

Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals

Sub-Committee of Experts on the Transport of Dangerous Goods

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Fortieth session

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Item 7 of the provisional agenda

Global harmonization of transport of dangerous goods regulations with the Model Regulations

Information on Decisions Taken by the ICAO Dangerous Goods Panel (DGP)

Transmitted by the International Civil Aviation Organization (ICAO)

Introduction

1. The Twenty-Third Meeting of the ICAO Dangerous Goods Panel (DGP/23) was held in Montreal from 11 to 21 October 2011. This paper highlights issues which the panel wished be brought to the attention of the 40th Session of the Sub-Committee.

Harmonization of the ICAO Technical Instructions with the 17th revised edition of the UN Model Regulations

Medical devices or Equipment containing Infectious substances (UN 2.6.3.2.3.7)

2. The new exceptions in the UN Model Regulations were adopted by the panel along with an additional requirement for packagings which are not liquid tight to have a means of containing the liquid in the event of leakage. Although the exceptions were adopted in the interest of intermodal harmonization, it was felt that the issue should be re-addressed at the UN. The exceptions minimize packaging standards for medical devices and equipment; however “medical devices and equipment” are not defined in the new provisions. In the absence of a definition which specifies their size, there was concern that the exceptions could be applied to smaller-sized equipment with Category B infectious substances present. The panel felt that guidance could be provided in the Technical Instructions to address this concern, but that this should first be raised at the UN.

3. The panel also discussed the new note added to 2.6.3.2.3.3, i.e.:

“Medical equipment which has been drained of free liquid and meets the requirements of this paragraph is not subject to the regulations.”

It was felt that the note might contradict the new requirements of UN 2.6.3.2.3.7 and could result in unregulated shipments of infectious substances. The note was therefore not adopted in the Technical Instructions. It was felt that this should be brought to the attention of the Sub-Committee.

New exception to “dangerous goods in excepted quantities” (UN 3.5.1.4)

4. The Panel felt that the new exception in the Model Regulations for dangerous goods which are assigned E1, E2, E4 or E5 excepted quantity codes (previously referred to as “de minimis” quantities) did not belong in the excepted quantities chapter. Although the exception made reference to the excepted quantity codes, consignments would not be considered excepted quantities when shipped under the new provision. In the interest of harmonization, it was agreed to keep the text in Part 3;5 of the ICAO Technical Instructions. As a compromise, the new provision would be added to a new section 5.6 in Part 3;5. The words “Excepted quantities” which appear in the first sentence of UN 3.5.1.4 were removed, recognizing that these consignments would not be considered excepted quantities. The text in the ICAO Technical Instructions will read as follows:

5.6 DE MINIMIS QUANTITIES

Dangerous goods assigned to codes E1, E2, E4 or E5 are not subject to these Instructions provided that:

...

Provisions for 1.4S Articles in Limited Quantities

5. The only benefit in transporting dangerous goods in limited quantities by air is an exception from the UN package performance testing. All other requirements remain applicable. The panel was originally willing to adopt the new limited quantities provisions for UN 0012, UN 0014 and UN 0055, as they believed there were no safety concerns. It was recognized during the development of a limited quantity packing instruction, however, that the requirement to have UN-tested packagings remained applicable in the new UN provisions. This means that for air transport there would be no difference between a fully regulated UN package and a limited quantity package. Limited quantities would therefore provide no benefit. As the air mode packages are in compliance with the limited quantity provisions for the other modes and these packages may bear the limited quantity marking of the other modes, the panel decided not to adopt the provisions.

Classification of viscous flammable liquids in Packing Group III

6. The ICAO DGP has already aligned the next edition of the TI's with the new text adopted at the 39th meeting of the UN sub-committee concerning the classification of Class 3 viscous liquids in packing Group III (paragraph 2.3.2.2). It was felt that these changes were not likely to significantly change the existing provisions in Part 2;3 of the ICAO Technical Instructions. At the same time it was felt that the requirement whereby the capacity of the receptacle could not exceed 30 L needed modification. It was believed that referring to the capacity of the receptacle was inappropriate. If the receptacle is a single packaging a shipper transporting on a cargo aircraft only would not benefit from this provision, as the maximum allowed quantity on a cargo aircraft only for PG II substances in single packagings is already 60 L. On the other hand if the receptacle means an inner packaging of a combination packaging, the quantity of 30L would be in conflict with the appropriate packing instruction for PG III substances which only allows for 25 L in a metal inner packaging. Instead of referring to the capacity of the receptacle, it was felt that it would be better to refer to the net quantity per package.

7. The following was agreed:

“when assigned to Packing Group III, the flammable liquids must not exceed a net quantity per package of 30 L for passenger aircraft or 100 L for cargo aircraft”

8. With regard to the question in Paragraph 41 of the report of the 39th meeting of the Sub-Committee, i.e. “It was decided to first ask IMO and ICAO why they had established more severe capacity limits, and whether they had any objections to the adoption of the 450 litre limit.”, 450 L would not be acceptable for the air mode as this quantity significantly exceeds the maximum quantity allowed per package for class 3 PG III substances.

Exception for orientation arrows for hermetically sealed inner packagings (UN 5.2.1.7.2 (f))

9. The addition of this exception has caused a lot of confusion in the air mode with regard to the meaning of hermetically sealed. From discussions at the UN Sub-Committee it was noted that the general feeling was that the term meant “an air and vapour tight closure”.

11. It was felt that the current wording could lead to an interpretation that any combination package containing inner packagings with not more than 500 mL would not require orientation labels as all inner packagings are expected to be securely sealed and expected to retain their contents during the transport process. It was believed that the exception was intended for packages whereby the inner packaging would have to be pierced or punctured to allow for the release of the contents.

12. The following was finally accepted:

1.1.13.1 Orientation arrows are not required on outer packagings containing:

...

- d) dangerous goods in gas tight inner packagings such as tubes, bags or vials which are opened by breaking or puncturing. Each inner packaging must not contain more than 500 mL.

Dangerous Goods forbidden on Passenger Aircraft and allowed in UN Excepted Quantities provisions

13. During the review of some material it was discovered that a number of substances which are forbidden on passenger aircraft are permitted in excepted quantities in the Model Regulations.

14. The UN Sub-Committee is requested to make the appropriate changes in accordance with the list.
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