

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

26 November 2015

Forty-eighth 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/25)

Transmitted by the International Civil Aviation Organization (ICAO)

Introduction

1. The twenty-fifth meeting of the Dangerous Goods Panel (DGP/25) was held in Montréal from 19 to 30 October 2015. The panel made a final review of amendments proposed to the Technical Instructions in order to harmonize with the 19th revised edition of the UN Model Regulations and to address issues specific to air transport. Amendments agreed by DGP/25 are subject to Council approval. They will first be reviewed by the Air Navigation Commission (ANC) for onward submission to the Council during the first quarter of 2016. The full report of DGP/25 including all amendments agreed can be downloaded from <http://www.icao.int/safety/DangerousGoods/Pages/DGP25.aspx>.

2. This information paper highlights issues which DGP/25 determined should be brought to the attention of the 48th Session of the Sub-Committee.

Harmonization of the ICAO Technical Instructions with the 19th revised edition of the UN Model Regulations

DGP decisions which result in lack of harmonization with the UN Model Regulations

3. New text was added to special provision 240 of the Model Regulations (assigned to UN 3171 — BATTERY-POWERED VEHICLE or BATTERY-POWERED EQUIPMENT) which permits parts of vehicles to be detached from their frames to fit into packaging. This text was not included in the corresponding special provision in the Technical Instructions (A21) as it was felt it referred to non-dangerous goods and therefore was unnecessary.

4. Amendments to special provisions related to the new classification provisions for vehicles/engines/machines were not always included in the corresponding special provisions in the Technical Instructions as they were already included in packing instructions and the panel felt this to be the more appropriate place for them.

Consideration of proposal to the UN Sub-Committee related to exception for beverages, foods, medicines and cosmetics containing ethyl alcohol mixtures

5. DGP/25 did not support the proposal contained in ST/SG/AC.10/C.3/2015/45 which would except from regulation beverages, foods, medicines and cosmetics containing ethyl alcohol mixtures classified as Packing Group II or III flammable liquids when in packagings suitable for retail sale or pharmaceutical distribution. The panel did not see justification for the proposal, noting that exceptions were not provided for other flammable liquids subject to full regulation which were less flammable than the goods the proposed exceptions applied to.

Additional restrictions on the transport by air of lithium batteries

6. Lengthy discussions took place on proposals to prohibit the transport of lithium ion batteries on passenger aircraft and to eliminate exceptions for small quantities of lithium batteries provided in Section II of Packing Instructions 965 (UN 3480) and 968 (UN 3090). The need for the amendments was prompted by testing at the Federal Aviation Administration (FAA) William J. Hughes Technical Center that identified current aircraft cargo compartment fire suppression systems were unable to suppress or extinguish a fire involving significant quantities of lithium ion batteries. This information led three major airframe manufacturers to issue notices to aircraft operators warning them of these risks and supporting a prohibition on the carriage of high-density packages of lithium ion batteries on passenger aircraft until such time as safer methods of transport were implemented. High-level performance standards were subsequently developed by an ICAO multidisciplinary lithium battery transport meeting which an external standard-setting body will use as a basis for the development of detailed standards. It has been recommended that until these standards are developed and implemented, aircraft operators who wish to transport lithium batteries should conduct safety risk assessments before choosing to do so. An effective safety risk assessment would require the operator to be aware of the quantities and types of lithium batteries being transported, but this knowledge cannot be practically obtained throughout the air transport process for Section II batteries which was the reason for the proposal to eliminate Section II.

7. Although several panel members supported a ban and the elimination of Section II, the majority believed alternative mitigating measures would bring risks to an acceptable level and would not have the detrimental effect to world-wide demand and commerce a ban would have. These members also believed that a ban and elimination of Section II would result in an increase in undeclared shipments.

8. The following additional restrictions on the transport by air of lithium batteries were agreed:

- (a) Requiring all lithium ion batteries to be shipped at a 30 per cent state of charge;
- (b) Limiting the number of packages of Section II batteries that a shipper could send per consignment to one; and
- (c) Limiting the number of packages containing Section II batteries placed in an overpack to one.

9. The amendments apply to both fully regulated and excepted batteries on passenger and cargo aircraft. Although not all panel members agreed that the additional measures would provide an acceptable level of safety for air transport, all agreed that they provided a significant improvement and should be incorporated in the current edition of the Technical Instructions by way of an addendum. Panel members recommended an implementation date of 90 days after Council approval but not later than 1 April 2016. The addendum is currently being processed through ICAO's governing bodies through an accelerated amendment process.

10. The details of the discussion on the transport of lithium batteries by air is provided under Agenda Item 5 of the DGP/25 Report (<http://www.icao.int/safety/DangerousGoods/Pages/DGP25.aspx>).

Revised training provisions

11. Significant revisions to the dangerous goods training provisions have been developed for inclusion as an attachment to the 2017-2018 Edition of the Technical Instructions for the purpose of review and feedback from States and industry. Guidance material to support the revised training requirements was also developed for permanent inclusion in an attachment to the Technical Instructions. The revisions were made in order to align dangerous goods by air training requirements with training requirements for other aviation disciplines which that on a competency-based approach to training.

12. Once approved by the ICAO Council, the revised training material will be provided on the ICAO public website for public consultation. If necessary, revisions to the material will be developed by the DGP based on comments received. It is anticipated that the current training requirements will be replaced with the revised provisions in the 2019-2020 Edition. Guidance material will remain in an attachment to the Technical Instructions.
