



WORKING PAPER

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

Montréal, 15 to 19 April 2013

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

2.7 : Part 7 — Operator's Responsibilities

**DRAFT AMENDMENTS TO THE TECHNICAL INSTRUCTIONS TO ALIGN WITH THE UN
RECOMMENDATIONS — PART 7**

(Presented by the Secretary)

SUMMARY

This working paper contains draft amendments to Part 7 of the Technical Instructions to reflect the decisions taken by the UN Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals at its sixth session (Geneva, 14 December 2012). It also reflects amendments agreed by DGP-WG12 (Montreal, 15 to 19 October 2012).

The DGP-WG is invited to agree to the draft amendments in this working paper.

DGP-WG/12-WP/31:

Part 7

OPERATOR'S RESPONSIBILITIES

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Chapter 1

ACCEPTANCE PROCEDURES

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1.3 THE ACCEPTANCE CHECK

1.3.1 ~~An operator must not accept for transport aboard an aircraft~~ Before a consignment consisting of a package or overpack containing dangerous goods ~~or a freight container containing radioactive material or a unit load device or other type of pallet containing dangerous goods as described in 1.4~~ unless is first accepted for carriage by air the operator ~~has~~ must, by use of a checklist, ~~verify~~ verify the following:

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- ~~j) an overpack does not contain packages bearing the "Cargo aircraft only" label unless:~~
 - ~~1) the packages are assembled in such a way that clear visibility and easy access to them is possible; or~~
 - ~~2) the packages are not required to be accessible under 7.2.4.1; or~~
 - ~~3) not more than one package is involved;~~

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Note 1.— Minor discrepancies, such as the omission of dots and commas in the proper shipping name appearing on the transport document or on package markings, or minor variations in hazard labels which do not affect the obvious meaning of the label, are not considered as errors if they do not compromise safety and should not be considered as reason for rejecting a consignment.

Note 2.— Where packages are contained in an overpack or freight container, as permitted by 1.4, the checklist should establish the correct marking and labelling of such an overpack or other type of pallet or freight container and not the individual packages contained in them. Where packages are contained in a unit load device, as permitted by 1.4.1, the checklist should not require the checking of packages individually for the correct marking and labelling.

Note 3.— An acceptance check is not required for dangerous goods in excepted quantities and radioactive material in excepted packages.

Note 4.— Although the acceptance check required in 1.3.1 is only required to be conducted when a consignment of dangerous goods is first accepted for carriage by air, the operator of any subsequent aircraft used as part of the same journey should verify that packages, overpacks, freight containers and unit load devices continue to meet the requirements of these Instructions in respect of marking, labelling and inspection for damage.

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Chapter 2

STORAGE AND LOADING

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2.10 SPECIAL PROVISIONS APPLICABLE TO THE CARRIAGE OF RADIOACTIVE MATERIAL

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UN Model Regulations, paragraph 7.1.8.3.2, ST/SG/AC.10/40/Add.1

2.10.3 Stowage during transport and storage in transit

2.10.3.1 Consignments must be securely stowed.

2.10.3.2 Provided that its average surface heat flux does not exceed 15 W/m² and that the immediately surrounding cargo is not in sacks or bags, a package or overpack may be carried or stored among packaged general cargo without any special stowage provisions except as may be specifically required by the competent authority in an applicable approval certificate of approval.

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UN Model Regulations, paragraph 7.1.8.4, ST/SG/AC.10/40/Add.1

2.10.4 ~~Segregation of packages containing~~ Additional requirements relating to transport and storage during transit of fissile material ~~during transport and storage in transit~~

2.10.4.1 Any group of packages, overpacks and freight containers containing fissile material stored in transit in any one storage area must be so limited that the total sum of the criticality safety indexes in the group does not exceed 50. Each group must be stored so as to maintain a spacing of at least 6 m from other such groups.

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UN Model Regulations, Table 7.1.8.3.3, ST/SG/AC.10/40/Add.1

Table 7-6. Transport index limits for freight containers and aircraft not under exclusive use

<i>Type of freight container or aircraft</i>	<i>Limit on total sum of transport indexes in a freight container or aboard an aircraft</i>
Freight container — small	50
Freight container — large	50
<u>Small freight container</u>	<u>50</u>
<u>Large freight container</u>	<u>50</u>
Aircraft	
Passenger	50
Cargo	200

UN Model Regulations, Table 7.1.8.4.2, ST/SG/AC.10/40/Add.1

Table 7-7. Critical safety indexes limits for freight containers and aircraft containing fissile material

Type of freight container or aircraft	Limit on total sum of criticality safety indexes in a freight container or aboard an aircraft	
	Not under exclusive use	Under exclusive use
Freight container—small	50	n.a.
Freight container—large	50	100
<u>Small freight container</u>	<u>50</u>	<u>n.a.</u>
<u>Large freight container</u>	<u>50</u>	<u>100</u>
Aircraft		
Passenger	50	n.a.
Cargo	50	100

2.10.4.2 Where the total sum of the criticality safety indexes on board an aircraft or in a freight container exceeds 50, as permitted in Table 7-7, storage must be such as to maintain a spacing of at least 6 m from other groups of packages, overpacks or freight containers containing fissile material or other conveyances carrying radioactive material.

UN Model Regulations, paragraph 7.1.8.4.3, ST/SG/AC.10/40/Add.1

2.10.4.3 Fissile material meeting one of the provisions a) to f) of 2;7.2.3.5.1 must meet the following requirements:

- a) only one of the provisions a) to f) of 2;7.2.3.5.1 is allowed per consignment;
- b) only one approved fissile material in packages classified in accordance with 2;7.2.3.5.1 f) is allowed per consignment unless multiple materials are authorized in the certificate of approval;
- c) fissile material in packages classified in accordance with 2;7.2.3.5.1 c) must be transported in a consignment with no more than 45 g of fissile nuclides;
- d) fissile material in packages classified in accordance with 2;7.2.3.5.1 d) must be transported in a consignment with no more than 15 g of fissile nuclides;
- e) unpackaged or packaged fissile material classified in accordance with 2;7.2.3.5.1 e) must be transported under exclusive use on a conveyance with no more than 45 g of fissile nuclides.

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Chapter 3

INSPECTION AND DECONTAMINATION

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3.2 DAMAGED OR LEAKING PACKAGES OF RADIOACTIVE MATERIAL, CONTAMINATED PACKAGINGS

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UN Model Regulations, paragraph 7.1.8.5.4, ST/SG/AC.10/40/Add.1

3.2.4 Except as provided in 3.2.5, any aircraft or equipment or part thereof which has become contaminated above the limits specified in 4;9.1.2 in the course of the transport of radioactive material, or which shows a radiation level in excess of 5 µSv/h at the surface, must be decontaminated as soon as possible by a qualified person and must not be re-used unless the following conditions are fulfilled:

- a) the non-fixed contamination does **must** not exceed the limits specified in 4;9.1.2; and

~~b) the radiation level resulting from the fixed contamination on surfaces after decontamination is less than~~ must not exceed 5 µSv/h at the surface.

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Chapter 4

PROVISION OF INFORMATION

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4.1 INFORMATION TO THE PILOT-IN-COMMAND

4.1.1 As early as practicable before departure of the aircraft, but in no case later than when the aircraft moves under its own power, the operator of an aircraft in which dangerous goods are to be carried must:

- a) provide the pilot-in-command with accurate and legible written or printed information concerning dangerous goods that are to be carried as cargo; and
- b) from 1 January 2014, provide personnel with responsibilities for operational control of the aircraft (e.g. the flight operations officer, flight dispatcher, or designated ground personnel responsible for flight operations) with the same information that is required to be provided to the pilot-in-command (e.g. a copy of the written information provided to the pilot-in-command). Each operator must specify the personnel (job title or function) to be provided this information in their operations manual and/or other appropriate manuals.

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Except as otherwise provided, 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)~~ (the technical name(s) shown on the dangerous goods transport document is not required) (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".

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