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**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

Twenty-ninth session
Geneva, 3-12 (a.m.) July 2006
Item 13 of the provisional agenda

OTHER BUSINESS

Decisions taken at DGP/20

Transmitted by the International Civil Aviation Organization (ICAO)

Background

Various decisions taken by the Dangerous Goods Panel at DGP/20 are presented for the information of the Sub-Committee.

1. **2.6.3.2.3**

The title of paragraph 2.6.3.2.3 is “Exemptions”. On the basis that this word is defined within the Technical Instructions as meaning “an authorization issued by an appropriate national authority providing relief from the provisions of these Instructions”, the panel preferred to use the word “exceptions”.

2. **Special Provision 289**

SP 289 was amended in the 14th edition by changing “vehicle” to “conveyance” to reflect the increasingly novel ways in which air bags are used (e.g. in boats, light aircraft). Amendments to the corresponding special provision in the Technical Instructions (A 32) would result in items

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of this nature being permitted for carriage in passenger baggage. It was agreed to qualify A32 such that air bags must not be capable of inadvertent activation, noting that the air mode was justified in taking a more conservative approach.

3. **Salvage Packagings**

The panel agreed to align the requirements in the Technical Instructions with those in the UN Recommendations, requiring salvage packagings to meet packing group II requirements, rather than to have a performance level applicable to the packing group of the leaking or spilled dangerous goods.

4. **Dangerous Goods Transport Document**

Amendments to text equivalent to that contained in 5.4.1.5.1, requiring the shipper to provide the net quantity of dangerous goods in each package rather than the total quantity of dangerous goods covered by the description on the dangerous goods documents, were agreed by the panel. It was believed the current text does not provide sufficient information for the operator to provide the required information to the pilot-in-command and that it severely limits the operator's ability to conduct a proper acceptance check on the consignment.

5. **Separation of Goods of Class 1 of different compatibility groups**

Amendments to text equivalent to that in 7.1.3.1 to reflect other provisions of the Technical Instructions were agreed. It was recognized that the ICAO text now deviated from the UN recommendations, but that this was an inevitable result of the special requirements applicable to the aviation sector.
