

Chapter 1

VARIATIONS NOTIFIED BY STATES

1.1 Paragraph 2.2.1 of Annex 18 provides that Contracting States shall take the necessary measures to achieve compliance with the detailed provisions of these Technical Instructions. However, where a Contracting State does adopt different provisions from those specified in these Technical Instructions, 2.5 of Annex 18 requires that ICAO be notified promptly of such State provisions for publication in the Technical Instructions.

≠ 1.2 Those different provisions which were notified to ICAO by States, prior to 15 July 2004, appear in Table A-1. The variations notified by States, unless the context makes it otherwise apparent, apply as follows:

- a) where such variations result in more restrictive provisions than those contained in these Instructions, they apply to the transport of dangerous goods by air:
 - 1) to, from or through all territory subject to the sovereignty of the notifying State by all operators; and
 - 2) outside the territory of the notifying State to all operators for whom the notifying State is the State of the Operator;
- b) where such variations result in less restrictive provisions than those contained in these Instructions, the variations are listed for information only and may only be applied within the territory of the notifying State by operators for whom the notifying State is the State of the Operator.

1.3 Throughout the Instructions, the identifying code of each State variation has been placed beneath the heading of the Chapter(s) principally affected. Where State variations apply to specific articles or substances, the identifying code appears in column 6 of Table 3-1 against the appropriate proper shipping name.

1.4 The table of State variations (Table A-1) is based on data provided by the States concerned. This table is provided for

information only and any further details required should be obtained from the appropriate government department.

≠ 1.5 If a State needs to make variations based on new requirements appearing in this edition of the Instructions, it should notify ICAO by using the form appearing at the end of this Chapter. If such variations are received by 15 April 2005, they will appear in an Addendum to be published in May 2005.

1.6 Variations have been notified by the following States:

	Australia — AU
	Belgium — BE
	Brunei Darussalam — BN
	Canada — CA
+	China — CN
	Denmark — DK
+	Fiji — DQ
	France — FR
	Germany — DE
	Hong Kong — HK
	Iran (Islamic Republic of) — IR
	Italy — IT
	Japan — JP
	Malaysia — MY
	New Zealand — NZ
	Netherlands — NL
	Pakistan — PK
	Russian Federation — RU
	Saudi Arabia — SA
	Singapore — SG
	South Africa — ZA
	Spain — ES
	Sri Lanka — VC
	Switzerland — CH
≠	Ukraine — UA
≠	United Arab Emirates — AE
	United Kingdom — GB
	United States — US
	Vanuatu — VU

Table A-1. State variations

The identifying code for each State variation consists of the two-letter identifier for that State plus a sequential number. Variations are listed in the alphabetical order of these identifying codes. For each variation the relevant Part and Chapter or paragraph numbers of the Instructions are given.

<i>Identifying code</i>	<i>Variation</i>	<i>Relevant paragraphs</i>
AE — UNITED ARAB EMIRATES		
AE 1	On shipments to, from, within or transiting through the UAE, emergency response information, as described below, must be provided for all dangerous goods other than magnetized material and dangerous goods for which no Transport Document is required.	

<i>Identifying code</i>	<i>Variation</i>	<i>Relevant paragraphs</i>
	<p><i>Telephone number.</i> The Transport Document required by these Instructions must include a 24-hour emergency response telephone number (including area codes, and for international numbers for locations outside the UAE, the international access code and country and city codes are needed to complete the call from within the UAE), for use in the event of an incident involving dangerous good(s). The number must be monitored at all times by a person who:</p> <ol style="list-style-type: none"> 1) is knowledgeable of the hazards and characteristics of the dangerous good(s) being transported; 2) has comprehensive emergency response and accident mitigation information for the dangerous good(s); or 3) has immediate access to a person who possesses such knowledge and information. 	5;4.1.3
AE 2	Cargo agents/freight forwarders accepting/processing dangerous goods for shipment by air must be continuously staffed by a minimum of two persons whose initial/recurrent dangerous goods training is current, such that the competent authority is then able to certify the agency concerned. Ground handling agents can only accept/process dangerous goods from cargo agents/freight forwarders so certified by the competent authority.	1;4
>		
	AU — AUSTRALIA	
AU 1	Dangerous goods requiring approval under Special Provisions A1 or A2 of the Technical Instructions may only be carried on a passenger aircraft in Australian territory with the permission of the Civil Aviation Safety Authority (CASA). Applications for permission should be lodged with CASA at least ten days prior to the proposed flight.	Table 3-1
AU 2	Dangerous goods requiring approval under Special Provision A 109 of the Technical Instructions may only be carried on a cargo aircraft in Australian territory with the permission of the Civil Aviation Safety Authority (CASA). Applications for permission should be lodged with CASA at least ten days prior to the proposed flight.	Table 3-1 5;1.2
AU 3	Infectious substances other than human blood products, human urine and human tissue, are prohibited from entry to Australia without prior approval from Australian Health Authorities. Requests for approval should be addressed to: Australian Quarantine and Inspection Service, Department of Primary Industry and Energy, GPO Box 858, Canberra, ACT 2601, Australia.	Table 3-1 5;1.2
	BE — BELGIUM	
BE 1	Definition of “explosive substance”: According to the Belgian regulations any substance likely to be used for its explosive, deflagrating or pyrotechnic properties is considered an explosive substance.	1;3.1
BE 2	No transport by air of any explosive may take place from, to or in transit through Belgium except by authorization of the Minister responsible for the explosives service, who may grant exemptions to the methods of packaging.	1;1.2 2;1.5 4;3
	<p>Applications may be made only by persons or corporations having a residence or an office in Belgium. When this is not the case, the applicant must have a responsible representative, residing in Belgium and approved by Ministerial Decree (information on this subject is obtainable from the Service des Explosifs, Ministère des Affaires Economiques, Konig Albert II-laan 16, 1000 Bruxelles, telephone: 322 206 4111, facsimile: 322 206 5752).</p> <p>The authorization for to which reference is made above is furthermore subject to the agreement of the Belgian Civil Aviation Administration, Ministry of Communications and Infrastructure, CCN, rue du Progrès 80, 1030 Bruxelles, telephone: 322 206 3211, facsimile: 322 206 3290. These various provisions are issued by the Belgian authority for regulation of explosive (Royal Decree of 23 September 1958, amended), authorization for transport by air being therefore also issued, in practice, only on a case-by-case basis, except with respect to products considered in Belgium as safety ammunition or fireworks for which an authorization covering several shipments over a period of time may in principle be granted.</p>	

<i>Identifying code</i>	<i>Variation</i>	<i>Relevant paragraphs</i>
	It should be noted that in the case of importation or exportation or transit partially over land, any transport that is authorized only case-by-case is subject to prior application specifying the complete itinerary, including the land portion.	
BE 3	Those substances listed in Table 3-1 with “BE 3” shown in column 6 are defined as “explosive substances” and are subject to the conditions of Variation BE 2.	Table 3-1
BE 4	<p>Prior authorization of the Federal Agency for Nuclear Control, Ravensteinstraat 36, 1010 Bruxelles, telephone: 322 289 2111, facsimile: 322 289 2121, e-mail: info@fanc.fgov.bc, is required for transport from, to or in transit through Belgium of radioactive substances and fissile substances of which the quantities exceed the limits of activity defined in the General Regulations for the Protection of the Population, Workers and Environment against the Danger of Ionizing Radiations (Royal Decree of 20 July 2001). Authorization for transport by air is furthermore subject to the agreement of the Belgian Civil Aviation Administration, Ministry of Communications and Infrastructure, CCN, rue du Progrès 80, 1030 Bruxelles. The carriage in aircraft over the territory of the Kingdom of Belgium of:</p> <ol style="list-style-type: none"> 1) fissile radioactive material as defined in ICAO Doc 9284, 2;7.2 in quantities exceeding the limits set out in 6;7.10.2; and 2) radioactive material <ul style="list-style-type: none"> — in a Type B(U) package containing more than 3000 A₁ or 3000 A₂ or 1000 TBq, whichever is the lower; or — in a Type B(M) package; or — in a Type C package containing more than 3000 A₁ or 3000 A₂ or 1000 TBq, whichever is the lower; or — transported under special arrangement; <p>shall not be accepted without prior permission by the Belgian Civil Aviation Administration.</p>	1;1.2 2;7 5;1.3.3
≠ BE 5	<p>All transport of dangerous goods by air is subject to a general or special authorization issued to the operator by the Director General of the Belgian Civil Aviation Administration, Centre Communication Nord, 4ème étage, rue du Progrès 80, 1030 Bruxelles. Except for radioactive materials and fissile substances that are submitted to BE 4, and dangerous goods forbidden without Special Provisions A 1 and A2, this variation does not apply to dangerous goods in the case of overflight of the Belgian territory by foreign operators, provided that the operator has general permission from its State of Registry to carry dangerous goods according to the provisions of these Instructions.</p> <p>This variation does not apply to the transport of carbon dioxide, solid (dry ice), UN 1845, when used for cooling purposes in combination with goods not subject to the ICAO Technical Instructions. All other requirements of the ICAO Technical Instructions concerning the transport of carbon dioxide, solid, remain applicable.</p>	1;1.2
BN — BRUNEI DARUSSALAM		
BN 1	Negara Brunei Darussalam has selected the English language for use in all documentation and correspondence with respect to the transport of dangerous goods by air. The English version of Annex 18 and the Technical Instructions will be used.	5;4
CA — CANADA		
≠	<p>Any request concerning the applicability of variations CA 1, CA 2 or CA 3 must be addressed to:</p> <p>Canadian Nuclear Safety Commission Packaging and Transport Licensing Division Materials Regulation Division P.O. Box 1046 Ottawa, Ontario Canada K1P 5S9 Facsimile: (613) 947-2054 E-mail: transport@ensc-ccsn.gc.ca</p>	

<i>Identifying code</i>	<i>Variation</i>	<i>Relevant paragraphs</i>
CA 1	Fissile radioactive material in any quantity may not be transported by aircraft to, from or over Canada without prior permission.	2;7 4;9 5;1, 5;3 6;7 7;1, 7;2
CA 2	“Type IP-1” and “Type IP-2” as prescribed in 4;9.2.4 for LSA material and SCO “not under exclusive use” shall be replaced with “Type IP-3”.	4;9.2.4
≠ CA 3	Type B(U) radioactive material packages must be approved by the Canadian Nuclear Safety Commission.	2;7 6;7
CA 4	In addition to the Transportation of Dangerous Goods Regulations and the ICAO Technical Instructions, the transportation by air of radioactive material to, from or within Canada is subject to the provisions of the Packaging and Transport of Nuclear Substances Regulations made by the Canadian Nuclear Safety Commission.	2;7 4;9 5;1, 5;2, 5;3, 5;4 6;7 7;1, 7;1.1., 7;2, 7;3, 7;4
CA 5	Infectious substances are not permitted in the mail in Canada. Infectious substances must comply with all documentation and labelling requirements including the requirements outlined in 1;2.3 of these Instructions.	1;2.3
CA 6	The transportation by air of dangerous goods to, from or within Canada is subject to the provisions of the Transportation of Dangerous Goods Regulations and of the ICAO Technical Instructions, as referenced in the said Regulations.	1;1 7;1
	Requests for a copy of the Transportation of Dangerous Goods Regulations of Canada in document (Doc No. RE-4631), computer or microfiche format should be sent to: Canada Communication Group — Publishing Ottawa, Ontario Canada K1A 0S9 or see the following Web site for the text of the Transportation of Dangerous Goods Regulations of Canada: http://www.tc.gc.ca/tdg/regulations.htm	
CA 7	Dangerous goods requiring approval under Special Provisions A1 or A2 of the Technical Instructions may only be carried on a passenger or cargo aircraft to, from or within Canada with the approval of the Canadian authority for the air transport of dangerous goods.	Table 3-1 3;3
CA 8	Dangerous goods requiring approval under Special Provision A109 of the Technical Instructions, Table 3-1, may only be carried on a cargo aircraft to, from or within Canada with the approval of the Canadian authority for the air transport of dangerous goods.	Table 3-1 3;3
	The Canadian authority for the air transport of dangerous goods for CA 7 and CA 8: Chief, Dangerous Goods Standards Transport Canada Civil Aviation Directorate Ottawa, Ontario Canada K1A 0N8 Telephone: (613) 990-1060 Facsimile: (613) 954-1602 E-mail: codej@tc.gc.ca	
CA 9	Radioactive materials as defined in 2;7.1 are not accepted in the mail by Canada Post.	1;2
≠ CA 10	The entry into Canada of infectious substances affecting animals, UN 2900, is subject to the requirements of the Health of Animals Act (1990, c.21), and prior approval from the Canadian Food Inspection Agency is required. Request for approval should be addressed to:	

<i>Identifying code</i>	<i>Variation</i>	<i>Relevant paragraphs</i>
	<p>Biohazard Containment, Safety and Facilities Management Division Laboratories Directorate Canadian Food Inspection Agency/CFIA 159 Cleopatra Ottawa, Ontario Canada K1A 0Y9 Telephone: (613) 221-7021 Facsimile: (613) 228-6129 http://www.inspection.gc.ca/english/lab/bioc.html</p>	Table 3-1
≠ CA 11	<p>The entry into Canada of infectious substances affecting humans, UN 2814, is subject to the requirements of the Human Pathogens Importation Regulations (SOR/94-558), and prior approval from Health Canada is required. Requests for approval should be addressed to:</p> <p style="margin-left: 40px;">Office of Laboratory Security Health Canada 100 Colonnade Rd (6201A) Ottawa, Ontario Canada K1A 0K9 Telephone: (613) 957-1779 Facsimile: (613) 941-0596 http://www.hc-sc.gc.ca/pphb-dgspsp/ols-bs1</p>	Table 3-1
CA 12	<p>A person must not handle, offer for transport, or transport explosives into, through or from Canada that:</p> <p style="margin-left: 40px;">a) are in direct contact with a large means of containment; or</p> <p style="margin-left: 40px;">b) are also radioactive materials.</p> <p>(A “large means of containment” is defined in the Canadian Transportation of Dangerous Goods Regulations as a means of containment that has a cargo capacity greater than 450 L, which is equivalent to 0.45 m³ or 15.9 ft³.)</p>	1;1
CA 13	<p>Sections 2.43(b)(iv) and (v) of the Canadian Transportation of Dangerous Goods Regulations establish the Canadian classification criteria for environmentally hazardous substances in Class 9.</p>	Table 3-1
CA 14	<p>The information required on a transport document must be easy to identify, legible, in indelible print and in English or French. (Additional languages are permitted.)</p>	5;1 7;1
CA 15	<p>The words “24-hour number” or “numéro de 24-heures” or an abbreviation of these words, followed by a telephone number, including the area code, at which the consignor can be reached immediately and from whom technical information can be obtained about the dangerous goods in transport, without breaking the telephone connection made by the caller, must be included on the dangerous goods transport document. (Include country codes where applicable.)</p> <p><i>Note.— The terms “24-hour number” or “numéro de 24-heures” refer to the telephone number that must be available when the dangerous goods are in transport. The terms were chosen to emphasize that the requirement is not just applicable during office hours but must be satisfied at any hour of the day while the dangerous goods are in transport.</i></p>	5;1 7;1
CA 16	<p>Consignors or their representatives must include on the transport document the:</p> <ul style="list-style-type: none"> — reference number preceded by ERP or ERAP or PIU when the dangerous goods being transported require an emergency response assistance plan; and — telephone number, including the area code, to immediately activate the plan. <p>If the 24-hour number and the emergency response assistance plan number are the same, that number may be shown on the same line on the shipping document, for example:</p> <ul style="list-style-type: none"> — 24-hour number and 3-2021 ERP: 613-123-4567 — 24-hour number and 3-2021 ERAP: 613-123-4567 — 3-2021 ERP and 24-hour number: 613-123-4567 — ERAP 3-2021 and 24-hour number: 613-123-4567 	

Identifying code	Variation	Relevant paragraphs
	<i>Note.— For information regarding requirements for an emergency response assistance plan, see Part 7 of the Canadian Transportation of Dangerous Goods Regulations.</i>	5;1 7;1
CA 17	<p>A person must not handle, offer for transport, or transport dangerous goods included in Class 2, Gases, in a means of containment unless the means of containment is manufactured, selected and used in accordance with the Canadian Standards Association CSA B340, except clauses 4.1.1.1.5.1.3(a)(ii) and (iii) and 5.1.4(a).</p> <p><i>Note.— A person may use a means of containment that is a cylinder or tube to handle, offer for transport, or transport dangerous goods included in Class 2, Gases, if the means of containment:</i></p> <p><i>a) was manufactured in accordance with CSA B339;</i></p> <p><i>b) was in use in Canada before 1 January 1993, was authorized for continued use under sections 7.32 and 8.4.2 of the “Transportation of Dangerous Goods Regulations” in effect on 1 January 2001, and the conditions in those sections are complied with; or</i></p> <p><i>c) was manufactured before 1 January 1993 in accordance with a specification for cylinders set out in 49 CFR and has displayed on it requalification marks as required by CSA B339 or 49 CFR (United States, 49 Code of Regulations), except for means of containment manufactured in accordance with 49 CFR specifications DOT-3B, DOT-3BN, DOT-3E, DOT-4AA480, DOT-4B, DOT-4B240ET, DOT-4BA, DOT-4BW, DOT-4D, DOT-4E, DOT-4L, DOT-8, DOT-8AL or DOT-39 that have a service pressure less than or equal to 6.2 MPa (6200 kPa) (900 psig).</i></p> <p>Requests for a copy of the Canadian Standards Association CSA B340 or B339 in document form should be made to:</p> <p style="margin-left: 40px;">Canadian Standards Association 178 Rexdale Boulevard Etobicoke, Ontario Canada M9W 1R3 Telephone, toll free, Canada and United States: 1-800-463-6727 Facsimile: (416) 747-2575 E-mail: sales@csa.ca</p>	4;4
CA 18	A document that is issued to a foreign member of the flight crew of an aircraft registered in a country that is a member State of the International Civil Aviation Organization and which indicates that the crew member is trained to transport dangerous goods by air is a valid training certificate for the purposes of the Canadian Transportation of Dangerous Goods Regulations when that document is valid in a member State.	1;4
CA 19	When a “dangerous goods accident” or a “dangerous goods incident”, as defined in the ICAO Technical Instructions, occurs on board an aircraft in Canada or at a Canadian aerodrome or at a Canadian air cargo handling facility, reporting must be done in accordance with the requirements found in Part 8 — Accidental Release and Imminent Accidental Release, of the Canadian Transportation of Dangerous Goods Regulations.	7;4
CA 20	The shipping document for dangerous goods transported by aircraft must be in the format established on the shipper’s declaration specimen illustrated in Section 8.1.7 of the 42nd edition of the “Dangerous Goods Regulations” published by the International Air Transport Association (IATA).	5;4
CH — SWITZERLAND		
CH 1	Hair curlers and other flammable gas-powered devices and their replacement cartridges are not permitted on one’s person or in checked or carry-on baggage.	8;1.2 k)
CH 2	The operator of an aircraft may use the advanced data transmission ACARS to provide the pilot-in-command with written information concerning dangerous goods that are to be carried. This ACARS-NOTOC specifies at least the following: <i>the drill code</i> ; the proper shipping name and UN number as listed in the Technical Instructions; the exact loading location; the total net quantity; for radioactive material the number of packages, overpacks or freight containers, their category, their transport index (if applicable) and their exact loading location; whether the package must be carried on cargo aircraft only; the aerodrome at which the package(s) is to be unloaded and where applicable, an indication that the dangerous goods are being carried under a State exemption.	7;4.1.1

<i>Identifying code</i>	<i>Variation</i>	<i>Relevant paragraphs</i>
CH 3	According to the “Radiological protection ordinance” all transport of radioactive materials, except radioactive material in excepted packages from, to or in transit through Switzerland, is subject to a general authorization issued to the operator by the Federal Office of Public Health, Division of Radioprotection, 3003 Berne, Switzerland, Facsimile: +41 31 322 83 83. Further information may be obtained from Suva, B.J. Mueller, 6002 Lucerne, Switzerland, telephone: +41 41 419 54 07, facsimile: +41 41 419 62 13.	1;1.2 5;1.3 7;1.1
	CN — CHINA	7;1
CN 1	Operators wishing to carry dangerous goods in aircraft to, from or over China must obtain prior written permission from the General Administration of Civil Aviation of China. Further information may be obtained from: Department of Flight Standards, General Administration of Civil Aviation of China, P.O. Box 644, 155 Dongsi St. West, Beijing, China, telephone: +86 10 64092409, facsimile: +86 10 64091459.	
	DE — GERMANY	
DE 1	Fissile materials as specified under 1) and large sources as specified under 2) shall not be accepted for carriage to/from or through Germany without prior permission by the Bundesamt für Strahlenschutz, Postfach 10 01 49, D-38201 Salzgitter, Germany, telephone: 05341 886-0, facsimile: 05341 885 705. 1) For the purpose of this variation, fissile materials (nuclear fuels), as defined in paragraph 2.1 of the German law on atomic energy, are: a) plutonium-239 and plutonium-241; b) uranium enriched with the isotopes uranium-235 or uranium-233; c) any material containing one or more of the materials given in a) and b); and d) materials of such kind as to enable a continuous self-sustaining chain reaction to be maintained in a suitable installation (reactor) and which are defined in a legal degree. Materials (other than solidified high radioactive fission product solutions from reprocessing of nuclear fuels) containing the isotopes uranium-233, uranium-235, plutonium-239 and plutonium-241 in such quantities that the total quantity of all these isotopes is not more than 15 g or the concentration of all these isotopes in total is not greater than 15 g per 100 kg are exempted from this variation and therefore do not need prior permission. 2) A shipment is to be treated as a large source if the activity per package exceeds 1000 TBq.	1;1.2 5;1.3
DE 2	Applications for approval of Type B packages, packages containing fissile materials, shipments, special arrangements and notifications should be addressed to: Bundesamt für Strahlenschutz Postfach 10 01 49 D-38201 Salzgitter, Germany Telephone: (05341) 885 701 Facsimile: (05341) 885 705	5;1.3 6;7.5.4
DE 3	Applications for approval of special form radioactive material should be addressed to: Bundesanstalt für Materialforschung und prüfung, Fachgruppe III.3 D-12200 Berlin, Germany Telephone: (030) 8104 1330 Facsimile: (030) 8104 1237	2;7.4

<i>Identifying code</i>	<i>Variation</i>	<i>Relevant paragraphs</i>
DE 4	<p>For exemptions to the Technical Instructions the following authority should be contacted for all classes:</p> <p style="padding-left: 40px;">Luftfahrt-Bundesamt, Gruppe Luftverkehrssicherheit Sachgebiet Gefahrgut Kelstarbacher Str. 23 Telephone: (06142) 9461-0 Facsimile: (06142) 9461-59</p>	1;1.1
DK — DENMARK		
DK 1	<p>The carriage by aircraft to, from, through or over the territory of the Kingdom of Denmark, including Greenland and the Faroe Islands, of</p> <ol style="list-style-type: none"> 1) fissile radioactive material as defined in ICAO Doc 9284, 2;7.2 in quantities exceeding the limits set out in 6;7.10.2; and 2) radioactive material <ul style="list-style-type: none"> — in a Type B(U) package containing more than 3000 A₁ or 3000 A₂ or 1000 TBq, whichever is the lower; or — in a Type B(M) package; or — in a Type C package containing more than 3000 A₁ or 3000 A₂, as appropriate, or 1000 TBq, whichever is the lower; or — as a special arrangement in the sense of the transport regulations; <p>shall not be accepted without prior permission by the Civil Aviation Administration. Applications should be sent to the National Institute of Radiation Hygiene, Knapholm 7, DK-2730 Herlev, telephone: 45.44 54 3454 (Mon.–Fri. 10:00–15:00), facsimile: 45.44 54 34 50, e-mail: sis@sis.dk.</p>	2;7.2 6;7.10
+ DQ — FIJI		
DQ 1	Radioactive material in any quantity may not be transported by aircraft to, from, within or over Fiji without prior permission of the Civil Aviation Authority of the Fiji Islands (CAAFI).	2;7
DQ 2	A person must not handle or offer for transport explosives classified as Class 1 in the ICAO Technical Instructions to, from, within or over Fiji without prior permission of CAAFI. This includes ammunition for sporting weapons, Division 1.4S.	2;1
DQ 3	Infectious substances, including diagnostic specimens or biological products are not permitted in national or international mail to, from, within or over Fiji.	1;2.3
DQ 4	The English language shall be used for marking and labelling any form of dangerous goods documentation transported by air.	5;2.5
<p>All questions and requests for permission or approval shall be lodged with CAAFI ten days prior to the proposed flight. The correspondence should be addressed to:</p> <p style="padding-left: 40px;">The Civil Aviation Authority of the Fiji Islands (CAAFI) Private Mail Bag NAP 0354 Nadi Airport Fiji Islands Telephone: (679) 672-1555 Facsimile: (679) 672-1500/(679) 672-5125</p>		
ES — SPAIN		
ES 1	In domestic transport and in international transport originating in Spain, Spanish shall be used in all the markings and in the dangerous goods transport document, in addition to the languages required by the States of transit and destination.	5;2.5 5;4.1.13

<i>Identifying code</i>	<i>Variation</i>	<i>Relevant paragraphs</i>
FR — FRANCE		
FR 1	Where an aircraft carries only passengers travelling on a voucher not available for purchase by the general public, e.g. relatives of crew members, the provisions of the “cargo aircraft” columns in Table 3-1 apply.	Table 3-1
+ FR 2	<p>Except for shipments of radioactive materials described in FR 4, the competent authority for France for the transport of dangerous goods by air is:</p> <p style="margin-left: 40px;">Direction Générale de l’Aviation Civile (DGAC) Service de la Formation Aéronautique et du Contrôle Technique Mission Marchandises Dangereuses 50, rue Henry Farman 75720 PARIS CEDEX 15 Telephone: +33.(0)1.58.09.49.70 Facsimile:+33.(0)1.58.09.45.52</p> <p>Authorization to ship by air any dangerous goods covered by the published variations for France must be requested from the competent authority at least ten working days prior to the date of the proposed flight.</p>	
≠ FR 3	<p>All questions relating to the transport by air of radioactive and fissile materials for civilian use should be directed, in accordance with the instructions contained in the variation concerned, to DGAC, DGSNR and DDSC/COAD:</p> <p style="margin-left: 40px;">Direction Générale de l’Aviation Civile (DGAC) Service de la Formation Aéronautique et du Contrôle Technique Mission Marchandises Dangereuses 50, rue Henri Farman 75720 PARIS CEDEX 15 Telephone: +(33).(0)1.58.09.49.70 Facsimile: +(33).(0)1.58.09.45.52</p> <p style="margin-left: 40px;">Direction Générale de la Sûreté Nucléaire et de la Radioprotection (DGSNR) 10, Route du panorama Robert Schuman 92266 FONTENAY AUX ROSES CEDEX Telephone: +(33).(0)1.43.19.70.39 Facsimile: +(33).(0)1.43.19.70.27</p> <p style="margin-left: 40px;">Direction de la Défense et de la Sécurité Civiles (DDSC) Centre Opérationnel d’Aide à la Décision (COAD) 87-95 Quai du Docteur Dervaux 92600 ASNIERES Telephone: +(33).(0)1.56.04.72.40 Facsimile: +(33).(0)1.47.90.09.07</p>	1;1.2 5;1.3
≠ FR 4	<p>Transport by air of the following radioactive materials to, from, through or over French territory cannot be performed without a shipping permit issued by DGSNR:</p> <ul style="list-style-type: none"> — in the case of radioactive materials in special form, if the activity transported in the package is higher than or equal to 3000 A₁, or 100000 A₂, if the latter value is lower than the 3000 A₁ value; — in the case of all other radioactive materials, if the activity transported is higher than or equal to 3000 A₂. <p>Once a permit has been issued, DGAC and DDSC/COAD must be advised of the shipment at least 48 hours in advance.</p>	5;1.3 7;1.1
≠ FR 5	An aircraft whose internal surfaces have been contaminated by radioactive materials may be reused on French territory only after approval by an authorized expert. DGSNR must be consulted on the selection of the expert. Such approval must be entered in the maintenance log of the aircraft. DGAC must be advised of such contamination and approval before the aircraft is reused.	
+ FR 6	Infectious materials and biological products listed under UN number 3373 may only be transported by air to, from or through France under the following conditions:	

<i>Identifying code</i>	<i>Variation</i>	<i>Relevant paragraphs</i>
	<ul style="list-style-type: none"> — the proper shipping name, the UN number and the name, address and telephone number of a responsible person must be written on a document (such as an air waybill) <i>and</i> on the package (paragraph 11 a) of Packing Instruction 650); — dangerous goods training as outlined in the ICAO Technical Instructions, Part 1, Chapter 4, paragraph 4.1.1 a) is strongly recommended for shippers of Category B infectious materials; — the operator must: <ul style="list-style-type: none"> — have a permit from his/her national competent authority for the transport of goods classified under UN 3373; — apply or require the application of the procedures for the transport of the cargo as described in the ICAO Technical Instructions; — provide dangerous goods training for personnel handling Category B infectious materials; — establish a cargo acceptance check list (ICAO, 7-1-3); — provide information to the pilot-in-command regarding the transport of the cargo and its location on the aircraft (ICAO 7-4-1); — provide information as prescribed by ICAO (7.4.3) for the transport of Division 6.2 infectious materials in the case of an in-flight emergency. 	
+ FR 7	<p>Respiratory protective smoke hoods containing chemical oxygen generators listed under UN number 3356 may only be transported by air to, from or through French territory under the following conditions:</p> <ul style="list-style-type: none"> — only one package containing a maximum of two (2) smoke hoods may be accepted on a passenger flight; — all the other regulatory provisions remain unchanged and are fully applicable. 	
+ FR 8	<p>Dangerous goods as described in the ICAO Technical Instructions may not be transported by airmail to, from or through French territory.</p> <p>This prohibition is applied in the following manner for articles listed in Part 1, Chapter 2, paragraph 2.3.2 of the ICAO Technical Instructions:</p> <ul style="list-style-type: none"> — those listed in 2.3.2 a) (including diagnostic samples and biological substances); — those listed in 2.3.2 b), when transported by international airmail. Transport by international airmail of radioactive materials designated in 2.3.2 b) is subject to official approval of the shipper by the competent authority, DGSNR (see FR 3). 	1;2
+ FR 9	<p>The emergency response information described below must appear on shipments of dangerous goods to, from, within or transiting through France. This provision does not apply to the transport of magnetized material or dangerous goods for which no transport document is required.</p> <p>Telephone number</p> <ul style="list-style-type: none"> — The transport document required under the ICAO Technical Instructions must contain a telephone number by means of which emergency response information can be obtained in case of an incident and/or accident involving the dangerous goods being transported. — This telephone number must be available 24 hours a day and must include the regional codes and, for international numbers outside France, the international access code and country and city codes needed to complete the call from France. — This number must be monitored at all times by a person who: <ul style="list-style-type: none"> — is knowledgeable concerning the hazards and characteristics of the dangerous goods being transported; — has comprehensive emergency response and accident mitigation information for the dangerous goods; — can immediately call upon a person who possesses such knowledge and information. 	7;4.8

<i>Identifying code</i>	<i>Variation</i>	<i>Relevant paragraphs</i>
+ FR 10	<p>An operator involved in a dangerous goods incident and/or accident in France must provide the competent authority with information needed to limit the hazards of that incident/accident.</p> <p>A written report on any incident/accident occurring in France must be submitted by the operator (or his/her representative) to the competent authority of France (see FR 2) within 72 hours.</p> <p>On French territory, these provisions also apply to:</p> <ul style="list-style-type: none"> — the ground handling company acting on behalf of the operator; — any company responsible for loading/unloading dangerous goods; — any company responsible for the handling and storage of dangerous goods at an airport facility. 	7;4.6
GB — UNITED KINGDOM		
GB 1	<p>National regulations require that most explosives which are to be imported be classified before they are brought into the United Kingdom, by HM Explosives Inspectorate of the Health and Safety Executive or the Explosives Storage and Transport Committee. It is the responsibility of the importer to obtain the classification. Explosives manufactured in the United Kingdom are required to have been classified before they are transported.</p>	2;1.5 5;1.1
≠ GB 2	<p>National legislation in the United Kingdom specifies that an aircraft must not carry dangerous goods without the prior permission of the Civil Aviation Authority and that when such goods are carried, it must be in compliance with the Technical Instructions. This applies to an aircraft registered in the United Kingdom no matter where it is operating and to an aircraft registered in other than the United Kingdom when it is operating in the United Kingdom. Application for permission should be made at least 10 working days before the date of the first flight on which dangerous goods are to be carried</p> <p>and should be submitted to: Dangerous Goods Office, Civil Aviation Authority, 1W, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR, telephone: 01293-573800; facsimile: 01293-573991, e-mail: dgo@srg.caa.co.uk.</p>	1;1.2
≠ GB 3	<p>The following requirements apply to (a) aircraft registered in the United Kingdom no matter where they are operating; and (b) to aircraft registered in other than the United Kingdom when they are operating in the United Kingdom, excluding those only overflying:</p> <p>Dangerous goods requiring approval under Special Provisions A1 or A2 of these Instructions, may only be carried on a passenger aircraft with the permission of the Civil Aviation Authority, irrespective of whether or not the United Kingdom is the State of Origin. Application for permission should be made at least 10 working days prior to the proposed flight date and must be submitted to the address stated in GB 2.</p> <p>Dangerous goods may be carried into the United Kingdom on a cargo aircraft under an A2 or A109 State of Origin approval providing the Civil Aviation Authority has been notified in writing at least two working days in advance of the proposed flight date. Additionally, since controls exist for the quantities of some explosives which may be carried to or from specific airfields in the United Kingdom, operators must seek advice from the Civil Aviation Authority as to the suitability of the intended airfield of landing and unloading when Class 1 dangerous goods are being carried under an A2 or A109 approval.</p>	Table 3-1 3;3 Table S-3-1
GB 4	<p>For the purposes of compliance with 7;4.6, notification of dangerous goods on an aircraft involved in an aircraft accident or serious incident or other incident in the United Kingdom should be sent by the quickest means possible to: Dangerous Goods Office, Civil Aviation Authority, 1W, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR, telephone: + 44 (0)1293 573800, for notifications Monday to Friday between the hours of 0900 and 1700 UK time, or + 44 (0)1293 5671 71, at all other times.</p> <p>This notification is in addition to, and not instead of, that required under Annex 13.</p>	7;4.6

<i>Identifying code</i>	<i>Variation</i>	<i>Relevant paragraphs</i>
GB 5	Infectious substances, including diagnostic specimens and biological products, are not permitted in international mail either to or from the United Kingdom. Infectious substances, including diagnostic specimens and biological products, are not permitted in domestic mail except under special arrangements. For further information contact the Dangerous Goods Office at the address shown in GB 2.	1;2.4
GB 6	When any operator intends to overfly the United Kingdom carrying any package containing radioactive material with an activity greater than: (a) for special form 3000 A ₁ or 100000 A ₂ , whichever is the lower; or (b) for all other radioactive material 3000 A ₂ , it must notify the Dangerous Goods Office (contact details as in GB 2) at least two working days before the expected date of the flight, providing the information required by 5;1.3.2.4 d), together with the names and addresses of the shipper and consignee, and the contact details for the operator. If the flight does not take place as planned, or if there are any changes in the information provided, the Dangerous Goods Office must be notified immediately. The operator is not required to wait for any acknowledgement or acceptance before carrying out the flight.	5;1.3.2.4
HK — HONG KONG SPECIAL ADMINISTRATIVE REGION, CHINA		
HK 1	Operators wishing to carry dangerous goods in aircraft to, from or over the Territory of Hong Kong must obtain prior written permission from the Director of Civil Aviation. Applications must include details of dangerous goods training programmes. Further information may be obtained from the Director of Civil Aviation, Dangerous Goods Office, Airport Standards Division, Civil Aviation Department, Room 6T067, Passenger Terminal building, Hong Kong International Airport, 1 Cheong Hong Road, Lantau, Hong Kong.	1;4 7;1
HK 2	English must be used in addition to the language which may be required by the State of Origin, and each language must be given equal prominence.	5;2.5 5;4.1.13
HK 3	The shipment by air from Hong Kong of explosive articles and substances originating in Hong Kong is prohibited. Explosives previously imported may be exported by air providing that the classification has been approved by the appropriate authority of the State of Origin or Manufacture.	2;1.5 5;1.1
IR — ISLAMIC REPUBLIC OF IRAN		
IR 1	The importation of radioactive materials to the Islamic Republic of Iran is subject to prior permission from the Atomic Energy Organization of the Islamic Republic of Iran. Any request concerning the applicability of this variation must be addressed to: Radiation Protection Department Atomic Energy Organization of the Islamic Republic of Iran P.O. Box 41/2663 Tehran — Islamic Republic of Iran Telephone: (021) 891080 — 891085 Telex: 212165	1;1.1 5;1.3 7;1.1
IR 2	In addition to the application of the regulations described in Table 7-1, packages containing Division 6.1 from Class 8 and Divisions 4.1 and 4.3 must be segregated from each other.	5;1.1.7
+ IR 3	Dangerous goods which are principally forbidden for air transport and are subjected to Special Provisions A1 or A2 and A 109 of the Technical Instructions may be imported to the Islamic Republic of Iran subject to prior permission from the Civil Aviation Organization of Iran. Application for permission should be made at least fifteen days prior to the proposed flight date and must be addressed to: Vice President C.A.O.I.R. of Iran Deputy of Flight Standard Civil Aviation Organization Mehrabad International Airport Tehran, Islamic Republic of Iran Fax: + 98 (21) 6025066	Table 3-1

<i>Identifying code</i>	<i>Variation</i>	<i>Relevant paragraphs</i>
IT — ITALY		
IT 1	<p>The transport by air of radioactive and fissile materials to/from/through Italian territory can be performed by authorized carriers only. Application for authorization can be made at the following address:</p> <p style="margin-left: 40px;">Ministero dell'Industria Direzione Generale Fonti di Energia Via Molise, 2 I-00187 — ROMA</p>	1;1.1 5;1.3 7;1
IT 2	<p>Prior approval of the shipment by the Italian Competent Authority (ENEA-DISP) is requested for:</p> <ul style="list-style-type: none"> — Type B (M) packages; — Fissile Class I, II or III packages; and — Type B (U) packages containing radioactive material with activity greater than $3 \times 1000 A_1$ or $3 \times 1000 A_2$ as appropriate or 1000 TBq (30000 Ci), whichever is the lower. <p>Beyond the approval, such shipments must be notified at least 48 hours in advance to ENEA/DISP. Application for approval and notification can be made at the following address:</p> <p style="margin-left: 40px;">ENEA/DISP Divisione Trasporti Via Vitaliano Brancati, 48 I-00144 — ROMA</p>	5;1.3.4.2
IT 4	Further utilization of an aircraft having undergone radioactive contamination must be certified by a qualified expert and registered on the efficiency technical book.	7;3.2
IT 5	<p>The transport of arms, ammunitions and explosives to/from/through Italian territory must previously be authorized by:</p> <p style="margin-left: 40px;">Ministero dei Trasporti Ente Nazionale per l'Aviazione Civile (ENAC) Via di Villa Ricotti 42 00161 — ROMA</p>	1;1 5;1.1 7;1
IT 7	<p>The transport of dangerous goods in portable tanks is subject to prior approval of the shipment by the Italian Competent Authority. Application for the approval, together with a safety analysis, must be made at the following address:</p> <p style="margin-left: 40px;">Ministero dei Trasporti Ente Nazionale per l'Aviazione Civile (ENAC) Via di Villa Ricotti 42 00161 — ROMA</p>	4;1 5;3
JP — JAPAN		
JP 2	Radiation level at 1 m from the external surface of the package must not exceed 0.1 mSv/h (10 mrem/h) even if the package is being transported as a full load.	2;7.8
JP 3	“Excepted radioactive material” must not contain pyrophoric or explosive radioactive material.	2;7.9
JP 8	All Type B(U) and Type B(M) packages, and packages containing 0.1 kg or more of uranium hexafluoride require both package design approvals and shipment approvals of the appropriate authorities of Japan.	5;1.3.3 6;7.5.4 6;7.8
JP 9	The labels shall be affixed to two opposite sides of the outside of the unit load device containing radioactive material.	5;3.2.7
JP 10	“Excepted radioactive material” must not be carried in the cabin or cockpit of an aircraft.	7;2.1
JP 11	Radioactive material (Class 7), except for “Excepted radioactive material” must not be stowed in the same cargo compartment together with packages containing Class 1, 2, 3 or 8 dangerous goods.	7;2.2

<i>Identifying code</i>	<i>Variation</i>	<i>Relevant paragraphs</i>
JP 12	Handling and loading of radioactive material must be made in such a manner that no person other than ground handling and loading staff can have access to the area.	7;2.9
JP 17	The radiation level of “Freight container” and “Overpack” containing radioactive material must not exceed 2 mSv/h at the external surface and 0.1 mSv/h at 1 m from the external surface.	4;9.1
JP 18	The following articles or substances must not be transported without prior approval of Japan: UN 0349; UN 0383; UN 0384; UN 0471; UN 0479;	Table 3-1
JP 20	The requirement set out in 4;1.1.13 must be applied also for combination packagings containing flammable liquids in inner packagings of 120 mL or less.	4;1.1.13
JP 21	“Poison” subsidiary risk labels must be applied for all the substances with a subsidiary risk of Division 6.1.	5;3.2.2 (Table 4-1)
JP 22	All the packages bearing the “Cargo aircraft only” label, except those containing radioactive material (Class 7), must be accessible in flight.	7;2.4.1
JP 23	Radioactive material of Class 7 in excepted packages with an associated risk of another class specified in 1;2.5.2.2 must be subject to the provisions of 2;7.9 and to the variations JP 3 and JP 9.	1;2.5.2
JP 24	Any substance bearing “Toxic (Poisonous)” label or “Toxic (Poisonous) Gas” label including subsidiary risk label must not be packed in the same outer packaging with foodstuffs, feed or other edible substances intended for consumption by humans or animals.	4;1
JP 25	Radioactive material means any material with a specific radioactivity greater than 74 Bq/g.	2;7.1 2;7.7.2.1
JP 26	Neither packages containing fissile material nor packages having greater radioactivity than the following values shall be transported by air within the territorial airspace of Japan: 1) for special form radioactive material — 3000 A ₁ or 100000 A ₂ , whichever is the lower; or 2) for all other radioactive material — 3000 A ₂ .	2;7.7.1.5 2;7.7.1.6 6;7.10
MY — MALAYSIA		
≠ MY 1	Operators wishing to carry all classes of dangerous goods from, over or to the territory of Malaysia must obtain prior written permission from the Director General, Department of Civil Aviation, Malaysia. Request for approval should be addressed to: The Director General Department of Civil Aviation, Malaysia Level B1, 1, 2 & 3, Block D5, Parcel D Federal Government Administrative Centre 62502 Putrajaya, Malaysia. AFTN: WMKKYAYT Tel: 03-88866000 Fax: 03-88891541	5;1.1
MY 2	The transport of radioactive material by air to or from Malaysia will be considered for approval by the Director General, Department of Civil Aviation, Malaysia, provided prior permit or approval from the Atomic Energy Licensing Board of Malaysia has been obtained. Application for a permit or approval from the Atomic Energy Licensing Board of Malaysia can be made at the following address: The Atomic Energy Licensing Board of Malaysia Prime Minister’s Department 12th and 13th Floors Plaza Pekeliling, No. 2 Jalan Tun Razak 50400 Kuala Lumpur, Malaysia	5;1.1

<i>Identifying code</i>	<i>Variation</i>	<i>Relevant paragraphs</i>
MY 3	Individual shippers wishing to transport arms, ammunition and explosives to or from Malaysian territory must first obtain a permit from the Inspector General of Police, Malaysia. Having obtained the permit from the Inspector General of Police, Malaysia, shippers then should forward their application to the Director General, Department of Civil Aviation, Malaysia for approval to carry arms, ammunition and explosives by air.	5;1.1
MY 4	If an in-flight emergency occurs within Malaysian airspace the pilot-in-command must inform the appropriate air traffic services unit, for the information of aerodrome authorities, of any dangerous goods on board the aircraft. The information must include the primary hazard, subsidiary risks for which labels are required and the quantity and location aboard the aircraft of the dangerous goods. If the situation permits, the information should also include the proper shipping name, class or division, and in the case of Class 1, the compatibility group.	7;4.3
MY 5	An operator who is involved in a dangerous goods incident in Malaysian territory must provide the Malaysian Authority with information required to minimize hazards created by any spillage, leakage of fluid or radiation, breakage, or other damage to dangerous goods.	7;4.6.2
MY 6	English must be used in addition to the language which may be requested by the State of Origin and each language must be given equal prominence.	5;2.5 5;4.1.13
NL — NETHERLANDS		
NL 1	Dangerous goods requiring approval under Special Provisions A1, A2 or A109 of these Instructions, may not be transported on a passenger aircraft or cargo aircraft (as appropriate) to, from or through the Netherlands without prior approval of the Ministry of Transport, Public Works and Water Management, irrespective of whether or not the Netherlands is the State of Origin. Application for all approvals should be made at least 10 days prior to the proposed flight date and must be submitted to: State Traffic Inspectorate Section Market Regulation Division Dangerous Goods and Counsel P.O. Box 10700 2501 HS The Hague The Netherlands Telephone: +31 70 3052444 Facsimile: +31 70 3052424	Table 3-1 3;3 Table 3-1
NL 2	Dangerous goods, as defined in these Instructions, are not permitted in airmail to, from or through the Netherlands. This prohibition includes the items which are mentioned in 1;2.3.2 a) and b).	1;2.3
NL 3	Packages containing radioactive material in quantities of more than 3000 A ₁ or 100000 A ₂ , whichever is the lower for special form material, or 3000 A ₂ for all other material, and, in addition, consignments with more than 15 g plutonium in any isotope or form, or 15 g uranium-233, or 15 g uranium enriched with the isotopes uranium-233 or uranium-235, or irradiated fissile material with an activity exceeding 1000 TBq, shall not be accepted for carriage to, from, through or over the Netherlands without written permission by the Ministry of Housing, Spatial Planning and the Environment. Consignments with more than 100 g unirradiated natural or depleted uranium or unirradiated natural thorium shall not be accepted for carriage to the Netherlands without written permission. Packages containing radioactive material including (non)fissile material shall not be accepted for carriage to the Netherlands or through the Netherlands without written permission if unloaded from the aircraft on Dutch territory.	 1;1.3 5;1.3 7;1.1
	Applications for permits or approvals should be addressed to: Ministry of Social Affairs and Employment Labour Inspectorate Central Office P.O. Box 90801 2509 LV The Hague The Netherlands Telephone: +31 70 333 5535 Facsimile: +31 70 333 4041	

Identifying code	Variation	Relevant paragraphs
NL 4	<p>Any substance, liquid or solid solutions and mixtures (such as preparations and wastes), which cannot be classified in the other classes and that meet the criteria for substances pollutant to the aquatic environment as described in the European Agreement concerning the international carriage of dangerous goods by road (ADR), are to be assigned as Class 9 — miscellaneous dangerous goods “Environmentally hazardous substance, liquid, n.o.s” or “Environmentally hazardous substance, solid, n.o.s”.</p> <p>This variation does only apply in case of connecting road transport to, through or from the Netherlands. This variation does not apply to transit and overflights.</p>	2;0
NL 5	<p>In the event of an aircraft accident, the operator of an aircraft carrying dangerous goods as cargo shall provide information, without delay to emergency personnel responding to the accident, about the dangerous goods on board as shown on the written information to the pilot-in-command.</p> <p>In the event of an aircraft incident, the operator of an aircraft carrying dangerous goods as cargo shall, upon request, provide information without delay to emergency personnel responding to the incident, about the dangerous goods on board as shown on the written information to the pilot-in-command.</p> <p>As a minimum, during the initial response phase after the accident or incident, the following information on dangerous goods as cargo needs to be provided:</p> <ul style="list-style-type: none"> — class/division; — UN number; — quantity; — location on the aircraft. <p>This information may be provided by a legible copy of the written or printed information to the pilot-in-command (Load Notification-to-Captain — NOTOC) or by any other means in writing.</p> <p>A copy of the information contained in it (hard copy or electronic copy) must be retained on the ground at a readily accessible location at the aerodrome of scheduled departure and arrival in the Netherlands until after the flight to which the written information refers.</p> <p>In addition to the languages which may be required by the State of the Operator, English shall be used for the written information to the pilot-in-command.</p> <p>Operators shall address these provisions in their operations manual and accident contingency plans.</p>	7;4.3 7;4.1 7;4.3 7;4.6
NL 6	<p>National legislation in the Netherlands specifies that an operator shall not carry dangerous goods without the prior permission of the Civil Aviation Authority in the Netherlands (CAA-NL) and that when such goods are carried, it must be in compliance with the Technical Instructions. This applies to operators carrying dangerous goods to and from the Netherlands (excluding overflight). Permission is provided by the issuance of a dangerous goods licence to the operator and it will only be provided if the operator is in the possession of staff who received training in accordance with the provisions in the Technical Instructions. Application for a dangerous goods licence shall be made at least six weeks before the date of the first flight on which dangerous goods are to be carried. An application form is available from:</p> <p>Civil Aviation Authority Netherlands Division Flight Operations P.O. Box 575 2130 AN Hoofddorp The Netherlands Telephone: +31 23 5663192 Facsimile: +31 23 5663014</p>	1;1.2
NZ — NEW ZEALAND		
NZ 1	The markings of packages and overpacks must be in English. If the State of Origin requires marking in a language other than English, both languages are to be given equal prominence.	5;2.5
NZ 2	All hazard labels must include text indicating the nature of the risk. This text must appear prominently in English in the lower half of the label.	5;3.2.11 5;3.4.1.1 f)

<i>Identifying code</i>	<i>Variation</i>	<i>Relevant paragraphs</i>
PK — PAKISTAN		
PK 1	The English language must be used for marking of packages and overpacks. However, if the language of the State of Origin is to be used, both these languages must be written side by side with prominent effect.	5;2.5
PK 2	A brief text indicating the nature of the risk involved must appear in English on all hazard labels.	5;3.2.11 5;3.4.1.1 f)
PK 3	While English must be used in addition to the language of the State of Origin for the dangerous goods transport document, the document itself is to conform to the IATA type Shipper's Declaration.	5;4.1
≠ RU — RUSSIAN FEDERATION		
RU 1	Radioactive material can only be classified as excepted radioactive material under 2;7.9 if the following additional requirements are met: <ul style="list-style-type: none"> a) the radiation level at any point on the external surface of the package does not exceed 3 µSv/h (0.3 mrem/h); and b) for closed products the radiation level at a distance of 100 mm does not exceed 1 µSv/h (0.1 mrem/h). 	2;7.9
RU 2	Fissile radioactive materials in any quantity shall not be accepted in the Russian Federation for carriage on aircraft, shall not be transported into Russia and shall not be transported through its territory without prior permission from: <p style="margin-left: 40px;">Russian Federal Supervisory Body for Nuclear and Radiation Safety (GOSATOMNADZOR) Ul. Taganskaya, 34 109147 Moscow Russia Telephone: 095-9 12-39-11 Facsimile: 095-278-89-90</p> <p>This variation covers fissile radioactive materials and articles thereof, containing uranium-233, uranium-235, plutonium and other isotopes of transuranic elements.</p>	
SA — SAUDI ARABIA		
SA 1	The transport of alcoholic beverages for delivery to any destination in Saudi Arabia is forbidden.	
SA 2	The shipper of any dangerous goods must provide a written undertaking to re-ship the consignment at the shipper's cost and risk if the shipment is not cleared and received by the consignee within 15 working days from the arrival of the consignment at any destination in Saudi Arabia.	
SA 3	The name, address and telephone number of the consignee must be written in full on the air waybill as well as on the package of dangerous goods being shipped to any destination in Saudi Arabia.	
SA 4	Prior permission is required from the concerned government departments for the importation of the following: <ul style="list-style-type: none"> a) explosives and munitions of war, which require further approval from: <p style="margin-left: 40px;">Presidency of Civil Aviation Air Transport Department P.O. Box 887 Jeddah 21421 Saudi Arabia</p> b) chemical products, except for perfumery products, cosmetics and dry ice; 	

Identifying code	Variation	Relevant paragraphs
	<p>c) radioactive material. The final destination of radioactive material must be Jeddah, Riyadh or Dammam only, except those for medical purposes, which may be imported to any point in Saudi Arabia.</p>	
SG — SINGAPORE		
SG 1	<p>Operators wishing to carry dangerous goods in aircraft to, from or via Singapore must obtain prior written approval from the Director-General of Civil Aviation. All applications are to be made on prescribed forms and addressed to:</p> <p style="margin-left: 40px;">Director-General of Civil Aviation Civil Aviation Authority of Singapore Singapore Changi Airport P.O. Box 1 SINGAPORE 9181</p>	7;1
UA — UKRAINE		
UA 1	<p>The exportation, importation and transit of all radioactive materials, without exceptions, are subject to the approval of the State Export Control Service of Ukraine and a decision from the Environmental Safety Ministry (State Nuclear Regulatory Administration of Ukraine). Any questions regarding this variation should be addressed to: State Export Committee of Ukraine, 19/21 Frunze Street, Kiev, 254080 UKRAINE, telephone/facsimile: 044-4624970 or State Nuclear Regulatory Administration of Ukraine, 9/11 Arsenaina Street, Kiev, 01011, UKRAINE, telephone: 044-2944224, facsimile: (044) 2948895.</p>	5;1.3 7;1.1
US — UNITED STATES		
≠ US 1	<p>Transport of dangerous goods by air must be in accordance with United States' Regulations (49 CFR 171-180) or these Technical Instructions as limited by 49 CFR 171.11. The requirements of 49 CFR Part 175 apply to all shipments offered for air transport to, from, or within the United States, including when the shipment is prepared in accordance with these Technical Instructions. Part 175 contains additional requirements applicable to operators which may be at variance with the requirements of these Technical Instructions. Whenever a variance occurs, the requirements of Part 175 prevail. The requirements of Part 175 include but are not limited to provisions applicable to notification, acceptance, reporting, exceptions for passengers and crew, documentation, loading, unloading and handling, and specific regulations applicable to certain classes of materials. All persons performing a function subject to the requirements of Part 175 must receive appropriate training in accordance with 49 CFR Part 172 Subpart H as required by 49 CFR 175.20.</p> <p>When the Technical Instructions are used for consignments of dangerous goods, failure to comply with the Technical Instructions and all relevant United States' variations is a violation of the United States' regulations.</p> <p>The appropriate national authority for the United States is:</p> <p style="margin-left: 40px;">Associate Administrator for Hazardous Materials Safety Research and Special Programs Administration U.S. Department of Transportation Washington, D.C. 20590-0001</p>	1;1.4
	<p>English must be used for all required package markings and for the dangerous goods transport document. Abbreviations may not be used unless they are specifically authorized by these Instructions or by Subpart D of 49 CFR 172.</p> <p>A copy of the transport document or an electronic image thereof, must be retained by the shipper for not less than 375 days after the dangerous goods are accepted by the initial operator. Each shipping paper copy must include the date of acceptance by the initial operator, except that the date on the air waybill or bill of lading may be used in place of the date of acceptance by the initial carrier. For a hazardous waste, the transport document must be retained for three years after the waste material is accepted by the initial operator.</p>	5;2.5 5;4.1.13

Identifying code	Variation	Relevant paragraphs															
	<p><i>Note.— The United States' Regulations, as well as interpretations regarding their use, are available via the internet at http://hazmat.dot.gov/rules.htm. Questions regarding the Regulations may be directed to the Office of Hazardous Materials Safety Information Center at (800) 467-4922, (202) 366-4488 or by e-mail at infocntr@rspa.dot.gov.</i></p>																
≠ US 2	<p>In addition to the dangerous goods included in the Dangerous Goods List (Table 3-1) with the word "Forbidden" shown in columns 2 and 3, any material forbidden for transport by the United States' Regulations is also forbidden for transport under any circumstances to, from or within the United States (see 49 CFR 173.21 and the Hazardous Materials Table in 49 CFR 172.101).</p> <p>Primary (non-rechargeable) lithium batteries and cells UN 3090, are forbidden for transportation aboard passenger-carrying aircraft. Equipment containing or packed with primary (non-rechargeable) lithium batteries and cells UN 3091, are forbidden from transport aboard passenger-carrying aircraft unless they meet the conditions of Special Provision A101 or A102 (see 49 CFR 172.102). Packages containing primary (nonrechargeable) lithium batteries and cells that meet the exceptions in 49 CFR 173.185 (b) or (c) or Special Provision A45 of the Technical Instructions and are forbidden for transport on passenger aircraft must be marked "PRIMARY LITHIUM BATTERIES - FORBIDDEN FOR TRANSPORT ABOARD PASSENGER AIRCRAFT".</p> <p><i>Note 1.— A list of materials forbidden from transport in 49 CFR 172.101 (e.g. spent oxygen generators) is available via the internet at http://hazmat.dot.gov/icaovar.htm.</i></p> <p><i>Note 2.— Dangerous goods that are forbidden on passenger aircraft by 49 CFR 172.101 (Column 9A) are also forbidden on passenger aircraft even when the ICAO TI permit such carriage. Dangerous goods that are forbidden on cargo aircraft by 49 CFR 172.101 (Column 9B) are also forbidden on cargo aircraft even when the ICAO TI permit such carriage.</i></p>	1;2.1 3;1															
≠ US 3	<p>For substances where this variation is identified in column 6 of Table 3-1 and A1 appears in column 7, the substance may not be transported to, from, or within the United States aboard a passenger aircraft without the prior approval of the appropriate authority of the U.S. For substances where this variation is identified in column 6 of Table 3-1 and A2 appears in column 7, the substance may not be transported to, from, or within the United States aboard a passenger or cargo aircraft without the prior approval of the appropriate authority of the U.S. (See US 1.) For substances where this variation is identified in column 6 of Table 3-1 and A109 appears in column 7, the substance may only be transported to, from or within the United States aboard a cargo aircraft with the prior approval of the appropriate authority of the U.S. Oxygen generators, chemical, transported under UN 3356 also require approval for transport by cargo aircraft. Personal breathing equipment (PBEs) that contain a chemical oxygen generator component are not authorized for transport aboard passenger aircraft.</p> <p>Oxygen generators, chemical, transported under UN 3356 also require approval for transport by cargo aircraft. Prototype lithium batteries and cells transported in accordance with Special Provision A88, and organic peroxides and self-reactive substances that are not identified by a technical name in 49 CFR 173.225(b) must also be approved prior to transport.</p>	2;5.3.2.5 3;1 (Table 3-1)															
US 4	<p>Substances subject to additional requirements for air transport to, from or within the United States are described below. The additional requirements in III also apply to U.S. carriers operating outside the U.S.</p> <p>I. <i>Hazardous substances.</i> When a substance, including its mixtures and solutions, listed in Appendix A to 49 CFR 172.101 is offered for transport in a package in which the net quantity of the substance equals or exceeds the reportable quantity (RQ) indicated for the substance in Appendix A, the substance, mixture or solution is considered a hazardous substance unless:</p> <ul style="list-style-type: none"> — it is a petroleum product that is a lubricant or fuel; or — it is in a concentration less than that shown in the following table based on the RQ specified for the material: <table style="margin-left: 40px; margin-top: 10px;"> <thead> <tr> <th style="text-align: center;">RQ Kilograms</th> <th colspan="2" style="text-align: center;">Concentration by weight</th> </tr> <tr> <td></td> <th style="text-align: center;">Per cent</th> <th style="text-align: center;">PPM</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">45.4</td> <td style="text-align: center;">0.2</td> <td style="text-align: center;">2 000</td> </tr> <tr> <td style="text-align: center;">4.54</td> <td style="text-align: center;">0.02</td> <td style="text-align: center;">200</td> </tr> <tr> <td style="text-align: center;">0.45</td> <td style="text-align: center;">0.002</td> <td style="text-align: center;">20</td> </tr> </tbody> </table>	RQ Kilograms	Concentration by weight			Per cent	PPM	45.4	0.2	2 000	4.54	0.02	200	0.45	0.002	20	
RQ Kilograms	Concentration by weight																
	Per cent	PPM															
45.4	0.2	2 000															
4.54	0.02	200															
0.45	0.002	20															

For mixtures of radionuclides, see Note 7 to Appendix A to 49 CFR 172.101.

<i>Identifying code</i>	<i>Variation</i>	<i>Relevant paragraphs</i>
	<p>Hazardous substances, except for those that are hazardous wastes as defined in Section II below, must comply with the following requirements:</p> <p>a) For a hazardous substance that is a dangerous good according to these Technical Instructions other than under the proper shipping names “ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.” or “ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.”:</p> <ol style="list-style-type: none"> 1) unless already included in the required shipping name, and except for radioactive materials in Class 7, the name of the hazardous substance shall be shown in parentheses, in association with the dangerous goods description on the transport document and in association with the proper shipping name on package marking; and 2) the letters “RQ” shall be entered on the transport document either before or after the basic description and in association with the proper shipping name required to be marked on the package. <p>b) For hazardous substances that do not meet any other definition of dangerous goods according to these Technical Instructions:</p> <ol style="list-style-type: none"> 1) the hazardous substance shall be shipped under the basic dangerous goods description “ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S., Class 9, UN 3082, IIP” or “ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S., Class 9, UN 3077, IIP”, as appropriate, and in accordance with the requirements of these Technical Instructions applying to the shipment of goods under this description; 2) the package must meet all applicable General Packing Requirements of Part 4, Chapter 1 of these Instructions that would apply to dangerous goods of Packing Group III; 3) the letters “RQ” shall be entered on the transport document either before or after the basic description and in association with the proper shipping name required to be marked on the package; and 4) the name of the hazardous substance shall be shown in parentheses, in association with the dangerous goods description on the transport document and in association with the proper shipping name on package marking. If the material contains more than two hazardous substances, only the two hazardous substances having the lowest reportable quantities must be identified. <p><i>Note.— The list of Hazardous Substances and the applicable RO as shown in Appendix A to 49 CFR 172.101 is available via the internet at http://hazmat.dot.gov/icaovar.htm.</i></p> <p>II. <i>Hazardous waste.</i> A hazardous waste is any material that is subject to the hazardous waste manifest requirements of the United States Environmental Protection Agency (EPA) specified in 40 CFR Part 262. The following requirements apply to the transport of hazardous wastes:</p> <p>a) For a hazardous waste that is a dangerous good according to these Technical Instructions other than under the proper shipping names “ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.” or “ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.”:</p> <ol style="list-style-type: none"> 1) the word “WASTE” must precede the proper shipping name in the transport document and package markings; and 2) the requirements of 49 CFR 172.205, with respect to the hazardous waste manifest apply. <p>b) For hazardous wastes that do not meet any other definition of dangerous goods according to these Technical Instructions:</p>	

Identifying code	Variation	Relevant paragraphs
	<ol style="list-style-type: none"> 1) the hazardous wastes shall be shipped under the basic dangerous goods description “WASTE ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S., Class 9, UN 3082, III” or “WASTE ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S., Class 9, UN 3077, III”, as appropriate, and in accordance with the requirements of these Technical Instructions applying to the shipment of goods under this description; 2) the package must meet all applicable General Packing Requirements of Part 4, Chapter 1 that would apply to dangerous goods of Packing Group III; 3) the requirements of 49 CFR 172.205 with respect to the hazardous waste manifest apply; and 4) for those hazardous wastes that meet the definition of a hazardous substance, the letters “RQ” and the name of the hazardous substance in parentheses shall be shown in association with the basic description on transport documents and package markings. <p><i>Note 1.— Hazardous wastes can only be transported within the United States by carriers who have obtained a Waste Transporter Identification Number from the Environmental Protection Agency (EPA).</i></p> <p><i>Note 2.— The assignment of substances described in I and II above to UN 3077 and UN 3082 is in accordance with special provision A97 of these Technical Instructions.</i></p> <p><i>Note 3.— The list of Hazardous Substances and the applicable RO as shown in Appendix A to 49 CFR 172.101 is available via the internet at http://hazmat.dot.gov/caovar.htm.</i></p>	
	<p>III. <i>Other materials.</i> Materials which are not subject to the requirements of these Technical Instructions but meet the definition of a hazard class in 49 CFR Parts 171-180, must be transported in accordance with those regulations. This includes but is not limited to liquids with a flash point (closed cup) greater than 60.5°C but less than 93°C (200°F) when transported in packagings with a capacity greater than 450 L. These materials are classified as Combustible Liquids (see 49 CFR 173.120).</p>	
≠ US 5	<p>An explosives article or substance may not be transported to, from or within the United States without prior approval by the appropriate authority of the U.S. (see US 1), Attention: Office of Hazardous Materials Special Permits and Approvals (PHH-30)). Such approval remains valid for subsequent transport of the article or substance provided there is no change in its composition, design or packaging. Except as otherwise provided in 49 CFR 172.320, each package containing an explosives article or substance must be marked with the EX-number assigned in the approval for each substance, article or device contained in the package. The EX-number may also be provided in association with the description of dangerous goods on the transport document rather than marked on the package as provided in 49 CFR 172.320(d). Cartridges, small arms of the kind listed in 49 CFR 173.56(h) do not require prior approval or an EX-number.</p>	2;1.3
≠ US 6	<p>Cylinders transported to, from or within the United States must be manufactured, inspected and tested in accordance with the applicable specifications given in 49 CFR 178, except that foreign cylinders received in the United States for charging may be transported for purposes of export from the United States in accordance with 49 CFR 173.301 (J). Portable tanks other than UN portable tanks manufactured outside the United States that meet the applicable requirements of the UN Model Regulations must be designed and approved in accordance with the requirements of 49 CFR 178.270 through 178.272</p> <p>Aerosol containers larger than 120 millilitres capacity (four fluid ounces) must be non-refillable metal receptacles. Aerosols must consist of a gas compressed, liquefied or dissolved under pressure, with the sole purpose of expelling a nonpoisonous (other than a Division 6.1 Packing Group III material) liquid, paste or powder and fitted with a self-closing release device allowing contents to be ejected by the gas.</p>	<p>Table 3-1</p> <p>2;2 PI 203, PI 204, PI Y204 (UN 1950)</p>

Identifying code	Variation	Relevant paragraphs
≠ US 7	<p><i>Lighters</i> or other similar devices containing flammable gas (e.g. lighters for fireplaces and torches) may not be transported to, from or within the United States, unless the design of the device has been examined and tested by a person authorized by the appropriate authority of the United States (see US 1). For design samples being submitted for examination and testing, see 49 CFR 173.308.</p> <p>Until 1 January 2012, an approval which was previously issued by the Bureau of Explosives (B of E) remains valid. Approval numbers issued by the B of E or a person authorized by the appropriate authority of the United States must be marked on each package and noted on each transport document.</p>	3;1
US 8	<p>The transport of a liquid with a vapour inhalation toxicity meeting the criteria of Division 6.1, Packing Group I or a gas meeting the criteria of Division 2.3 is forbidden on passenger aircraft to, from or within the United States.</p> <p>The transport of a liquid with a vapour inhalation toxicity meeting the criteria of Division 6.1, Packing Group I or a gas meeting the criteria of Division 2.3 on a cargo aircraft to, from or within the United States is subject to the following additional requirements:</p> <ol style="list-style-type: none"> a) <i>Description.</i> The description of the substance which appears on the dangerous goods transport document must include the words “Toxic-Inhalation Hazard” or “Poison-Inhalation Hazard” except the word “Toxic” or “Poison” need not be repeated if it otherwise appears in the description; and b) <i>Marking.</i> The package must be marked with the words “Inhalation Hazard” in association with required labels and any other markings required by these Instructions; c) <i>Labelling.</i> The package must bear the Poison Inhalation Hazard Label (see 49 CFR 172.429) or the Poison Gas Label (see 49 CFR 172.416) as appropriate; d) <i>Packaging.</i> Packaging must be in accordance with the requirements indicated for the liquid or gas in 49 CFR 172.101. <p><i>Note.— Many substances that are not listed specifically by name in Table 3-1 that are transported under an “n.o.s.” entry may meet the above inhalation toxicity criteria. Furthermore, some listed substances also meet these criteria even though the class, division or subsidiary risk assignments identified for that substance in columns 3 and 4 of Table 3-1 may not so indicate. A list of these substances is available from the appropriate authority of the U.S. (See US 1), Attention: Office of Hazardous Materials Special Permits and Approvals, Dockets, (PHH-30), telephone: (202) 366-5046, facsimile: (202) 366-3753.</i></p>	5;2 5;3 5;4 7;1.1
≠ US 10	<p>The following additional requirements or limitations apply to the transport of radioactive materials to, from or within the United States:</p> <ol style="list-style-type: none"> a) Radioactive material, other than that contained in excepted packagings, may not be offered for transport aboard passenger aircraft unless the radioactive material is intended for use in, or incident to, research or medical diagnosis or treatment. The transport document for the radioactive material, other than that contained in excepted packagings aboard a passenger aircraft, must contain a certification stating that the shipment contains radioactive material intended for use in, or incident to, research or medical diagnosis or treatment. b) No person may offer for transport aboard a passenger aircraft a package or an overpack with a transport index greater than 3.0. c) No person may offer or transport plutonium aboard an aircraft unless: <ol style="list-style-type: none"> 1) The plutonium is contained in a medical device designed for individual human application; 2) the specific activity of the material containing the plutonium is less than 1 Bq/g; 3) the plutonium is shipped in a single package containing no more than an A2 quantity of plutonium in any isotope or form and is shipped in accordance with applicable provisions of these Instructions for Class 7 radioactive material; or 4) the plutonium is specifically authorized for air shipment by the appropriate authority of the U.S. 	5;1.3 7;1.1

<i>Identifying code</i>	<i>Variation</i>	<i>Relevant paragraphs</i>
	<p>d) For a package containing radioactive material with an activity greater than:</p> <ol style="list-style-type: none"> 1) $3000 \times A_1$; 2) $3000 \times A_2$; or 3) 1000 TBq (27000 Ci), whichever is least, <p>the notation "highway route controlled quantity" must appear on the transport document.</p>	
	<p>e) Packages containing:</p> <ol style="list-style-type: none"> 1) $3000 \times A_1$; 2) $3000 \times A_2$; or 3) 1000 TBq (27000 Ci); whichever is least, <p>must bear the Radioactive material, Class 7, Category III — Yellow label.</p>	2;7.8.4
	<p>f) All type B(U), type B(M), Type H(U), Type H(M) and fissile package designs must be certified by the U.S. Department of Transportation. Individual packages with a criticality safety index exceeding 50, and shipments of packages with a total criticality safety index greater than 50 on passenger aircraft and 100 on cargo aircraft, may not be transported except under special arrangements approved by the U.S. Department of Transportation. Requests for package design certification and approvals should be directed to the appropriate authority of the U.S. (see US 1), Attention: Radioactive Materials Branch (PHH-23).</p>	6;7.7 6;7.8
	<p>g) Except for low specific activity material and surface contaminated objects, activity limits for Type A and Type B packages shall be limited in accordance with 49 CFR 173.431. 49 CFR 173.341 and the table of A_1 and A_2 values it references and 49 CFR 173.435 are available via the internet at http://hazmat.dot.gov/radionuclide.pdf.</p>	
US 11	A nonspillable wet electric storage battery may only be regarded as not subject to these Instructions if the battery and its outer packaging are plainly and durably marked "NONSPILLABLE" or "NONSPILLABLE BATTERY" and the battery meets the conditions for being regarded as not subject to these Instructions contained in Special Provision A67.	Table 3-2
US 12	On shipments to, from, within or transiting through the U.S., emergency response information as described below must be provided for all dangerous goods other than magnetized material, dangerous goods for which no Transport document is required, and Other Regulated Material as defined in 49 CFR 173.144.	5;4.1.3 7;4.4
	<p><i>Telephone number.</i> The Transport document required by these Instructions must include an emergency response telephone number (including area codes and for international numbers for locations outside the U.S., the international access code and country and city codes needed to complete the call from within the U.S.) for use in the event of an incident involving the dangerous good(s). The number must be monitored at all times while the hazardous material is in transportation, including storage incident to transportation, by a person who:</p> <ol style="list-style-type: none"> 1) is knowledgeable of the hazards and characteristics of the dangerous good(s) being transported; 2) has comprehensive emergency response and accident mitigation information for the dangerous good(s); or 3) has immediate access to a person who possesses such knowledge and information. <p>The telephone number must be entered on the Transport document and its purpose clearly identified (e.g., "EMERGENCY CONTACT: ***"), either:</p>	

Identifying code	Variation	Relevant paragraphs
	<ol style="list-style-type: none"> 1) immediately following the description of the dangerous good listed on the document, or 2) if only one number applies to each dangerous good listed on the Transport document, the information may be entered in a single prominent location, provided that the number is identified as the emergency response telephone number. <p>The telephone number of an agency or organization may be used. However, a person listing the telephone number of an agency or organization as the emergency response telephone number must ensure that the agency or organization has current information on the dangerous good(s).</p> <p>An emergency response telephone number is not required for materials properly described under the shipping names “Battery-powered equipment”, “Battery-powered vehicle”, “Carbon dioxide, solid”, “Consumer commodity”, “Dry ice”, “Engines, internal combustion (flammable gas powered)”, “Engines, internal combustion (flammable liquid powered)”, “Vehicle (flammable gas powered)”, “Vehicle (flammable liquid powered)”, “Castor beans, flakes, meal or pomace”. “Refrigerating machines” and materials transported under the limited quantity provisions.</p> <p><i>Emergency response information.</i> Emergency response information relative to the dangerous good being transported must be immediately available at all times the dangerous good is present. This information should be appropriate for use in emergency and accident response to an incident, including an incident occurring during ground operations. The information must include as a minimum:</p> <ol style="list-style-type: none"> 1) the description of the dangerous good in accordance with 5;4.1.2 of these Instructions; 2) immediate hazards to health; 3) risks of fire or explosion; 4) immediate precautions to be taken in the event of an accident or incident; 5) immediate methods for handling fires; 6) initial methods for handling spills or leaks in the absence of a fire; and 7) preliminary first aid measures. <p>The information must be printed in English, available away from the package containing the dangerous goods and immediately accessible in the event of an incident. Methods of compliance include, but are not limited to:</p> <ol style="list-style-type: none"> 1) including the information on the Transport document; 2) locating the information in a separate document such as a material safety data sheet which includes at least all of the information listed above; or 3) providing the information for use in conjunction with the Transport document (or aboard aircraft, in conjunction with the Information to Pilot-in-Command as required in 7;4.1 of these Instructions), in a separate document, such as the ICAO <i>Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods</i> (Doc 9481). 	
≠ US 13	Operators must comply with all requirements of 49 CFR, Part 175 (see US 1). These requirements include, but are not limited to, the following:	
	a) A package prepared in accordance with these Technical Instructions for transport to, from or within the United States must not be accepted unless the shipper has complied with all applicable United States variations indicated in these Technical Instructions.	7;1.1
	b) A copy of the transport document, or an electronic image thereof, must be retained by the initial operator for not less than 1 year after the dangerous goods are accepted by the initial operator. Each shipping paper copy must include the date of acceptance by the initial operator. The date on the shipping paper may be the date a shipper notifies the air carrier that a shipment is ready for transportation, as indicated on the airway bill or bill of lading, as an alternative to the date the shipment is picked up or accepted by the carrier. For a hazardous waste, the transport document copy must be retained for three years after the waste material is accepted by the initial operator.	7;1

Identifying code	Variation	Relevant paragraphs
	<p>c) The notification to pilot-in-command must list, and provide the required information for, those additional materials considered to be dangerous goods under United States' regulations as indicated through United States variations.</p> <p>d) Except for "Other Regulated Materials" as defined in 49 CFR 173.144, substances of Class 9, radioactive material, aircraft batteries transported as items of replacement, and those articles and substances considered to be dangerous goods under these Technical Instructions but which are not subject to 49 CFR Parts 170-180, no more than 25 kg net weight of dangerous goods, and in addition thereto, 75 kg net weight of non-flammable gas, that are permitted to be carried aboard a passenger aircraft may be carried aboard an aircraft:</p> <ol style="list-style-type: none"> 1) in an inaccessible cargo compartment; 2) in any freight container within an accessible cargo compartment; or 3) in any accessible cargo compartment of a cargo aircraft if the dangerous goods are loaded so as to be inaccessible unless in a freight container. <p>For transport by cargo aircraft, the following additional substances are also excepted from this variation:</p> <ol style="list-style-type: none"> 1) Division 6.1 (poisonous) materials (except those labelled FLAMMABLE); 2) Materials in Division 6.2 (etiologic or infectious substances); 3) Class 3 (flammable liquid) materials with a flashpoint above 23°C (73°F) that do not meet the definition of another hazardous class. <p>e) Operators must comply with the incident reporting requirements of 49 CFR 171.15, 171.16 and discrepancy reporting under 175.31.</p> <p><i>Note.— Copies of the incident reporting form and guidance for completing it may be downloaded at http://hazmat.dot.gov/spills.htm. Information regarding these requirements can be viewed at http://hazmat.dot.gov/68fr-67745.pdf.</i></p>	7;4.1.1
US 15	<p>Except as provided for cylinders of compressed oxygen, no person may load or transport to, from or within the United States a package containing a dangerous good requiring an OXIDIZER label in an inaccessible cargo compartment that is not equipped with a fire or smoke detection system and a fire suppression system.</p> <p>Cylinders of compressed oxygen must be transported in accordance with the following:</p> <ol style="list-style-type: none"> a) No more than a combined total of six cylinders of compressed oxygen per aircraft may be stowed in cargo compartments not equipped with a fire or smoke detection system and a fire suppression system; b) Except for oxygen cylinders allowed to be transported in the passenger compartment under the conditions given below, oxygen cylinders transported on passenger aircraft or in an inaccessible cargo location on a cargo aircraft must be stowed horizontally as close as practicable to the floor of the cargo compartment or unit load device; c) When transported in a Category B compartment or its equivalent (i.e. an accessible compartment equipped with a fire or smoke detection system), cylinders of compressed oxygen must be loaded in a manner that a crew member can see, handle and, when size and weight permit, separate the cylinders from other cargo during flight. No more than six cylinders of compressed oxygen and, in addition, one cylinder of medical-use compressed oxygen per passenger needing oxygen at destination — with a rated capacity of 850 L (30 cubic feet) or less of oxygen — may be carried in a Class B aircraft cargo compartment or its equivalent; and d) Each cylinder must conform to the requirements identified in US Variation 6 and when loaded into a passenger-carrying aircraft or in an inaccessible cargo location of a cargo-only aircraft, must be placed in an overpack conforming to the performance criteria of Air Transport Association (ATA) Specification 300 for Category I shipping containers. 	Table 3-1 PI 200 7;2 7;4.1

<i>Identifying code</i>	<i>Variation</i>	<i>Relevant paragraphs</i>
	<p>A cylinder containing medical-use compressed oxygen, owned or leased by an aircraft operator or offered for transportation by a passenger needing it for personal medical use at destination, may be carried in the cabin of a passenger aircraft in accordance with the following provisions:</p> <ol style="list-style-type: none"> a) No more than six cylinders belonging to the aircraft operator and, in addition, no more than one cylinder per passenger needing the oxygen at destination, may be transported in the cabin of the aircraft; b) The rated capacity of each cylinder may not exceed 850 L (30 cubic feet); c) Each cylinder must conform to the requirements identified in US Variation 6 and must be overpacked. The overpack must conform to the performance criteria of Air Transport Association (ATA) Specification 300 for Category I; and d) Oxygen cylinders transported under these provisions must be included in the information provided to the pilot-in-command in accordance with 7;4.1 of these Instructions. 	
+ US 16	<p>Air bag inflators, air bag modules and seat-belt pretensioners may not be transported to, from or within the United States without prior approval by the appropriate authority of the United States (see US 1), Attention: Office of Hazardous Materials Special Permits and Approvals (PHH-30). Such approval remains valid for subsequent transport provided there is no change in its composition, design or packaging. Air bag inflators, modules and pretensioners that meet the criteria for a Division 1.4G explosive must be transported using the description "Articles, pyrotechnic for technical purposes", UN 0431. The dangerous goods transport document (shipping papers) must contain the EX number or product code for each approved inflator, module or pretensioner in association with the basic description required in 5;4.1.4. If product codes are used, they must be traceable to the specific EX number assigned to the inflator, module or pretensioner, as applicable, by the appropriate authority of the United States. The EX number or product code is not required to be marked on the outer package.</p>	
+ US 17	<p>Shippers and operators must comply with the security requirements as prescribed in part 172, Subpart I, as applicable.</p>	
	VC — SRI LANKA	
VC 1	No aircraft operator shall transport dangerous goods by air to, from or over Sri Lanka without explicit approval in writing from the Director General of Civil Aviation, Sri Lanka.	1;1.2
VC 2	Permission is usually granted for a specified period of time, subject to strict compliance with the ICAO Technical Instructions and any other conditions which the Director General of Civil Aviation deems necessary.	1;1.2
VC 3	Application for permission shall be made to the Director General of Civil Aviation, Department of Civil Aviation, 64, Galle Road, Colombo-03, Sri Lanka, Facsimile: 94-1-440231 or 94-1-424540, at least ten days before the date of the first flight on which dangerous goods are to be carried.	1;1.2
VC 4	Infectious substances, including diagnostic specimens and biological products, are not permitted in international mail either to or from Sri Lanka.	1;2.4
VC 5	English language shall be used for marking packages and overpacks.	5;4.1
VC 6	A brief text in the English language indicating the nature of the risk involved shall appear on all hazard labels.	5;3
VC 7	On shipments to, from or transiting through Sri Lanka, a 24-hour emergency response telephone number of a person who has all the information on the contents in the package (including access, country and city codes) must be provided on the Shipper's Declaration form.	5;4.1.3
	VU — VANUATU	

<i>Identifying code</i>	<i>Variation</i>	<i>Relevant paragraphs</i>
VU 1	The marking of packages and overpacks and the Dangerous Goods Transport Document accompanying dangerous goods consignments must be in English or French. If the State of Origin requires another language each shall be given equal prominence.	5;2.5 5;4.1.13
VU 2	Infectious substances are prohibited from entry to Vanuatu without prior approval from the Vanuatu Government Department of Health. Requests for approval should be addressed to: Director of Health, P.O. Box 102, Port-Vila, Vanuatu.	5;1.2
VU 3	If an in-flight emergency occurs within Vanuatu airspace the pilot-in-command must inform the appropriate air traffic services unit, for the information of aerodrome authorities, of any dangerous goods on board the aircraft. The information must include the primary hazard, subsidiary risks for which labels are required and the quantity and location aboard the aircraft of the dangerous goods. If the situation permits, the information should also include the proper shipping name, class or division and, in the case of Class 1, the compatibility group.	7;4.3
VU 4	An operator who is involved in a dangerous goods incident in Vanuatu Territory must provide the authorities with information required to minimize hazards created by any spillage, leakage of fluid or other damage to dangerous goods.	7;4.6.2
VU 5	All hazards labels, including those identifying a subsidiary risk, must include text indicating the nature of the risk. The text must appear prominently in English or French in the lower half of the label as described in 5;3.4.1.1.	5;3.4.1.1
ZA — SOUTH AFRICA		
≠ ZA 1	<p>Applications for approval to transport dangerous goods under Special Provision A1, A2 and A109 and exemption applications must be directed to:</p> <p style="padding-left: 40px;">The Commissioner for Civil Aviation South Africa Civil Aviation Authority Private Bag X08 Waterkloof 0145 Republic of South Africa</p> <p>Individual shippers must obtain a permit for the carriage by air of the following commodities in respect of each consignment before it is tendered for carriage to/from or through the airspace:</p> <p>Explosives: Class 1</p> <p style="padding-left: 40px;">Chief Inspector of Explosives Private Bag X624 Pretoria 0001 Republic of South Africa</p> <p>For military armaments and ammunition of war:</p> <p style="padding-left: 40px;">The Commissioner for Civil Aviation South African Civil Aviation Authority Private Bag X08 Waterkloof 0145 Republic of South Africa</p> <p>(See Note below.)</p> <p><i>Note.— Where armaments and/or ammunition are regarded as munitions of war or if they are to be used for military purposes, the approval of the Commissioner for Civil Aviation is required in terms of Section 15A of the Aviation Act No. 74 of 1962.</i></p>	3;1 (Table 3-1) 3;3
≠ ZA 2	Transport of dangerous goods by air must be in accordance with the current edition of the ICAO <i>Technical Instructions for the Safe Transport of Dangerous Goods by Air</i> , (Doc 9284-AN/905). Failure to comply with the Technical Instructions and all relevant South African variations is a violation of the South African Civil Aviation Regulations, 1997 as amended.	
>		

<i>Identifying code</i>	<i>Variation</i>	<i>Relevant paragraphs</i>
≠ ZA 3	<p>On shipments to, from or transiting through South Africa, the Shipper's Declaration required by the Technical Instructions, must include a 24-hour emergency response telephone number (including applicable area and international codes) for use in the event of an incident involving the dangerous goods.</p> <p>The number must be monitored at all times by a person who:</p> <ol style="list-style-type: none">1) is knowledgeable of the hazards and characteristics of the dangerous goods being transported; or2) has immediate access to a person who possesses such knowledge and information.	5;4.1
≠ ZA 4	Radioactive material and infectious substances (including diagnostic specimens and biological products), are not permitted in airmail either to, from or through South Africa.	

**STATE VARIATIONS FROM THE TECHNICAL INSTRUCTIONS
FOR THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR**

To: Secretary, Dangerous Goods Panel
International Civil Aviation Organization
999 University Street
Montreal, Quebec
CANADA H3C 5H7

E-MAIL: krooney@icao.int

_____ (State) wishes the following variation(s) to be included in the Addendum to the 2005–2006 Edition of the Technical Instructions:

Variation

Relevant paragraphs

_____ Signature

_____ Title

(To be returned to reach ICAO not later than 15 April 2005)

A3