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ADVISORY BODY DANGEROUS GOODS (ABDG)



To: **Members of the Advisory Dangerous Goods**

cc: Members of the Extended Board
Association Members of FIATA

From: Ajay B. Pande, Manager ABDG
on behalf of **Mr Frank Huster, Chairman ABDG**

Subject: **Meeting of the Advisory Body Dangerous Goods (ABDG)**
FIATA World Congress, Los Angeles, USA, 10 October 2012, 14.30 - 15.30hrs

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| ▪ Praesentia | Annex I |
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Agenda as per Doc. ABDG 236/2012-08-20 (Call of Meeting)

> Wherever the abbreviation **DG** is mentioned, it stands for “**Dangerous Goods**”

Minutes

1. Opening of the meeting and welcome by the Chairman, Mr Frank Huster

The Chairman, **Mr Frank Huster** welcomed the delegates from FIATA's Association Members, Individual Members and others to the second meeting of the Advisory Body Dangerous Goods (ABDG) in 2012. At the very outset, the Chairman read out the following anti-trust statement:

Statement from FIATA regarding Correct Behaviour under Anti-Trust Law

“FIATA policy strictly prohibits any discussion or other communication the purpose or effect of which is to set prices, allocate markets or customers, engage in tying arrangements or refrain from purchasing any goods or services from any particular supplier or vendor. Please familiarize yourself with FIATA's written antitrust policy which the Secretariat has made available to all participants”.

The necessary document was made available for the participants at the meeting premises.

2. Approval of minutes of the ABDG meeting during the FIATA Headquarter Session in Zurich, Switzerland on 17 March 2012, Doc. ABDG/235, 2012-04-19

The Minutes were approved without any objection.

Before addressing the next item on the agenda, the Chairman Mr Frank Huster observed that Dangerous Goods regulatory framework was generally very dynamic. As a result of sustained efforts over the years by all parties it now seemed fairly settled. However, it still needed continuous monitoring to ensure that legislation which increased administrative burden on forwarders without contributing significantly towards improving safety was challenged. For this purpose FIATA actively participated in the meetings of various regulatory bodies concerning transportation of Dangerous Goods.

3. “ICAO and new initiatives involving Dangerous Goods” - a presentation by Dr Katherine Rooney, Chief, Dangerous Goods Section, International Civil Aviation Organisation ICAO)

The **Chairman Mr Frank Huster** warmly welcomed **Dr Katherine Rooney**, Chief, Dangerous Goods Section; International Civil Aviation Organisation (ICAO). He then introduced her to the delegates and invited her to address the meeting.

Dr Rooney thanked FIATA for inviting her to address the meeting of the ABDG and stated that her presence reflected the importance ICAO placed on partnerships with organisations such as FIATA, involved in the safety aspect of air transport.

Dr Rooney advised the delegates on the “Continuous Monitoring Approach (CMA)” which ICAO advocated to its 191 member states as part of ICAO’s “Universal Safety Audit Oversight Programme”. She reminded the delegates that ‘safety’ started with shippers, and forwarders had a very important role to play as intermediaries.

She highlighted the important role of training in safe transportation of Dangerous Goods and explained the competency based training approach adopted by ICAO. She stated that if the forwarders were required to act on behalf of the shippers they represented, then they needed to be trained to the same level of knowledge necessary for the shippers.

Dr Rooney then mentioned that ICAO had determined the competencies the employees of freight forwarders needed to possess in order to safely process dangerous goods to be offered for transport by air. These competencies were posted on their website.

She then explained the changes in the latest edition of the Technical Instructions (TI’s), especially concerning the carriage of Lithium batteries. She stated that Lithium ion or Lithium metal batteries whether on their own, being packed with equipment or contained in equipment were only exempted from the requirements of the provisions of the IT’s if they met the following conditions:

Lithium ion: cells less than 20 Watt hour, batteries less than 100 Watt hour

Lithium metal: cells less than 1 g of lithium, batteries less than 2 g lithium

Dr Rooney informed the delegates that a joint Task Force had been formed at ICAO consisting of their Security (AVSEC) and Dangerous Goods experts to evaluate the carriage of High Consequence Dangerous Goods and High Risk Cargo.

Replying to a question from **Mr Stephen McDermott**, **Dr Rooney** mentioned that ICAO was in process of developing specific training modules addressing the carriage of Infectious Substances, Lithium Batteries etc. She expected these modules to be completed within the next 6-8 months.

Replying to another question from **Mr Syed Hamid Hussani**, **Dr Rooney** confirmed that regulations governing the carriage of Lithium batteries contained in equipment such as laptops were standard. However, she stressed the fact that any airline could have more restrictive requirements than those stipulated by ICAO.

Presentation (ppt) by Dr Katherine Rooney (see Annex III)

4. Update on specific legal frameworks for the transport of Dangerous Goods - adopted proposals, pending and future discussions at UN Working Groups and other legal bodies.

The **Chairman Mr Frank Huster** informed that the number of States adopting the ADR/RID, had now reached 48 (the latest state to join being Tajikistan) (ADR) and 44 (RID).

The new - **2013** – ADR/RID Regulations for the Surface transport of Dangerous Goods would come into effect from 1 January 2013 and there would be the usual transitional period until 30th June 2013 in general, and specific transitional periods for some Special Provisions.

Mr.Huster then summarised some key ADR/RID 2013 amendments and the changes to the IMDG-Code Amendment 36-12 affecting the freight forwarding business. These are detailed in Annex II “General presentation by Mr Frank Huster, attached with these Minutes.

Some of the key points from Mr. Huster’s presentation were as follows:

1. Minor amendments to the definition of HCDG (High Consequence Dangerous Goods), (security provisions), especially for class 7 (transport security thresholds for specific radionuclides).
2. New SP 658 for the transport of UN 1057 LIGHTERS and 1057 LIGHTER REFILLS. These could now be carried under Limited Quantities provisions under certain conditions, although they were classified as “zero” under limited quantity.
3. For class 9 products, on the land transportation document, the entry „*MARINE POLLUTANT / ENVIRONMENTALLY HAZARDOUS*“ was permissible, whereas only „*MARINE POLLUTANT*“ was required for sea transport.
4. New Special Provisions applicable to packages, vehicles, wagons and containers containing substances presenting a risk of asphyxiation when used for cooling or conditioning purposes (such as dry ice (UN 1845) or nitrogen, refrigerated liquid (UN 1977) or argon, refrigerated liquid (UN 1951). This was not applicable for listed substances when they were carried as consignments on their own. Vehicles, wagons and containers containing substances used for cooling were not subject to the provisions of ADR / RID other than those of this section, unless they carried Dangerous Goods.
5. Mixed loading of Limited Quantities and substances and articles of class 1 except division 1.4 and UN 0161 and UN 0499, was prohibited.

IMDG-Code Amendment 36-12

1. The entire Part 7 of the Code, which covers maritime operational issues, was revised to reflect the changes in the way cargo is carried today (Ro-Ro, Container ships etc.).
2. Changes to Parts 1-6 reflect UN harmonisation and any consequential changes arising from revising Part 7, safety or trade facilitation issues.

General presentation (ppt.) by Mr Frank Huster (see Annex II)

5. Update on the ICAO-FIATA Training Initiative on DG by Air

Giving information on the **ICAO-FIATA Dangerous Goods by Air Training Programme (IFDGP)**, **Mr Ajay B. Pande** advised that the initiative launched in July 2011 as a practical

learning tool created by forwarders for forwarders had been steadily gaining momentum. Seven schools around the world had successfully become FIATA recognised and a few more were to follow in the near future.

Mr Marco Sorgetti stressed that this was a very important initiative launched by FIATA in collaboration with ICAO. He urged the delegates to contact **Mr Pande** (training@fiata.com) to get complete details and requested them to disseminate the information about this programme to their members and Dangerous Goods communities in their countries.

Mrs H. Ruth Snowden informed that the Canadian Association Member CIFFA had been the first one to launch this programme. It had been very well received by the forwarding community in Canada. So far approximately 100 students had been issued with ICAO FIATA certificates and CIFFA was looking at expanding this programme in the course of next year.

6. Any Other Business

Mr Frank Huster announced, with much regret, that after 10 years as the Vice Chairman and 4 years as the Chairman, he was stepping down from the ABDG as he was taking up a position of additional responsibility within his organisation. He expressed his concern over the steady loss of expertise from the ABDG over the years and strongly urged the FIATA Association Members to nominate their members to the ABDG. He also requested them to help the Secretariat fill the vacant positions of the Chair and Vice Chair of the ABDG.

He then thanked the delegates and FIATA Secretariat for their support to him over the years.

7. Closing of the meeting and outlook on the next meeting (FIATA Headquarter Session March 2013)

The next ABDG meeting would take place in **Zurich, Switzerland (FIATA Headquarter Session)** on **Saturday 16 March 2013 from 14.00- 15.00 hrs**, at **Swissôtel, Room: Zurich/Basel**. The ABDG agenda would follow in due course.

There being no further business, the Chairman **Mr Frank Huster** thanked all delegates for their attendance and active participation and cordially invited them to attend the next ABDG meeting in Zurich. He then closed the meeting at 1545 hrs.
