



WORKING PAPER

DANGEROUS GOODS PANEL (DGP)

TWENTY-FIFTH MEETING

Montréal, 19 to 30 October 2015

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 2017-2018 Edition

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 seventh session (Geneva, 12 December 2014). It also reflects amendments agreed by DGP-WG14 (Rio de Janeiro, 20 to 24 October 2014) and DGP-WG15 (Montréal, 27 April to 1 May 2015).

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

Part 7

OPERATOR'S RESPONSIBILITIES

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DGP/25-WP/2 (see paragraph 3.2.7.2)

Chapter 1

ACCEPTANCE PROCEDURES

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1.2 ACCEPTANCE OF DANGEROUS GOODS BY OPERATORS

1.2.1 An operator must not accept for transport aboard an aircraft 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 the dangerous goods as described in 1.4.1 b) and c) unless:

- a) it is accompanied by two copies of the dangerous goods transport document; or
- b) the information applicable to the consignment is provided in electronic form; or
- c) it is accompanied, where permitted, by alternative documentation.

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1.3 THE ACCEPTANCE CHECK

1.3.1 Before a consignment consisting of a package or overpack containing dangerous goods, a freight container containing radioactive material or a unit load device ~~or other type of pallet~~ containing dangerous goods as described in 1.4 is first accepted for carriage by air, the operator must, by use of a checklist, verify the following:

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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.

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DGP/25-WP/2 (see paragraph 3.2.7.2) and DGP/25-WP/3 (see paragraph 3.2.7.4)

1.4 ACCEPTANCE OF FREIGHT CONTAINERS AND UNIT LOAD DEVICES

1.4.1 An operator must not accept from a shipper a freight container or a unit load device containing dangerous goods other than:

- a) a freight container for radioactive material (see 6;7.1);
- b) a unit load device ~~or other type of pallet~~ containing consumer commodities prepared according to Packing Instruction Y963;
- c) a unit load device ~~or other type of pallet~~ containing dry ice used as a refrigerant for other than dangerous goods prepared according to Packing Instruction 954 provided that the unit load device does not contain dangerous goods

other than UN 3373, Biological substance, Category B or ID 8000, Consumer commodity or goods not subject to these Instructions; or

- d) a unit load device ~~or other type of pallet~~ containing magnetized material.

1.4.2 When an operator accepts a unit load device ~~or other type of pallet~~ containing consumer commodities or dry ice as permitted by 1.4.1, the operator must attach an identification tag as required by 2.8.1 to the unit load device.

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DGP/25-WP/2 (see paragraph 3.2.7.2)

Chapter 2

STORAGE AND LOADING

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2.11 LOADING OF DRY ICE

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2.11.2 Where dry ice is contained in a unit load device ~~or other type of pallet~~ prepared by a single shipper in accordance with Packing Instruction 954 and the operator, after acceptance, adds additional dry ice, then the operator must ensure that the information provided to the pilot-in-command reflects that revised quantity of dry ice.

Note.— For arrangements between the shipper and operator see Packing Instruction 954.

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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:

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4.1.1.1 Except as otherwise provided, the information required by 4.1.1 must include the following:

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DGP/25-WP/3 (see paragraph 3.2.7.3)

- 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;4.1.4) or, when applicable, alternative written documentation. 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 need to be provided.~~ For consumer commodities, the information provided may be either the gross mass of each package or the average gross mass of the packages as shown on the dangerous goods transport document;

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4.11 RETENTION OF DOCUMENTS OR INFORMATION

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DGP/25-WP/2 (see paragraph 3.2.7.2)

4.11.2 For each package or overpack containing dangerous goods or freight container containing radioactive material or unit load device ~~or other type of pallet~~ containing dangerous goods as described in 1.4 that was not accepted by an

operator due to an error or omission by the shipper in packaging, labelling, marking or documentation, a copy of the documentation as well as the acceptance checklist (when this is in a form which requires physical completion) should be retained for a minimum period of three months after the completion of the acceptance checklist.

Note.— Where the documents are kept electronically or in a computer system, they should be capable of being reproduced in a printed manner.

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