



**WORKING PAPER**

**DANGEROUS GOODS PANEL (DGP)  
WORKING GROUP MEETING (DGP-WG/16)**

**Montreal, 17 to 21 October 2016**

**Agenda Item 6: Other business**

**AVAILABILITY OF THE TECHNICAL INSTRUCTIONS TO ALL PARTIES IN THE  
TRANSPORT CHAIN**

(Presented by T. Muller)

**SUMMARY**

This working paper proposes an on-line publication allowing all parties in the dangerous goods transport chain (including shippers and battery manufacturers) to have the most current and correct edition of the Technical Instructions available.

**Action by the DGP-WG:** The DGP is invited to consider publishing the Technical Instructions on the ICAO public website.

**1. INTRODUCTION**

1.1 There has been some discussion over the last couple of years about the lack of the Technical Instructions being publicly available to all parties in the dangerous goods transport chain.

1.2 Many discussions by the ICAO Council and the Air Navigation Commission (ANC) on the risks posed by lithium batteries to the aviation system have identified the need for a global strategy to deal with these risks. As a consequence of these discussions and the latest changes to the Technical Instructions with regards to lithium batteries, several lithium battery workshops were organized in 2016 by ICAO's Cargo Safety Section at ICAO's regional offices around the world.

1.3 One of the conclusions of the above workshop and several discussions at the DGP is that counterfeit or unintentionally non-compliant batteries offered for transport are the highest risk in transportation today. These non-compliant batteries originate from manufacturers and shippers not following the detailed instructions necessary for the safe international transport of dangerous goods by air. These detailed instructions (e.g. training, testing, packing, packaging, documentation requirements...) are contained in the Technical Instructions. The manufacturers and shippers are expected to know and apply the necessary requirements. They, however, do not have access to the Technical Instructions.

1.4 Some shippers, usually transporting only one type of product and shippers of a relative small size, are found to be unaware of the transport requirements for dangerous goods by air. For them it is often difficult to find the necessary information. If this information is found the need to invest is carefully considered.

1.5 Several inquiries of lawyers, not being able to access the legal requirements stated in the Technical Instructions and wanting to study them have been received.

1.6 Up until now the Technical Instructions have only been available for consultation to the civil aviation authorities through the dedicated and secured ICAO portal via <https://portal.icao.int> where several other ICAO documents, including Annex 18 and the supplement to the Technical Instructions, can also be consulted.

1.7 Other parties cannot access the Technical Instructions on-line. Only the addenda and the corrigenda to the Technical Instructions and its Supplement are available on <http://www.icao.int/safety/DangerousGoods/Pages/technical-instructions.aspx>.

1.8 Persons interested in obtaining a copy of the Technical Instructions and/or Annex 18 are invited on the above website to purchase copies online or from ICAO's Document Sales Unit at their Headquarters. This creates an extra access-barrier for persons wanting to have quick access to the Technical Instructions.

1.9 The transport instructions for dangerous goods of most of the other transport modes are published on publicly accessible websites:

- ADR: <http://www.unece.org/trans/danger/danger.html>
- ADN: <http://www.unece.org/trans/danger/danger.html>
- RID: <http://www.otif.org/index.php?id=6&L=2>

The UN Model Regulations are also published on a publicly accessible website:

- UN Model Regulations: <http://www.unece.org/trans/danger/danger.html>

Only the IMDG code is not publicly available. This raises a question why the accessibility of the Technical Instructions is not harmonized with the accessibility of most of the transport modes to be readily accessible on-line.

1.10 The Technical Instructions contain all detailed instructions necessary for the safe international transport of dangerous goods by air. The following is stated on the ICAO website <http://www.icao.int/safety/DangerousGoods/Pages/technical-instructions.aspx>:

*“Dangerous goods can be carried safely by air transport providing certain principles are adopted. These principles have been used in developing the Technical Instructions. They are intended to facilitate transport while providing a level of safety such that dangerous goods can be carried without placing an aircraft or its occupants at risk, providing all the requirements are fulfilled. They try to ensure that should an incident occur it cannot lead to an accident.”*

1.11 National and European regulations for the safe transport of dangerous goods can refer to the Technical Instructions without copying and translating them, making the Technical Instructions a legal reference document, which is not publicly available.

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

2.1 The DGP-WG is invited to consider advising the Secretariat to publish the Technical Instructions on the ICAO-website so it is publicly available to all parties in the dangerous goods transport chain.

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