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**Committee of Experts on the Transport of Dangerous Goods
and on the Globally Harmonized System of Classification
and Labelling of Chemicals****Sub-Committee of Experts on the Transport of Dangerous Goods****Thirty-seventh session**

Geneva, 21–30 June 2010

Item 5 of the provisional agenda

**Miscellaneous proposals of amendments to the
Model Regulations on the Transport of Dangerous Goods****Special Provision 297 related to carbon dioxide, solid
(dry ice)****Transmitted by the International Air Transport Association (IATA)¹****Background**

1. At the thirty-fourth session of the Sub-Committee the representative from IATA presented document ST/SG/AC.10/C.3/2008/104 that proposed some changes with respect to the provisions applicable to UN 1845, carbon dioxide, solid (dry ice). Parts of the amendments proposed in the paper were adopted and have been reflected in the sixteenth revised edition of the Model Regulations.
2. The document also included a proposal to revise Special Provision 297 to expand the current exception from the documentation requirements for dry ice. At the present time the third paragraph of SP 297 except dry ice from the documentation requirements, but only if the substance being refrigerated is used for diagnostic or treatment purposes, e.g. frozen medical specimens.
3. While dry ice is certainly widely used as a refrigerant for frozen medical specimens, it is much more widely used as a refrigerant for other perishable materials such as drugs and other pharmaceuticals, frozen foodstuffs, etc. It is questioned therefore why these commodities are not included in the documentation exception as the end use of a commodity should have no bearing on any special conditions applied.

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

4. The ICAO Technical Instructions has had a long-standing exception from the documentation requirements for dry ice when used as a refrigerant for non-dangerous goods, provided that the consignor provides certain information to the airline to allow the airline to apply the appropriate loading considerations and to alert loading personnel of the presence of dry ice so that asphyxiation hazards are controlled.

5. It is therefore proposed to revised SP 297 to revise the applicability of the exception from the dangerous goods transport document for dry ice to include all non-dangerous goods.

Proposal

Revise the third paragraph of Special Provision 297 to read as follows:

"297 For air transport, arrangements between consignor and operator(s) shall be made for each consignment, to ensure that ventilation safety procedures are followed.

Transport units containing solid carbon dioxide, when transported on board ocean vessels, shall be conspicuously marked on two sides "WARNING CO2 SOLID (DRY ICE)". Other packagings containing solid carbon dioxide, when transported on board ocean vessels, shall be marked "CARBON DIOXIDE, SOLID-DO NOT STOW BELOW DECK".

Carbon dioxide, solid (dry ice) is excepted from the shipping paper marking requirements of section 5.2.1 and documentation requirements of Chapter 5.4 when the dry ice is used as a refrigerant for other than dangerous goods, if provided that:

(a) The consignor provides alternative written documentation describing the contents. Where an agreement exists with the carrier, the consignor may provide the information by EDP or EDI techniques. The information required is as follows and should be shown in the following order:

1. UN 1845;
2. "carbon dioxide, solid" or "dry ice";
3. the number of packages and the net quantity of dry ice in each package.

(b) The package(s) is marked "UN 1845", "Carbon dioxide, solid" or "Dry ice" and with the net mass of dry ice in each package and is marked with an indication that the substance being refrigerated is used for diagnostic or treatment purposes (e.g., frozen medical specimens)."
