



**WORKING PAPER**

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

**Montréal, 15 to 19 October 2012**

- 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 2015-2016 Edition**  
**2.5: Part 5 — Shipper's Responsibilities**

**DANGEROUS GOODS TRANSPORT INFORMATION – DOCUMENTATION – INDICATION  
OF A COUNTRY**

(Presented by CEFIC)

**SUMMARY**

Shippers regularly report that dangerous goods shipments are being rejected by acceptance desks due to incorrect indication of the country in the address. This paper seeks to find a solution for this trade barrier.

Action by the DGP-WG is in paragraph 2.

**1. INTRODUCTION**

1.1 Paragraph 5;4.1.3 of the Technical Instructions requires “The name and address of the shipper and the consignee of the dangerous goods” to be indicated. It is obvious that the name of the country is part of this address. Although the Technical Instructions neither state how the address should look like nor how the name of the country should be indicated, member-companies frequently report that consignments containing dangerous goods are not accepted for transport due to “incorrect country names”. For example, shipments were stopped because the abbreviation “US” was mentioned or “United States”.

1.2 In our view there are two ways to indicate a country name:

- a) the name of the country (in English); or
- b) a 2-digit code as per ISO 3166 – the International Standard for country codes (e.g. BE for Belgium, DE for Germany, CA for Canada). These ISO codes are in use

already for the codes for State variations in Attachement 3, Chapter 1 (“Variations notified by States”) [http://www.iso.org/iso/home/standards/country\\_codes.htm](http://www.iso.org/iso/home/standards/country_codes.htm).

1.3 The ICAO aircraft registration code prefixes should not be used as they are not known outside the airline community (e.g. OO for Belgium, D for Germany, or C / CF / CG for Canada).

1.4 The “International Vehicle Registration Identification – VRI” (e.g. B for Belgium, D for Germany, CDN for Canada) is also not on option.

1.5 Non acceptance of a consignment containing dangerous goods due to an allegedly incorrect country name causes unnecessary delays and costs, and does not contribute to safety. Our members might even lose customers because of such a delays.

## 2. ACTION BY THE DGP-WG

2.1 CEFIC hesitates proposing a definition for the term “address” or of the term “country” in 5;4.1.3 of the Technical Instructions but rather seeks the view of the Dangerous Goods Panel on how this problem can be solved.

2.2 If necessary, CEFIC might submit another formal paper based on the comments made.

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