



## 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**

### TRANSPORT OF MAGNETIZED MATERIAL

(Presented by L. Cascardo)

#### SUMMARY

This working paper invites the DGP to discuss issues related to magnetized material transported as cargo and carried by passengers and the concerns shown by some operators about how to operationalize the provisions presented in the Technical Instructions.

**Action by the DGP:** The DGP is invited to discuss the risks posed by the transport of magnetized material and provide information about past occurrences involving magnetized material.

## 1. INTRODUCTION

1.1 Some occurrences related to the transport of UN 2807 — **Magnetized material** have been reported. In some situations, magnetized material was loaded and caused interference with aircraft instruments. This normally happened on smaller aircraft.

1.2 In addition, in many situations, UN 2807 was accepted and loaded as undeclared dangerous goods. Also, there are other situations where passengers declared the transport of goods supposedly not classified as UN 2807 (e.g. large amounts of fridge magnets, speakers etc.) causing doubts to operators during the passenger check-in process.

1.3 According to the Technical Instructions, magnetized material is: Any material which, when packed for air transport, has a maximum magnetic field strength sufficient to cause a compass deflection of more than 2 degrees at a distance of 2.1 m from any point on the surface of the assembled package. The magnetic field strength at the compass producing a 2 degree deflection is taken to be 0.418 A/m (0.00525 Gauss).

1.4 There are also circumstances where one magnetized good itself is not classified as dangerous goods but when carried in a set with other magnetized goods, could have a cumulative effect that could classify the whole set as Class 9 dangerous goods.

1.5 Operators are also preoccupied about occurrences with magnetized material and have been asking how to comply with the requirements presented in the Technical Instructions, since most magnetized goods do not come with specifications about their magnetic field strength and it is unlikely that a passenger will know if the magnetized goods presented as baggage are classified as dangerous goods. Additionally, it is not practical to have a gaussmeter or a magnetometer during the operation to verify classification.

## 2. **ACTION BY THE DGP**

2.1 The DGP is invited to discuss the issue, including the risks posed by the transport of magnetized material, and provide information about past occurrences involving UN 2807.

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