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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

Thirty-sixth session
Geneva, 30 November – 9 December 2009
Item 8 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)¹

Introduction

1. The ICAO Dangerous Goods Panel (DGP) held one Working Group of the whole meeting in 2008 (DGP-WG08, The Hague, 3 to 7 November 2008) and another in 2009 (DGP-WG09, Auckland, 4 to 8 May 2009). The reports of the meeting can be found on the ICAO website ([DGP-WG08-WP/68](#) and [DGP-WG09-WP/68](#)). This paper highlights two issues which the working group wished be brought to the attention of the thirty-sixth session of the Sub-Committee.

¹ In accordance with the programme of work of the Sub-Committee for 2009-2010 approved by the Committee at its fourth session (refer to ST/SG/AC.10/C.3/68, para. 118 (g) and ST/SG/AC.10/36, para. 14).

Limited quantities

2. The first issue relates to the DGP's proposals to harmonize the revised provisions for limited quantities which appear in the sixteenth edition of the Model Regulations with the Technical Instructions. These included proposals requiring or permitting the new marking for limited quantities to be used for consumer commodities, thus facilitating their transport by other modes. It was suggested that by making an amendment to include a stacking capability test to Packing Instruction 910, multimodal transport would be facilitated. There was considerable discussion regarding the deletion of the phrase "limited quantity(ies)" or "LTD QTY" from both the package marking and documentation requirements. However, it was explained that the benefit of the new mark being recognized on a multimodal basis outweighed the benefits of maintaining this phrase. It was also agreed that the proposal to require the new mark was preferable rather than making it optional. The proposals, with minor editorial amendments, were agreed. It was noted that a number of States and operators had variations prohibiting the transport of packages containing limited quantities; as a consequence of these amendments being incorporated in the 2011-2012 edition of the Instructions, consumer commodities would be similarly prohibited. It was hoped that those States and operators would reconsider the prohibition in light of the work which had been done by ICAO and the United Nations.

Multimodal harmonization

3. The second issue relates to a request for feedback from the working group on an extract from the report of the thirty-fourth session of the Sub-Committee addressing multimodal harmonization (ST/SG/AC.10/C.3/68, paras 103-106 and annex II).

4. It was suggested that in response to issue 11, harmonization could be interpreted as being a reflection of the Model Regulations to the degree that intermodal transport could be facilitated whilst recognizing the particular risks of each mode i.e. differences should be minimized to the greatest extent possible whilst recognizing the need for safety or operational differences to be maintained. It was suggested that referring to "appropriate" harmonization might be a more accurate descriptor. It was noted that from an industry perspective, if consistency of presentation of the requirements is impossible (for whatever reason), it would be extremely helpful if the reason why the difference existed was given. It was suggested an ICAO database of reasons why decisions were taken should be developed to facilitate understanding by industry. It was agreed that the Sub-Committee should be informed whenever the panel made a deliberate decision not to align with the Model Regulations together with the reasons why (as suggested in issue 16).

5. It was recognized that there has been a huge increase in cooperation between the modal authorities. Having noted the development of the guiding principles document by the United Nations, it was suggested that ICAO might consider developing a list of differences to these principles so that they could be more clearly understood by those not directly involved with air transport. However, where potential commonality with other modes existed e.g. approvals and exemptions, it was suggested that it might be beneficial to share with the United Nations the results of the proposed work in relation to common procedures.

6. It was considered inevitable that a State's modal delegation will not always have a common view for the very reason that modes have to consider the risks and potential consequences posed by a particular issue to their specific mode.

7. It was agreed that the panel would consider how best future cooperation and harmonization can be achieved and noted, for issue 9, agreed procedures for cooperation between the modal organizations would be helpful.

Conclusion

8. The next panel meeting (DGP/22) will be held from 5 to 16 October, 2009. An update will be provided at the thirty-sixth session of the Sub-Committee.
