



فريق خبراء البضائع الخطرة

الاجتماع السابع والعشرون

مونتريال، من ١٦ إلى ٢٠/٩/٢٠١٩

البند رقم ٢ من جدول الأعمال: إدارة المخاطر المتعلقة بالسلامة الجوية وتحديد أوجه التعارض
البند رقم ٢-٣: إعداد ما يلزم من اقتراحات لتعديل وثيقة "الإضافة الملحقة بالتعليمات الفنية للنقل الآمن
للبضائع الخطرة بطريق الجو" (Doc 9284SU) لإدخالها في طبعة ٢٠٢١-٢٠٢٢ من الوثيقة

التعديل على المرفق الأول بالفصل الأول من "الإضافة الملحقة بالتعليمات الفنية"

(مقدمة من س. بيتوسي)

الموجز

تقترح ورقة العمل هذه إدخال تعديلات على المرفق الأول بالفصل الأول من الجزء S-1 على
"الإضافة الملحقة بالتعليمات الفنية" من أجل توضيح تطبيق الأقواس ("...") حول القيود
المفروضة على الكمية في الجدول S-3-1 وإدخال مزيد من التغييرات التحريرية على النص
الحالي للفقرة (ألف) "إرشادات عامة" في المرفق الأول بالفصل الأول من الجزء S-1.

الإجراء المعروض على فريق خبراء البضائع الخطرة: يُدعى فريق خبراء البضائع الخطرة إلى
استعراض التغييرات المقترحة إدخالها على الفقرة (ألف) (إرشادات عامة) في المرفق الأول
بالفصل الأول من الجزء S-1 من الإضافة الملحقة بالشكل المبين في ورقة العمل هذه واعتمادها
إذا ما اتُفق على ذلك.

1. INTRODUCTION

1.1 Part S-1, Chapter 1, Attachment I of the Supplement to the Technical Instructions provides guidance for the States when processing a request for an approval or exemption for instances described in the Technical Instructions, Parts 1;1.1.2 and 1;1.1.3 respectively.

1.2 During recent discussions between the Civil Aviation Authority of New Zealand (CAANZ) and the Civil Aviation Safety Authority (CASA) of Australia, the CAANZ raised a query regarding the application of the maximum net quantity per package (in Table S-3-1 of the Supplement) in

relation to issuing a State approval. This discussion prompted a review of the guidance material within Part S-1, Chapter 1, Attachment I of the Supplement.

1.3 Special Provision A1 in Table 3-2 of the Technical Instructions states:

A1 This article or substance may be transported on passenger aircraft only with the prior approval of the appropriate authority of the State of Origin and the State of the Operator under the written conditions established by those authorities. The conditions must include the quantity limitations and packing requirements and these must comply with S-3;1.2.2 of the Supplement. A copy of the document(s) of approval, showing the quantity limitations and packing requirements, must accompany the consignment. The article or substance may be carried on cargo aircraft in accordance with columns 12 and 13 of Table 3-1.

...

1.4 It is noted that Special Provision A1 states that the conditions of an approval under A1 *must include the quantity limitations* and packing requirements and these *must comply with S-3;1.2.2* of the Supplement.

1.5 S-3;1.2.2 of the Supplement states:

1.2.2 In the case of Special Provision A1, dangerous goods may be transported on passenger aircraft with the prior approval of the appropriate authority of the State of Origin and the State of the Operator provided that the quantity per package does not exceed the quantity shown in Table S-3-1 and the packing is in accordance with the packing instruction indicated by Table S-3-1. The detailed requirements of the packing instruction are given in Part S-4, unless they already appear in the Technical Instructions. A copy of the documents of approval showing the quantity limitations and packing requirements must accompany the consignment. Approval is not required for transport on cargo aircraft in these cases.

1.6 The mandatory wording, reflected by the use of “must” in Special Provision A1 and S 3;Chapter 1;1.2.2 of the Supplement, read in conjunction with the explanatory information regarding the quantity limitations within S-1, Chapter 1, Attachment I, is causing confusion, particularly in relation to the parenthesised quantities.

1.7 Further wording is required within S-1, Chapter 1, Attachment I to the Supplement to clarify the application of the maximum net quantities, when written with parenthesis and without parenthesis.

1.8 The guidance for issuing an approval be granted to authorize the transport of a forbidden explosive (contained within S-1, Chapter 1, Attachment I) requires further clarification to delineate between the issuance of an approval and an exemption for the transport of a forbidden explosive.

1.9 Additional editorial amendments are proposed to S-1, Chapter 1, Attachment I of the Supplement to correct, clarify and maintain consistency within the existing text.

2. ACTION BY THE DGP

2.1 The DGP is invited to review the proposed changes to Part S-1, Chapter 1, Attachment I, paragraph A (General guidance) of the Supplement shown in the appendix to this working paper and, if agreed, to adopt them.

APPENDIX

PROPOSED AMENDMENT TO ATTACHMENT I TO CHAPTER 1 OF THE SUPPLEMENT TO THE TECHNICAL INSTRUCTIONS

Part S-1

GENERAL

ATTACHMENT I TO CHAPTER 1

GUIDANCE FOR PROCESSING EXEMPTIONS AND APPROVALS FOR THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR

A. General Guidance

The *Technical Instructions for the Safe Transport of Dangerous Goods by Air* provide requirements to safely transport dangerous goods by air. These requirements often exceed the requirements of other modes of transport commensurate with the unique and sensitive nature of air transport.

Part 1 of the Technical Instructions provides for the issuance of approvals and exemptions in certain instances as described in 1;1.1.2. [and 1;1.1.3 respectively](#). States which issue an exemption or approval should have a review process in place and exercise the appropriate technical competency to conduct a thorough evaluation and impose the necessary safety measures to ensure that the conditions of the exemption or approval issued provide an equivalent level of safety to the requirements of the Technical Instructions.

Who must obtain an exemption or approval?

The responsibility for obtaining an exemption [or approval](#) may rest with the operator or with the shipper depending on the nature of the request and on State procedures.

. . .

What quantity limitations should be considered?

[Where a quantity is shown in parenthesis in columns 11 or 13 and Special Provisions A1 or A2 appear in column 7, this refers to the maximum net quantity per package which qualifies for an approval under those Special Provisions. Exceeding this limit may only be made through the issuing of an exemption.](#) The suggested maximum quantity limitations to be permitted are indicated in Table S-3-2 or S-3-3 for some classes and divisions.

May an [exemption or approval](#) be granted to authorize the transport of a forbidden explosive?

Explosives transported in excess of their authorized quantities and forbidden explosives may only be transported under the provisions of an ~~approval~~ [exemption](#).

[Explosives transported under a special provision within the Technical Instructions may only be transported under the provisions of an approval.](#)

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— END —