



WORKING PAPER

DANGEROUS GOODS PANEL (DGP)

TWENTY-SIXTH MEETING

Montréal, 16 to 27 October 2017

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 2019-2020 Edition

DRAFT AMENDMENTS TO THE TECHNICAL INSTRUCTIONS TO ALIGN WITH THE UN RECOMMENDATIONS — PART 1

(Presented by the Secretary)

SUMMARY

This working paper contains draft amendments to Part 1 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 eighth session (Geneva, 9 December 2016). It also reflects amendments agreed by DGP-WG/16 (Montréal, 17 to 21 October 2016) and DGP-WG/17 (Montréal, 24 to 28 April 2017).

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

Part 1

GENERAL

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Chapter 1

SCOPE AND APPLICABILITY

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UN Model Regulations, Chapter 1.1, Note 1 (see ST/SG/AC.10/44/Add.1)

Note.— Recommendations on Tests and Criteria, which are incorporated by reference into certain provisions of these Instructions, are published as a separate Manual (United Nations Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria) (ST/SG/AC.10/11/Rev.6 [and Amend.1](#)), the contents of which are:

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1.1 GENERAL APPLICABILITY

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1.1.5 General exceptions

1.1.5.1 Except for 7;4.2, these Instructions do not apply to dangerous goods carried by an aircraft where the dangerous goods are:

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DGP-WG/17 (see paragraph 3.2.1.1 of DGP/26-WP/3):

c) for dropping in connection with agricultural, horticultural, forestry, ~~avalanche control~~, ice jam control and landslide clearance or pollution control activities;

~~d) for dropping or triggering in connection with avalanche control activities;~~

~~e) to provide, during flight, or related to the flight, aid in connection with search and rescue operations;~~

~~f) vehicles carried in aircraft designed or modified for vehicle ferry operations and all of the following requirements are met:~~

1) authorization has been given by the appropriate authorities of the States concerned, and such authorities have prescribed specific terms and conditions for the particular operator's operation;

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~~g) required for the propulsion of the means of transport or the operation of its specialized equipment during transport (e.g. refrigeration units) or that are required in accordance with the operating regulations (e.g. fire extinguishers) (see 2.2).~~

+ *Note.— This exception is only applicable to the means of transport performing the transport operation.*

~~h) contained within items of excess baggage being sent as cargo provided that:~~

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Chapter 2

LIMITATION OF DANGEROUS GOODS ON AIRCRAFT

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2.3 TRANSPORT OF DANGEROUS GOODS BY POST

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DGP-WG/16 (see paragraph 3.2.1.6 of DGP/26-WP/2):

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2.3.2 The following dangerous goods may be acceptable in mail for air carriage subject to the provisions of the appropriate national authorities concerned and these Instructions ~~which relate to such material:~~

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DGP-WG/16 (see paragraph 3.2.1.3 of DGP/26-WP/2):

2.3.3 The procedures of designated postal operators (DPOs) for controlling the introduction of dangerous goods in mail into air transport are subject to review and approval by the civil aviation authority of the State where the mail is accepted.

2.3.4 ~~Before a~~The designated postal operator DPO must have received specific approval from the civil aviation authority before the DPO can introduce the acceptance of lithium batteries as identified in 2.3.2 d) and e) ~~they must have received specific approval from the civil aviation authority.~~

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Chapter 3

GENERAL INFORMATION

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3.1 DEFINITIONS

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UN Model Regulations, Chapter 1.2.1 (see ST/SG/AC.10/44/Add.1)

Animal material. Animal carcasses, animal body parts ~~or animal~~, foodstuffs or feedstuffs derived from animals.

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UN Model Regulations, Chapter 1.2.1 (see ST/SG/AC.10/44/Add.1)

GHS. ~~The sixth~~ seventh revised edition of the *Globally Harmonized System of Classification and Labelling of Chemicals*, published by the United Nations as document ST/SG/AC.10/30/~~Rev.6~~ Rev.7.

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UN Model Regulations, Chapter 1.2.1 (see ST/SG/AC.10/44/Add.1)

Liquids. Dangerous goods which at 50°C have a vapour pressure of not more than 300 kPa (3 bar), which are not completely gaseous at 20°C and at a pressure of 101.3 kPa, and which have a melting point or initial melting point of 20°C or less at a pressure of 101.3 kPa. A viscous substance for which a specific melting point cannot be determined must be subjected to the ASTM D 4359-90 test; or to the test for determining fluidity (penetrometer test) prescribed in

section 2.3.4 of Annex A of the *European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR)* (United Nations publication: ECE/TRANS/225/257 (Sales No. E.44.16.VIII.1).

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UN Model Regulations, Chapter 1.2.1 (see ST/SG/AC.10/44/Add.1)

Manual of Tests and Criteria. The sixth revised edition of the United Nations publication entitled Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria (ST/SG/AC.10/11/ Rev.6 [and Amend.1](#)).

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The Model Regulations do not contain the following definition. The amendment proposed is in accordance with the agreement by the UN Sub-Committee that the word “risk” was inappropriately used in many paragraphs of the Model Regulations and should be replaced by the word “hazard” (see ST/SG/AC.10/C.3/98).

Dangerous goods. Articles or substances which are capable of posing a ~~risk~~ [hazard](#) to health, safety, property or the environment and which are shown in the list of dangerous goods in these Instructions, or which are classified according to these Instructions.

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The Model Regulations do not contain the following introductory note. The amendment proposed is in accordance with the agreement by the UN Sub-Committee that the word “risk” was inappropriately used in many paragraphs of the Model Regulations and should be replaced by the word “hazard” (see ST/SG/AC.10/C.3/98).

INTRODUCTORY NOTE

The successful application of regulations concerning the transport of dangerous goods and the achievement of their objectives are greatly dependent on the appreciation by all individuals concerned of the ~~risks~~ [hazards](#) involved and on a detailed understanding of the regulations. This can only be achieved by properly planned and maintained initial and recurrent training programmes in the transport of dangerous goods for all persons concerned.

Chapter 4

TRAINING

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Chapter 5

DANGEROUS GOODS SECURITY

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Note 2 below was added as a note under 1.4.3.2.1 of the Model Regulations. The provisions in 1.4.3.2.1 are not included in the Technical Instructions. The dedicated working group tasked with reviewing the amendments at DGP-WG/17 agreed that this was an appropriate place for it.

Note 1.— This Chapter addresses the security responsibilities of operators, shippers and others involved in the transport of dangerous goods aboard aircraft. It should be noted that Annex 17 — Security, provides comprehensive requirements for implementation of security measures by States to prevent unlawful interference with civil aviation or when such interference has been committed. In addition, the Aviation Security Manual (Doc 8973 — Restricted) provides procedures and guidance on aspects of aviation security and is intended to assist States in the implementation of their respective national civil aviation

security programmes. The requirements in the Chapter are intended to supplement the requirements of Annex 17 and to implement measures to be taken to minimize theft or misuse of dangerous goods that may endanger persons or property. The provisions of this Chapter do not supersede requirements of Annex 17 or the Aviation Security Manual.

UN Model Regulations, Chapter 1.4.3.2.1 (see ST/SG/AC.10/44/Add.1)

Note 2.— In addition to the security provisions of these Instructions, appropriate national authorities may implement further security provisions for reasons other than safety of dangerous goods during transport. In order to not impede international and multimodal transport by different explosives security markings, it is recommended that such markings be formatted consistent with an internationally harmonized standard (e.g. European Union Commission Directive 2008/43/EC).

5.3 PROVISIONS FOR HIGH CONSEQUENCE DANGEROUS GOODS

5.3.1 Definition of high consequence dangerous goods

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UN Model Regulations, Chapter 1.4.3.1.5 (see ST/SG/AC.10/44/Add.1)

5.3.1.5 When radioactive material possess subsidiary risks hazards of other classes or divisions, the criteria of Table 1-7 should also be taken into account (see also 1;6.5).

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Chapter 6

GENERAL PROVISIONS CONCERNING RADIOACTIVE MATERIAL

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6.1 SCOPE AND APPLICATION

Corrigendum 1 to UN Model Regulations, Chapter 1.5.1.1 (see ST/SG/AC.10/1/Rev.19/Corr.1)

ICAO translators and editors of versions other than English: There may be a need for additional amendments to 1;6.1.1 and 1;6.1.2 for the sake of alignment with 1.5.1.1 and 1.5.1.2 of the UN Model Regulations, (see ST/SG/AC.10/44/Add.1)

6.1.1 These Instructions establish standards of safety which provide an acceptable level of control of the radiation, criticality and thermal hazards to persons, property and the environment that are associated with the transport of radioactive material. These Instructions are based on the IAEA *Regulations for the Safe Transport of Radioactive Material*, (2012 Edition), IAEA Safety Standards Series No. SSR-6, IAEA, Vienna (2012). Explanatory material can be found in *Advisory Material for the IAEA Regulations for the Safe Transport of Radioactive Material (2012 Edition)*, Safety Standard Series No. TS-G-1.1 (Rev. 1) SSG-26, IAEA, Vienna (2008/2014). The prime responsibility for safety must rest with the person or organization responsible for facilities and activities that give rise to radiation risk.

6.1.2 The objective of these Instructions is to establish requirements that must be satisfied to ensure safety and to protect persons, property and the environment from the effects of radiation in the transport of radioactive material. This protection is achieved by requiring:

- a) containment of the radioactive contents;
- b) control of external radiation levels;
- c) prevention of criticality; and
- d) prevention of damage caused by heat.

These requirements are satisfied firstly by applying a graded approach to the limits of the contents for packages and aircraft and to the performance standards, which are applied to package designs depending upon the hazard of the radioactive contents. Secondly, they are satisfied by imposing conditions on the design and operation of packages and on the maintenance of the packagings, including consideration of the nature of the radioactive contents. Finally, they are satisfied by requiring administrative controls including, where appropriate, approval by competent authorities.

UN Model Regulations, Chapter 1.5.5.1 (see ST/SG/AC.10/44/Add.1)

6.5 RADIOACTIVE MATERIAL POSSESSING OTHER DANGEROUS PROPERTIES

In addition to the radioactive and fissile properties, any subsidiary ~~risk~~ hazard of the contents of a package, such as explosiveness, flammability, pyrophoricity, chemical toxicity and corrosiveness, must also be taken into account in the documentation, packing, labelling, marking, placarding, stowage, segregation and transport, in order to be in compliance with all relevant provisions for dangerous goods of these Instructions.

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