CAO</u>

UN or ID No.	Proper Shipping Name	Class or Division (Subsidiary Risk)	Pack- ing Group	Quantity and type of packing	Pack- ing Inst	Authorization
UN2188	Arsine	2.3 (2.1)		1 Fibreboard Box x 10 kg	200	<u>A2 / Cargo Air- craft Only</u>
UN1263	Paint	3	II	5 Fiberboard Boxes x 4 L ea	305	
UN1263	Paint	3	III	10 Fibreboard Boxes x 4 L ea.	Y309	<u>Ltd. Qty.</u>
UN1969	Isobutane	2.1		1 Fibreboard Box x 50 kg	200	<u>CAO</u>

Note.— The panel member from IATA may take note of any decision as it may affect the design and format of the “Shipper’s Declaration for Dangerous Goods” as laid out in the DGR..

— END —