FACILITATION PANEL (FALP)

(Third Meeting, Montreal, 12 to 16 February 2001)

Agenda Item 2: Cargo facilitation – Chapters 1 and 4 of Annex 9

INFORMATION PAPER

(Presented by the Secretary)

INTERNATIONAL ORGANIZATIONS MENTIONED IN THE ICAO ANNEXES

1. The second meeting of the Facilitation Panel (FALP/2) requested the Secretariat to enquire about ICAO practice related to making specific reference to instruments of other international bodies in ICAO Annexes (FALP/2 Report, pages 2-3 and 2-8 refer).

2. The results of this enquiry are presented in the Attachment to this information paper.

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(13 pages)

ATTACHMENT

INTERNATIONAL ORGANIZATIONS MENTIONED IN THE ICAO ANNEXES

Annex 1

6.2.4.2 The applicant shall be tested for the ability to correctly identify a series of pseudoisochromatic plates (tables) in daylight or in artificial light of the same colour temperature such as that provided by Illuminant "C" or "D" as specified by the **International Commission on Illumination (ICI)**.

6.2.5.1 *Note 1.— The reference zero for calibration of pure-tone audiometers used for applying 6.3.4.1 and 6.5.4.1 is that of the **International Organization for Standardization (ISO)** Recommendation R389, 1964.*

Annex 2

3.2.6 Water operations

*Note.— In addition to the provisions of 3.2.6.1 of this Annex, rules set forth in the International Regulations for Preventing Collisions at Sea, developed by the **International Conference on Revision of the International Regulations for Preventing Collisions at Sea** (London, 1972) may be applicable in certain cases.*

Appendix

1.1 Distress signals

*Note.— Article 41 of the **ITU Radio Regulations**[1] (Nos. 3268, 3270 and 3271 refer) provides information on the alarm signals for actuating radiotelegraph and radiotelephone auto-alarm systems:*

Annex 3

Forward

Relation to corresponding WMO publications

The regulatory material contained in Annex 3 is, except for a few minor editorial differences, identical with that appearing in the Technical Regulations (Chapter C.3.1) of the **World Meteorological Organization (WMO)**. The aeronautical meteorological code forms referred to in Annex 3 are developed by the World Meteorological Organization on the basis of aeronautical requirements contained in this Annex, or stated from time to time by the Council. The aeronautical meteorological code forms are promulgated by WMO in its Publication No. 306 — *Manual on Code*s, Volume I.

Table A. Amendments to Annex 3

40. **World Meteorological Organization**

New aeronautical meteorological figure codes in an Attachment, replacingthose (except the POMAR code) hitherto appearing in the SARPs.

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[1]ITU: International Telecommunication Union

28 September 1954
1 January 1955
1 January 1955

46. **World Meteorological Organization**
Updating of aeronautical meteorological figure codes, introduced by WMO, as of 1 January 1960.
8 June 1960 — 8 June 1960

52. **World Meteorological Organization**
Updating of aeronautical meteorological figure codes, introduced by WMO, as of 10 March 1966.
12 December 1966 — 12 December 1966

54. **World Meteorological Organization**
Updating of aeronautical meteorological figure codes, introduced by WMO, as of 1 January 1968.
13 June 1967 — 1 January 1968

58. **World Meteorological Organization**
Updating of aeronautical meteorological codes, introduced by **WMO**, as of 1 January 1972.
19 March 1971 — 6 January 1972

66. Communications/Meteorology Divisional Meeting (1982). Second Asia/Pacific Regional Air Navigation Meeting. Twenty-second and twenty-third meetings of the European Air Navigation Planning Group. **World Meteorological Organization**. Recommendations of the ANC relating to the method of reference date/time and units of measurement. ICAO Secretariat
Amendment of the provisions related to the transmission of wind shear information beyond the aerodrome, criteria for the issuance of selected special reports, inclusion of cloud information in aerodrome forecasts, flight documentation to be provided for short-haul flights, format of the SIGMET message and meteorological bulletin headings; introduction of the definition for "SIGMET information"; alignment of Annex 3 with Annex 5 in respect of units of measurement and the referencing of time.
24 March 1986
27 July 1986
20 November 1986

68. Communications/Meteorology Divisional Meeting (1982). ICAO Secretariat. **World Meteorological Organization**
Amendment of the provisions relating to identification of RVR reporting positions; the criteria for the issuance of selected special reports for changes in RVR; RVR values for touchdown zone for all runways available for landing to be included in reports disseminated beyond the aerodrome; model charts and forms for flight documentation; issuance and updating of SIGMET messages relating to volcanic ash clouds; explicit provisions regarding the need to provide the aeronautical information **services** units with MET information; alignment with Annex 10 in respect of definitions for aeronautical fixed telecommunication network and aeronautical mobile service; alignment with PANS-OPS, Volume II, Part III, paragraph 6.3.1 in respect of terminology; editorial amendments to paragraph 3.3.7 to delete the equivalent pressure levels; the example of the SPECI report; the reference in Attachment B, Part 3, paragraph 1.4 b); and the footnote in Attachment C concerning visibility and RVR.

21 March 1989
23 July 1989
16 November 1989

3.3.1 *Note 3. — The WINTEM code is contained in **WMO** Publication No. 306, Manual on Codes, Volume I.1, Part A — Alphanumeric Codes.*

8.3.2 *Note.— Models of climatological summaries related to a) to e) above are given in **WMO** Publication No. 49, Technical Regulations, Vol. II, C.3.2.*

9.2.5 *Note.— The GRIB code is contained in **WMO** Publication No. 306,* Manual on Codes, *Volume I.2, Part B — Binary Codes.*

11.2.4 *Note 1.— Detailed specifications on format and contents of the heading are given in the **WMO** Manual on the Global Tele-communications System, Volume I and are reproduced in the ICAO Manual of Aeronautical Meteorological Practice (Doc 8896).*

Attachment A

Part 1
1.4 The format should be as follows:
a) **World Meteorological Organization** abbreviated heading.

Part 2
1.4 The format should be as follows:
a) **World Meteorological Organization** abbreviated heading.

Annex 4

Forward

Amendment

37. Canada; Switzerland; **United Nations Technical Conference on the International Map of the World**
Chart Symbols.
11 December 1963
1 June 1964
1 November 1964

2.17.6 *Note.— Guidance material on the aeronautical data quality requirements (accuracy, resolution, integrity, protection and traceability) is contained in the World Geodetic System — 1984 (WGS-84) Manual (Doc 9674). Supporting material in respect of the provisions of Appendix 6 related to chart resolution and integrity of aeronautical data is contained in RTCA Document DO-201A and **European Organization for Civil Aviation Equipment (EUROCAE)** Document ED-77 — Industry Requirements for Aeronautical Information.*

Annex 5

3.1.1 The International System of Units developed and maintained by the **General Conference of Weights and Measures (CGPM)** shall, subject to the provisions of 3.2 and 3.3 be used as the standard system of units of measurement for all aspects of international civil aviation and ground operation.

Attachment A

2. The **Bureau International des Poids et Mesures (BIPS)** was set up by the Metre Convention signed in Paris on 20 May 1875 by 17 States during the final session of the Diplomatic Conference of the Metre.

3. International Organization for Standardization
The International Organization for Standardization (ISO) is a world-wide federation of national standards institutes which although not a part of the BIPM, provides recommendations for the use of SI and certain other units. ISO Document 1000 and the ISO Recommendation R31 series of documents provide extensive detail on the application of the SI units. ICAO maintains liaison with ISO regarding the standardized application of SI units in aviation.

Attachment D

1. Coordinated Universal Time (UTC) has now replaced Greenwich Mean Time (GMT) as the accepted international standard for cloak time. It is the basis for civil time in many States and is also the time used in the world-wide time signal broadcasts used in aviation. The use of UTC is recommended by such bodies as the General Conference on Weight and Measures (CGPM) and **the International Radio Consultative Committee (CCIR) and the World Administration Radio Conference (WARC)**.

Attachment E

1. **Introduction**
The **International Organization for Standardization (ISO)** Standards 2014 and 3307 specify the procedures for writing the date and time in all-numeric form and ICAO will be using these procedures in its documents where appropriate in the future.

Annex 6

Attachment B

4.1.2. *Note.— **The United Nations Conference for Adoption of a Single Convention on Narcotic Drugs** in March 1961 adopted such a Convention, Article 32 of which contains special provisions concerning the carriage of drugs in medical kits of aircraft engaged in international flight.*

Annex 7

2.3 The nationality mark shall be selected from the series of nationality symbols included in the radio call signs allocated to the State of Registry by the **International Telecommunication Union**. The nationality mark shall be notified to the International Civil Aviation Organization.

Annex 8

None.

Annex 9

2.2.1 **Recommended Practice.—** *The appropriate control authorities of each Contracting State should enter into Memoranda of Understanding with the airlines providing international services to that State and with the operators of its international airports, setting out guidelines for their mutual cooperation in countering the threat posed by inter-national trafficking in narcotics and psychotropic substances. Such Memoranda of Understanding should be patterned after the applicable models developed by the **World Customs Organization** for this purpose. In addition, Contracting States are encouraged to conclude Memoranda of Understanding amongst themselves.*

2.25 When disinsecting is required by a Contracting State as a public health measure, that requirement shall be deemed to have been met by discharging into those portions of the aircraft which may carry insects from one area to another, an insecticide of a strength, formula and method of dispersal recommended by the **World Health Organization** and acceptable to that State, such insecticide to be effectively discharged from dispensers conforming to **WHO** specifications as follows

3.11 In cases where evidence of protection against yellow fever is required from persons traveling by air, Contracting States shall accept the International Certificate of Vaccination or Revaccination in the form set out by the **World Health Organization** in Appendix 2 of the International Health Regulations (1969).

3.14.2 **Recommended Practice.—** *Where appropriate, Contracting States should introduce a system of Advance Passenger Information (API), which involves the capture of passport details prior to departure and the transmission of the details by electronic means to the authorities in the destination country, and in doing so should follow the joint **World Customs Organization (WCO)/International Air Transport Association (IATA)** Guideline on Advance Passenger Information, except that the data elements to be transmitted as set forth in the Guideline should also include the nationality of the passport holder expressed in the form of the Alpha-3 Codes specified in Doc 9303. To avoid extra handling time during check-in, the use of document reading devices to capture the information in machine readable travel documents should be encouraged.*

4.4 When introducing electronic data interchange (EDI) techniques for air cargo facilitation, Contracting States shall encourage international airline operators, handling companies, airports, customs and other authorities and cargo agents to exchange data electronically, in conformance with relevant **UN/Electronic Data Interchange For Administration, Commerce and Transport (UN/EDIFACT)** international standards, in advance of the arrival of aircraft, to facilitate cargo processing.

4.6 **Recommended Practice.—** *Contracting States should carry out the clearance of express consignments in compliance with the Guidelines of the* ***World Customs Organization****.*

4.9
d) *adopting existing industry standards such as the* ***Inter-national Air Transport Association (IATA)/Customs Cooperation Council (CCC)*** *Joint Customs/Airlines Electronic Data Interchange Manual and, as they mature,* ***UN/EDIFACT*** *standards including but not limited to the UN Trade Data Elements Directoryd) adopting existing industry standards such as they mature, UN/EDIFACT standards including but no limited to the UN Trade Data Elements Directory (TDED), Electronic Data Interchange for Administration, Commerce and Transport (EDIFACT syntax rules) and* ***UN Standard Messages*** *(UNSMs);*

4.11.1 **Recommended Practice.—** *Contracting States, in giving effect to 4.11, should encourage, to the maximum extent practicable, alignment of documents required for the clearance of export cargo with the* ***United Nations Layout Key for Trade Documents****, to follow the format set forth in Appendix 10 — United Nations Layout Key for Trade Documents.*

4.25 **Recommended Practice.—** *Each Contracting State should arrange for imported airfreight consignments, including documents, private gift packages and trade samples, not exceeding a certain value or weight, specified by that State, to be exempted as far as possible from import duties and other taxes and charges, and either exempted from formal declaration procedures or accorded immediate release on the basis of minimal data requirements as proposed in the* ***World Customs Organization*** *Express Consignment Guidelines. Value levels fixed in accordance with this Recommended Practice should take account of the costs of entry processing for Customs and declarant and should be reviewed, regularly, to take account of inflation.*

5.7 Unladen airmail being trans-shipped from one flight or operator to another at the same airport shall be effected in accordance with the Acts in force of the **Universal Postal Union**.

6.9 **Recommended Practice.—** *International signs to facilitate passengers using airports, reproduced in the document developed for that purpose entitled* International Signs to Provide Guidance to Persons at Airports and Marine Terminals *(Doc 9636) published jointly by ICAO and the* ***International Maritime Organization****, should be introduced at the earliest practicable opportunity.*

6.25
b) *the use of the unique baggage identification system, known as the "Licence Plate Concept", for baggage reconciliation, sorting and tracing. The "Licence Plate Concept" developed by* ***ACI/IATA*** *is defined in the* ***IATA*** *Passenger Services Conference Resolutions Manual (Resolution 740) and in the appropriate Recommended Practices of the same document. The concept includes a coded baggage-tag with a unique number which can be read automatically and transmitted electronically between airlines, airports and handling agents. It enables these*

parties to provide higher-quality baggage sorting and handling. Baggage reconciliation applications (reference Annex 17, 4.3.1) can also use the same data elements;

6.57 Contracting States, in cooperation with airport authorities and aircraft operators, shall take all steps to ensure that the procurement, preparation, handling, storage and service of food and water supplies intended for consumption both at airports and on board aircraft are hygienically carried out in accordance with the pertinent regulations, recommendations and standards of the **World Health Organization** and the pertinent recommendations of the **Food and Agriculture Organization of the United Nations**.

6.58 Contracting States, in cooperation with airport authorities and aircraft operators, shall ensure that an effective system is instituted for the safe removal and safe disposal of excrement, refuse, waste water, waste, unused and condemned food and other matter dangerous to the health of persons, animals or plants in accordance with the pertinent regulations and recommendations of the **World Health Organization** and the recommendations of the **Food and Agriculture Organization of the United Nations**.

7.4.4 Mail shall be disposed of as is required pursuant to the Acts in force of the **Universal Postal Union**.

8.8 Contracting States shall facilitate the entry into, departure from and transit through their territories of aircraft engaged in relief flights performed by or on behalf of inter-national organizations recognized by the **UN** or by or on behalf of States themselves and shall take all possible measures to ensure their safe operation. Such relief flights are those undertaken in response to natural and man-made disasters which seriously endanger human health or the environment, as well as similar emergency situations where **UN** assistance is required. Such flights shall be commenced as quickly as possible after obtaining agreement with the recipient State.

*Note 1.— According to its Internationally Agreed Glossary of Basic Terms, the **United Nations Department of Humanitarian Affairs** considers an emergency to be "a sudden and usually unforeseen event that calls for immediate measures to minimize its adverse consequences", and a disaster to be "a serious disruption of the functioning of society, causing widespread human, material or environmental losses which exceed the ability of the affected society to cope using only its own resources".*

8.12 Contracting States shall comply with the pertinent provisions of the current edition of the International Health Regulations of the **World Health Organization**. In accordance with Article 23 of the said Regulations, Contracting States shall apply as a maximum the health measures permitted

Annex 10 (Vol. I)

Forward

Amendment

61. Seventh Meeting of the Automated Data Interchange Systems Panel; AWO Divisional Meeting (1978); COM Divisional Meeting (1978).
Introduction of a new series of marginal serial numbers in use by the International **Telecommunication Union (ITU)** and clarification of the term "Radio Regulations"; change to the definition of the Aeronautical Fixed Telecommunication Network (AFTN); change of the ILS protection date to 1995; addition of information related to the Microwave Landing System (MLS); changes in the radio frequency provisions related to the Final Acts of the **ITU World Administrative Radio Conference (WARC)** 1978; changes in the provisions related to the introduction of single sideband classes of emission into the high frequency (HF) aeronautical mobile service; clarification of symbols permitted with the 7-unit coded character set; change from single numbered to double numbered code and byte independent data link control procedures; introduction of new material related to character oriented data link control procedures; changes to the definition of operational control communications.
10 December 1979
10 April 1980
27 November 1980

3.4.2.1 *Note 1.— Guidance on the field strengths required particularly in the latitudes between 30 _N and 30_Sis given in 6.1 of Attachment C, and the relevant **ITU** provisions are given in Chapter VIII, Article 35, Section IV, Part B of the Radio Regulations.*

Attachment C

3.6.5.1 With reference to the Note of 3.3.8, Chapter 3, the immunity performance defined there must be measured against an agreed measure of degradation of the receiving system's normal performance, and in the presence of, and under standard conditions for the input wanted signal. This is necessary to ensure that the testing of receiving equipment on the bench can be performed to a repeatable set of conditions and results and to facilitate their subsequent approval. Tests have shown that FM interference signals may affect both course guidance and flag current, and their effects vary depending on the DDM of the wanted signal which is applied. Additional information can be found in **ITU Recommendation ITU-R IS.1140**, *Text procedures for measuring receiver characteristics used for determining compatibility between the sound-broadcasting service in the band of about 87-108 MHz and the aeronautical services in the band 108-118 MHz.*

3.6.5.2 Commonly agreed formulae should be used to assess potential incompatibilities to receivers meeting the general interference immunity criteria specified in Chapter 3, 3.3.8. The formulae provide clarification of immunity interference performance of spurious emission (type A1) interference, out-of-band channel (type A2) interference, two-signal and three-signal third order (type B1) interference, and overload/desensitization (type B2) interference. Additional information can be found in **ITU Recommendation ITU-R IS.1009-1**, *Compatibility between the sound-broadcasting service in the band of about 87-108 MHz and the aeronautical services in the band 108-137 MHz.*

3.6.5.3 The frequency planning criteria given in **Recommendation ITU-R IS.1009.1** do not take account of the potential for two-signal and three-signal fifth order inter-modulation products. Measurements have determined that fifth order inter-modulation products created in the receiver by FM stations might degrade the performance of VOR receivers conforming to specifications in Chapter 3, 3.3.8. Fifth order inter-modulation products can occur without a third order inter-modulation product occurring on the same VOR frequency. In the planning of frequencies, and in the assessment of protection from FM broadcast interference, consideration needs to be given to two-signal and three-signal fifth order inter-modulation products generated within VOR receivers by FM broadcast stations.

6.2.2.5 Values of diurnal and seasonal noise in various parts of the world have been published in Report 322 of the former CCIR of the **ITU**.

Annex 10 (Vol. II)

Introduction

*Where appropriate, specific **ITU Radio Regulations** have been paraphrased in this document. Users of these Procedures should note that the Radio Regulations Annex of the International Telecommunications Convention is all-embracing in character and, therefore, should be applied in all pertinent cases.*

*All references to "Radio Regulations" are to the Radio Regulations published by the **International Telecommunication Union.***

Annex 10 (Vol. III)

Part I

Chapter 1. DEFINITIONS

Aeronautical telecommunication network (ATN). An internetwork architecture that allows ground, air-ground and avionic data subnetworks to interoperate by adopting common interface services and protocols based on the **International Organization for Standardization (ISO)** Open Systems Interconnection (OSI) reference model.

3.1 *Note.— The following definitions were taken from **ISO/IEC 7498-1***, Information technology — Open Systems Interconnection — Basic Reference Model *(Reference: **ITU-T Rec. X.200 (1994)**) and from ICAO Doc 9705* — Manual of Technical Provisions for the Aeronautical Telecommunication Network (ATN).

Annex 11

2.18.4 *Note.— Guidance material on the aeronautical data quality requirements (accuracy, resolution, integrity, protection and traceability) is contained in the* World Geodetic System —1984 (WGS-84) Manual *(Doc 9674). Supporting material in respect of the provisions of:*
Appendix 5 related to accuracy and integrity of aeronautical data is contained in RTCA

Document DO-201A and ***European Organization for Civil Aviation Equipment (EUROCAE)*** *Document ED-77 —* Industry Requirements for Aeronautical Information.

Annex 12

None.

Annex 13

None.

Annex 14 (Vol. I)

2.1.4 *Note.- Guidance material on the aeronautical data quality requirements (accuracy, resolution, integrity, protection and traceability) is contained in the* World Geodetic System - 1984 (WGS-84) Manual *(Doc* 9674). *Supporting material in respect of the provisions of Appendix 5 related to accuracy and integrity of aeronautical data, is contained in RTCA Document DO-201A and* ***European Organization for Civil Aviation Equipment (EUROCAE)*** *Document ED-77, entitled*
Industry Requirements for Aeronautical Information.

Appendix 1

1. **General**

Introductory Note.- The following specifications define the chromaticity limits of colours to be used for aeronautical ground lights, markings, signs and panels. The specifications are in accord with the 1983 specifications of the **International Commission on Illumination (CIE)**.

Annex 14 (Vol. II)

2.1.4 *Note.- Guidance material on the aeronautical data quality requirements (accuracy, resolution, integrity, protection and traceability) is contained in the* World Geodetic System - 1984 (WGS-84) Manual *(Doc* 9674). *Supporting material in respect of the provisions of Appendix 5 related to accuracy and integrity of aeronautical data, is contained in RTCA Document DO-201A and* ***European Organization for Civil Aviation Equipment (EUROCAE)*** *Document ED-77, entitled* Industry Requirements for Aeronautical Information.

Annex 15

3.2.2 **Recommendation.—** *The quality system established in accordance with 3.2.1 should be in conformity with the* ***International Organization for Standardization (ISO)*** *9000 series of quality assurance standards, and certified by an approved organization.*

Annex 16 (Vol. I)

Appendix 1

3.4.1 A frequency analysis of the acoustical signal shall be performed in a manner equivalent to using one-third octave filters complying with the recommendations given in **International Electrotechnical Commission (IEC)**, Publication No. 225*.

Appendix 3

3.3.2 The characteristics of the complete system shall comply with the recommendations given in **International Electrotechnical Commission (IEC)** Publication No. 179* with regard to the sections concerning microphone, amplifier and indicating instrument characteristics. The text and specifications of IEC Publication No. 179* entitled "Precision Sound Level Meters" are incorporated by reference into this section and are made a part hereof.

Appendix 4

4.3.1 With the approval of the certificating authority the sound level produced by the helicopter may be stored on a magnetic tape recorder for later evaluation. Alternatively, the A-weighted sound level time history may be written onto a graphic level recorder set at "slow" response from which the SEL value may be determined or the SEL may be directly determined from an integrating sound level meter complying with the Standards of the **International Electrotechnical Commission (IEC)**, Publication No. 804* for a Type 1 instrument set at "slow" response.

4.3.2 The characteristics of the complete system shall comply with the recommendations given in **International Electrotechnical Commission (IEC),** Publication No. 651* with regard to the sections concerning microphone, amplifier and indicating instrument characteristics. The text and specifications of IEC Publication No. 651, entitled "Sound Level Meters", are incorporated by reference into this section and are made a part hereof.

4.3.3 If a tape recording is used, the tape recorder shall comply with the **IEC** Recommendation 561*. element substantially in the plane defined by the nominal flight path of the helicopter and the measuring station. The microphone mounting arrangement shall minimize the interference of the supports with the sound to be measured.

Appendix 6

4.3.2 The characteristics of the complete system shall comply with the recommendations given in **International electrotechnical Commission (IEC)**, Publication No. 651* with regard to the sections concerning microphone, amplifier and indicating instrument characteristics. The text and specifications of IEC Publication No. 651 entitled "Sound Level Meters" are incorporated by reference into this section and are made a part hereof.

Annex 16 (Vol. II)

Appendix 2

2.3

j) reflectometer: the measurements of the reflectance of the filter material shall be by an instrument conforming to the **American National Standards Institute (ANSI)** Standard No. PH2.17/1977 for diffuser reflection density. The diameter of the reflectometer light beam on the filter paper shall

not exceed D/2 nor be less than D/10 where D is the diameter of filter stained spot as defined in Figure 2-1.

Annex 17

None.

Annex 18

Forward

Amendment

1. Sixth Meeting of the Dangerous Goods Panel.
Miscellaneous amendments for alignment with Recommendations of the UN Committee of Experts and **IAEA**.
26 November 1982
26 March 1983
1 January 1984

2. Fifth, Sixth and Seventh Meetings of the Dangerous Goods Panel.
Improved definitions for overpack and unit load device. Definitions of package and packaging aligned with Recommendations of the **UN Committee of Experts**. Addition of a paragraph covering surface transport to or from aerodromes. The requirement to provide information to the pilot-in-command revised to indicate when this information should be given.
1 June 1983
1 October 1983
1 January 1984

Chapter 1. DEFINITIONS

UN No. The four-digit number assigned by the **United Nations Committee of Experts on the Transport of Dangerous Goods** to identify a substance or a particular group of substances.

Chapter 3. CLASSIFICATION

Note.— The detailed definitions of the classes of dangerous goods are contained in the Technical Instructions. These classes identify the potential risks associated with the transport of dangerous goods by air and are those recommended by the ***United Nations Committee of Experts on the Transport of Dangerous Goods****.*

S END **S**