

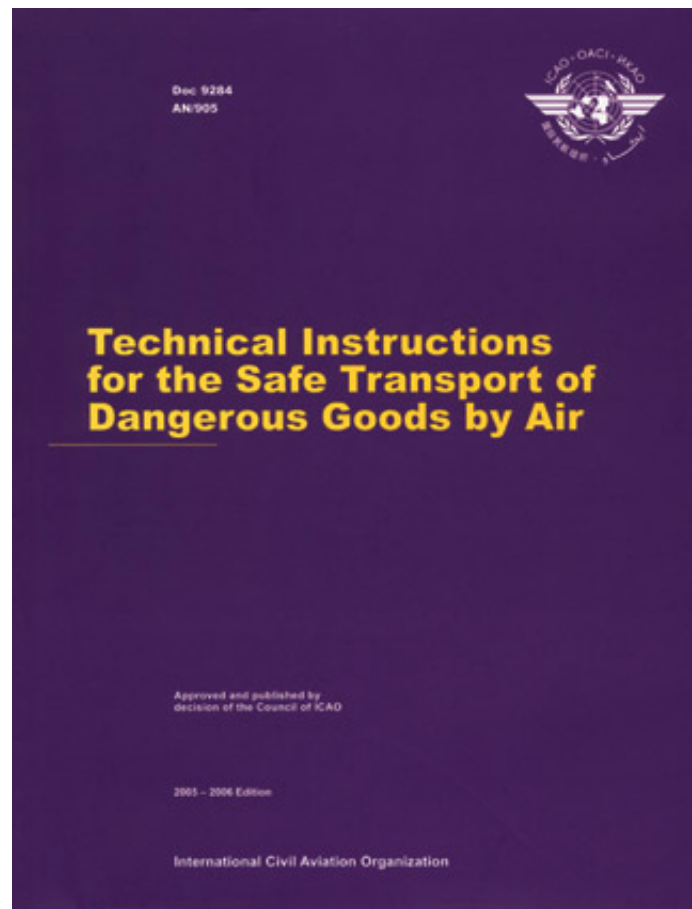
ICAO/IATA Dangerous Goods Update



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2010 CTMA
Portland, OR.
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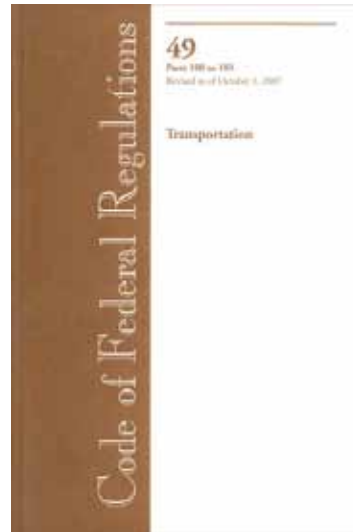
The Alternative Regulation

ICAO Technical Instructions



Subpart C of Part 171 of the HMR

“Authorization and Requirements for the Use of International Transport Standards and Regulations”



The 2011-2012 ICAO

The Changes Continue:

- **Reformatted Packing Instructions**
- **Non RAD Limited Quantity Issues**
- **Special Provision A130 Modification**

The 2011-2012 ICAO

The Changes Continue:

- **Non RAD Marking Modifications**
- **DGD Modification for Class 1**
- **Lithium Battery Chaos**

Reformatted Packing Instructions

- **Why?**
- **Very Cosmetic**
- **Changing the Numbers: 305 becomes 353**
- **In Transition! Ending 1 April 2011**

Non RAD Ltd Qty Issues

- **The New Marking:**



- **Paperwork Sequencing Issue**
UN 1114 Benzene 3 II Limited Quantity

Special Provision A130

Mixed Hazard RAD, when RAD is the Subhazard

UN 1993 Flammable Liquid, n.o.s. (ethanol and toluene mixture) Radioactive material, excepted package – limited quantity of material, 3, II

- **The Special Provision *should* be cross referenced on the shipping paper**

Non RAD Marking Changes

- **Most packages must be marked with a net quantity**
- **Class 7 is excepted**

DGD Modification for Class 1

- Net quantity must be supplemented with *net explosive quantity*
- NEQ (also known as NEM or NEW) is the total weight of the energetics

The Lithium Battery Mess

The HM 224 Final Rule could ban the use of all alternative regulations for the transport of lithium batteries.

Essentially, this would prohibit shipments from being prepared under the IATA/ICAO scheme

All shipments would travel under the HMR, even the exports

What is This?



The Regrettable Reality

- **The people who write the regulations don't care if you understand them or not**
- **The airlines are taking their problems and making them your problems**
- **A bad economy is compromising the safety of air transportation**