

DANGEROUS GOODS PANEL

Frankfurt, 16 to 20 September 2002

- Agenda Item 2 Development of recommendations for amendments to the Technical
: Instructions for incorporation in the 2005/2006 edition

SEQUENCE OF THE DANGEROUS GOODS DESCRIPTION

(Presented by J. Abouchaar)

1. INTRODUCTION

1.1 The UN Group of Experts on the transport of dangerous goods (UNCOE) adopted in the 12th revised edition of the Orange book two alternative sequences for the dangerous goods description to be entered on the transport document as follows:

Sequence one :

UN number, Proper shipping name (PSN), Class/division, Packing group
Example: UN 1717, Acetyl Alcohol, 3, PG II

1.1.2 States having a strong ADR/RID representation at the UNCOE favoured this sequence, as this aligned with the recently adopted ADR/RID provisions.

Sequence two :

Proper shipping name (PSN), Class/division, UN number, packing group
Example: Acetyl Alcohol, 3, UN 1717, PG II

1.1.3 This sequence was favoured by the air mode and mostly non-European States States satisfied with the current UN sequence.

1.1.4 The UNCOE had also agreed earlier that any assigned subsidiary hazard must be entered after the main hazard. In the above example, as acetyl alcohol has a subsidiary class 8 hazard, the information must be presented as follows:

Sequence one:

UN 1717, acetyl Alcohol, 3 (8), PG II

Sequence two:

Acetyl Alcohol, 3 (8), UN 1717, PG II

1.1.5 This latest change automatically negates the advantage of the second sequence as this means the current ICAO sequence is not aligned with any of the above two alternatives. Current sequence Acetyl Alcohol, 3, UN 1717, PG II, 8

2. PROBLEM

2.1 The ICAO DGP agreed at DGP 18 to allow the continued use of the current sequence of information until December 31, 2004 thus providing a two years transition period from Jan 1, 2003 to December 31, 2004 for the change to be implemented. Practically, this means that the following alternatives/example will be acceptable during this transition period:

- a) UN 1717, acetyl Alcohol, 3 (8), PG II, or,
- b) Acetyl Alcohol, 3 (8), UN 1717, PG II, or
- c) Acetyl Alcohol, 3, UN 1717, PG II, 8

2.1.1 The ICAO DGP also agreed that on January 1, 2005, alternative/example (c) above would no longer be acceptable

3. PROPOSAL

3.1 The discussion at the UN meeting had centred on the issue of harmonisation and the need for all modes to follow the same sequence (see DGP 18, WG 01, min 2.1.7). The UNCOE revised the sequence of information on the transport document to enhance safety, lower costs to industry and facilitate trade by standardising amongst the various modes the presentation of information on the Dangerous Goods Transport Document. In emergency situations, when time is of the essence,

standardisation leads to faster response time, easier retrieval of critical information and, less possibilities of error.

3.1.2 The new alternatives do not meet the above criteria and do not contribute to safety.

3.1.3 DGP 18 discussed this issue and agreed (see DGP 18 report, 2.4.6.3.3.(c)) "that the longer term goal should be to have a single sequence". It was also agreed to advise the UNSCOE of the Panel position on this.

3.1.4 At it's 80th Meeting, the IATA Dangerous Goods Board (DGB) discussed this issue and agreed to adopt for the long term (as of January 1,2005) a single sequence of information. To ensure a smooth transition, the DGB agreed to maintain the current sequence until it becomes no longer applicable after December 31, 2004. Sequence one above will be acceptable as of January 1, 2003 and will become mandatory on January 1, 2005.

3.1.5 This paper is submitted for the DGP WG information and support.

3.1.6 IATA intends to present a similar paper to the UNCOE to propose the adoption of Sequence one as a single sequence of information on the transport document.

END