



WORKING PAPER

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

Memphis, 30 April to 4 May 2007

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

2.4: Part 4 — Packing Instructions

2.7: Part 7 — Operator's Responsibilities

SHIPPER LOADED UNITS

(Presented by David Brennan)

SUMMARY

The paper proposes that additional text be included into the respective packing instructions to identify the shipper's responsibility when presenting a unit load device or other type of pallet containing consumer commodities or magnetized materials prepared according to Packing Instruction 902 and 910

Action by the DGP-WG is in paragraph 2.

1. INTRODUCTION

1.1 At DGP/20 changes were agreed to the operator's responsibilities in Part 7 and to Packing Instruction 904 to clarify the requirements applicable to the provision of dry ice in a shipper loaded unit load device.

1.2 The revisions to Part 7;1.1.2 regarding the operator's responsibility to tag unit load devices included reference to consumer commodities and magnetized materials in addition to dry ice, however there was no equivalent change to Packing Instruction 910 or 902 to that made in Packing Instruction 904.

1.3 As identified, Part 7;1.1 identifies that an operator may accept from a shipper a unit load device containing ID 8000 — **Consumer commodity** or UN 2807 — **Magnetized material**. However,

for the operator to comply with the requirements for provision of information to the Pilot-in-Command the shipper must provide the operator with additional information to that contained on the dangerous goods transport document. It is also suggested that there should be a recognition in Part 7;4.1.1 for the operator to show an average gross mass per package on the written information to the Pilot-in-Command for unit load devices containing consumer commodities prepared by a single shipper as is permitted in PI 910.

2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to:

- a) revise Packing Instruction 902 by inserting a new paragraph as shown:

Magnetized material will be accepted only when:

- a) devices such as magnetrons and light meters have been packed so that the polarities of the individual units oppose one another;
- b) permanent magnets, where possible, have keeper bars installed;
- c) the magnetic field strength at a distance of 4.6 m from any point on the surface of the assembled consignment:
 - 1) does not exceed 0.418 A/m; or
 - 2) produces a magnetic compass deflection of 2 degrees or less.

Magnetized material may be shipped in a unit load device or other type of pallet prepared by a single shipper provided that the shipper has made prior arrangements with the operator. The shipper must provide the operator with written documentation stating the number of packages of magnetized material contained in each unit load device or other type of pallet.

Note.— For loading instructions, see 7;2.10.

Determination of shielding requirements

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— Note.— For loading restrictions, see 7;2.10.

Editorial Note.— It is suggested that the note currently shown at the end of Packing Instruction 902 be moved to just under the new paragraph as shown above.

- b) revise Packing Instruction 910, paragraph k) as shown below:

k) Consumer commodities shipped according to these provisions may be shipped in

a unit load device or other type of pallet prepared by a single shipper provided they contain no other dangerous goods. The shipper must provide the operator with written documentation stating the number of packages of consumer commodities contained in each unit load device or other type of pallet.

- c) revise Part 7;4.1.1 as shown below to identify that for shipper loaded unit load devices the operator may show the average gross mass per package for consumer commodities:

4.1.1 The operator of an aircraft in which dangerous goods are to be carried must provide the pilot-in-command, as early as practicable before departure of the aircraft, with accurate and legible written or printed information concerning dangerous goods that are to be carried as cargo.

Note.— This includes information about dangerous goods loaded at a previous departure point and which are to be carried on the subsequent flight.

This information must include the following:

- a) the air waybill number (when issued);
- b) the proper shipping name (supplemented with the technical name(s) if appropriate; see 3;1) and UN Number or ID number as listed in these Instructions. When chemical oxygen generators contained in protective breathing equipment (PBE) are being transported under Special Provision A144, the proper shipping name of “oxygen generator, chemical” must be supplemented with the statement “Aircrew protective breathing equipment (smoke hood) in accordance with Special Provision A144”.
- c) the class or division, and subsidiary risk(s) corresponding to the subsidiary risk label(s) applied, by numerals, and in the case of Class 1, the compatibility group;
- d) the packing group shown on the dangerous goods transport document;
- e) the number of packages and their exact loading location. For radioactive material see g) below;
- f) the net quantity, or gross mass if applicable, of each package, except that this does not apply to radioactive material or other dangerous goods where the net quantity or gross mass is not required on the dangerous goods transport document (see 5;4.1.3). For a consignment consisting of multiple packages containing dangerous goods bearing the same proper shipping name and UN number or ID number, only the total quantity and an indication of the quantity of the largest and smallest package at each loading location need to be provided. For unit load devices or other types of pallets containing consumer commodities accepted from a single shipper, the number of packages and the average gross mass;