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Transportation of dangerous goods training, assessment and competency

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Transportation of dangerous goods training, assessment and competency

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Introduction

This is the first edition of CAN/CGSB-192.3 Transportation of dangerous goods training, assessment and competency.

This standard is intended for incorporation by reference into the *Transportation of Dangerous Goods Regulations* (TDG Regulations), specifically Part 6 that pertains to training. Where there are differences between the requirements of the TDG Regulations and this standard, the TDG Regulations prevail, unless specified otherwise, to the extent of the difference.

This standard requires that all persons who handle, offer for transport or transport dangerous goods be provided with general awareness training and be assessed. The purpose of general awareness training is to ensure that there is a baseline level of knowledge amongst persons who handle, offer for transport or transport dangerous goods. General awareness training covers the same topics regardless of the industry, the classes of dangerous goods, the mode of transport and the tasks performed. In addition, all persons who handle, offer for transport or transport dangerous goods must receive function specific training based on the person's task(s) and be assessed.

Given the complexity of the dangerous goods supply chain, it is not possible for the standard to cover all aspects relating to the handling, offering for transport or transport dangerous goods.

This standard establishes:

- Employer responsibilities;
- Persons' competencies;
- General awareness training and assessment;
- Function specific training and assessment;
- Supplementary training and assessment requirements;
- Recurrent training and assessment; and
- Records.

The CGSB Committee on Transportation of Dangerous Goods Competency is comprised of members from industry, training organizations and government having responsibility to ensure that persons who handle, offer for transport or transport dangerous goods are competent. The Committee considers this standard, developed by consensus, to be practical, current with respect to industry practices, useful and acceptable to all interested parties.

Transportation of dangerous goods training, assessment and competency

1 Scope

This National Standard of Canada sets out the requirements for training, assessment and competency of persons who handle, offer for transport or transport dangerous goods by road, rail, marine and air in Canada.

Competency to perform tasks pertaining to the TDG is developed through the acquisition of knowledge, skill, and ability. This standard recognizes that operations vary from organization to organization within and across industries based on tasks and modes of transport, but is widely applicable as it:

- identifies and describes function-specific tasks across all modes of transport; and
- provides a benchmark to employers for training and the determination of competence that suits their operations and workforce requirements.

Units of measure – Quantities and dimensions in this standard are given in SI units.

2 Normative references

The following normative documents contain provisions that, through references in this text, constitute provisions of this National Standard of Canada. The referenced documents may be obtained from the sources noted below.

NOTE The addresses and websites provided below were valid at the date of publication of this standard.

An undated reference is to the latest edition or revision of the reference or document in question, unless otherwise specified by the authority applying this standard. A dated reference is to the specified revision or edition of the reference or document in question.

2.1 International Civil Aviation Organization (ICAO)

Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284)

2.1.1 Source

The above may be obtained from the International Civil Aviation Organization (ICAO), 999 Robert-Bourassa Boulevard, Montréal (Québec) Canada H3C 5H7. Telephone: 514-954-8219. Fax: 514-954-6077. E-mail: icaohq@icao.int. Customer Service: sales@icao.int. Web site: https://www.icao.int/.

2.2 Transport Canada

Transportation of Dangerous Goods Act, 1992 (including amendments)

Transportation of Dangerous Goods Regulations (including amendments)

2.2.1 Source

The above may be obtained from the Government of Canada Justice Laws website.

- TDG Act: https://lois-laws.justice.gc.ca/eng/acts/T-19.01/
- TDG Regulations: https://laws-lois.justice.gc.ca/eng/regulations/SOR-2001-286/index.html.

2.3 Canadian Nuclear Safety Commission

Packaging and Transport of Nuclear Substances Regulations 2015

2.3.2 Source

The above may be obtained from the Government of Canada Justice Laws website at https://laws-lois.justice.gc.ca/eng/regulations/sor-2015-145/index.html.

3 Terms and definitions

For the purposes of this National Standard of Canada, the following terms and definitions apply. Where there is a conflict between a term or definition in this standard and that of the TDG Regulations, the term or definition in the TDG Regulations shall prevail. These definitions apply in the context of persons engaged in roles involving the performance of dangerous goods tasks.

3.1
assess
evaluate a person's knowledge, skill and ability required to perform a task.

3.2
assessment
evaluation of a person's knowledge, skill and ability required to perform a task.

3.3
competency
a singular element or combination of knowledge, skill, and ability required to perform a task.

3.4
competent
having the knowledge, skill and ability required to perform a task.

3.5
training
process of developing or maintaining a person's knowledge, skill and ability to perform a task.

4 Acronyms and abbreviated terms

For the purposes of this National Standard of Canada, the following abbreviations and acronyms apply.

EC – Equivalency Certificate

ERAP – Emergency Response Assistance Plan

ICAO TI – International Civil Aviation Organization Technical Instructions for the Safe Transport of Dangerous Goods by Air

MOC – Means of Containment

NOTOC – Notice to Captain

PTNSR 2015 – Packaging and Transport of Nuclear Substances Regulations, 2015

SI Units – The International System of Units

TDG – Transportation of Dangerous Goods

TDGR – Transportation of Dangerous Goods Regulations

ULD – Unit Load Device

5 General requirements

5.1 General

Employers shall ensure that:

a) task descriptions and performance criteria are developed and maintained for the assessment of competencies (see 6.2);

b) persons who handle, offer for transport or transport dangerous goods are competent, or are in the presence and under the direct supervision of a competent person;

c) each person is trained, and assessed in accordance with this Standard;

d) each person performs their tasks according to their assigned task descriptions, performance criteria and the training provided to them;

e) when subcontracting dangerous goods tasks, a procedure or agreement is in place to ensure that the contractor has provided training and assessment to their employee in accordance with this standard and that this is communicated to the contractee.

NOTE Task descriptions and performance criteria can be contained in job descriptions, job safety analysis, hazard assessment and safe work procedures.

5.2 General Awareness training and assessment requirements

Employers shall ensure that persons who handle, offer for transport or transport dangerous goods are:

a) Provided with general awareness training; and

b) Assessed to demonstrate understanding following general awareness training.

5.3 Function specific training and assessment requirements

Employers shall ensure that persons who handle, offer for transport or transport dangerous goods are:

a) Provided with function specific training that corresponds with their assigned task(s); and

b) Assessed to confirm competency following function specific training (see Annex A).

5.4 Supplementary training and assessment requirements

Employers shall ensure that supplementary training and assessments are conducted as required and in response to:

a) Applicable regulatory changes; or

b) Changes in tasks.

5.5 Recurrent training and assessment

5.5.1 In accordance with Section 6.1, employers shall ensure that persons who handle, offer for transport or transport dangerous goods be reassessed and, if necessary, retrained on general awareness within:

a) 24 months of the previous assessment for transport by aircraft; and

b) 36 months of the previous assessment for transport by road vehicle, railway vehicle or vessel.

5.5.2 In accordance with Section 6.2, employers shall ensure that persons who handle, offer for transport or transport dangerous goods be reassessed and, if necessary, retrained on function specific tasks and be deemed competent within:

a) 24 months of the previous assessment for transport by aircraft; and

b) 36 months of the previous assessment for transport by road vehicle, railway vehicle or vessel.

5.6 Records

Employers shall maintain records. These records shall include:

a) the person's name;

b) the task descriptions and performance criteria for the person;

c) a description, copy or the location of the training material used for training;

d) the date(s) of the assessment and training;

e) a description of, copy or reference to the assessment;

f) the name of the person(s) or organization providing the training and assessment; and

g) the outcome of the assessment.

6 Detailed requirements

6.1 General awareness training and assessment

6.1.1 Employers shall ensure that:

a) persons receive general awareness training which aligns with the following learning topics as per Annex B:

- overview of TDG Act and Regulations, including roles and responsibilities;
- classification and identification of dangerous goods;
- MOC and certification safety marks;
- dangerous goods safety marks;
- documentation;
- emergency response and reporting;
- special cases, special provisions and equivalency certificates;

b) trainers or organizations providing the training and assessment have the knowledge, skills, and abilities in the topics they deliver; and

c) the person's identity has been confirmed, prior to or at the time of the training.

6.1.2 Employers shall ensure that the general awareness assessment:

a) includes no less than twenty five questions that demonstrate understanding of the learning topics in Annex B, with no less than one question for each of the topics listed;

b) has a pass rate of 80 %;

c) allows up to three attempts. If unsuccessful, the person shall be provided further general awareness training and reassessment.

d) Is completed by the person whose identity has been confirmed, prior to or at the time of the assessment.

Note In some circumstances, alternative assessment methods may be necessary.

6.2 Function specific training and assessment

The TDGR apply to the handling, offering for transport and transport of dangerous goods. These functions have been further broken down into tasks in Annexes C and D. Function specific training shall be directly related to the tasks performed by the person.

6.2.1 Function specific training

Employers shall ensure that:

a) the content of the training is current and relevant;

b) trainers have the knowledge, skills, and abilities in the subjects they deliver; and

c) the task lists in 6.2.1.1 and 6.2.1.2 are used to determine the pertinent training related to a person's task.

6.2.1.1 Task list for road, rail and marine

a) Employers shall ensure that every person who classifies dangerous goods is trained to:

   1) evaluate substances or articles against classification criteria:

      i) identify if it is dangerous goods;

      ii) apply special provision(s);

      iii) identify if it is forbidden for transport under any circumstances.

b) Employers shall ensure that every person who determines shipping requirements is trained to:

   1) identify packing options:

      i) consider special cases (exemptions);

      ii) apply special provision(s);

      iii) determine quantity limitations per MOC on a passenger means of transport;

      iv) consider international border and carrier variations;

2) identify if ERAP is required.

i) consider ERAP requirement

c) Employers shall ensure that every person who prepares a dangerous goods consignment is trained to:

1) document:

i) prepare and review dangerous goods shipping document;

2) apply MOC requirements:

i) select MOC;

3) use dangerous goods safety marks:

i) identify and apply safety marks;

4) use of overpacks;

5) load large MOC (i.e. freight container, consolidation bin or ULD:

i) identify securement requirements and apply loading and securement requirements;

ii) identify segregation, separation and vehicle/compartment limitations.

d) Employers shall ensure that every person who transports dangerous goods is trained to:

1) load MOC:

i) verify or apply safety marks, as applicable;

ii) load and secure dangerous goods in/on MOC;

2) manage dangerous goods during transport:

i) manage shipping document(s);

ii) ensure that safety marks remain on MOC;

3) unload dangerous goods:

i) apply specific unloading considerations, as applicable;

ii) remove, replace or cover safety marks from the MOC, as applicable.

e) Employers shall ensure that every person who responds to an incident is trained to:

1) respond to release or anticipated release:

i) take reasonable emergency measures;

ii) report release or anticipated release;

iii) implement ERAP, if applicable;

2) respond to loss or theft:

i) report loss or theft;

3) respond to unlawful interference:

i) report unlawful interference.

6.2.1.2 Task list for air

a) Employers shall ensure that every person who classifies dangerous goods is trained to:

1) evaluate substances or articles against classification criteria,:

i) identify if it is dangerous goods;

ii) apply special provision(s);

iii) identify if it is forbidden for transport under any circumstances.

b) Employers shall ensure that every person who determines shipping requirements is trained to:

1) identify packing options:

i) consider exemptions – limited quantities;

ii) consider exemptions – de minimis and excepted quantities;

iii) consider special cases (exemptions);

iv) consider special provision(s);

v) consider quantity limitations per package;

vi) consider State and operator variations;

2) identify if ERAP is required:

i) consider ERAP requirement;

c) Employers shall ensure that every person who prepares a dangerous goods consignment is trained to:

1) document:

i) prepare dangerous goods transport document and other transport documents;

2) apply MOC requirements:

i) select MOC;

3) use of dangerous goods safety marks:

i) identify and apply safety marks;

4) use of overpacks:

i) prepare an overpack;

d) Employers shall ensure that every person who processes and accepts dangerous goods is trained to:

1) review documentation;

2) review packages:

i) verify safety marks;

ii) verify package type and condition;

iii) consider State and operator variations;

3) complete acceptance procedures.

e) Employers shall ensure that every person who manages dangerous goods – load planning is trained to:

1) load planning:

i) identify segregation, separation and aircraft/compartment limitations;

2) prepare ULD:

i) apply stowage requirements (e.g. segregation, separation, orientation, securing and protecting from damage);

ii) complete and apply ULD tags when applicable;

3) load aircraft:

i) apply stowage requirements (e.g. segregation, separation, orientation, securing and protecting from damage);

4) issue NOTOC:

i) prepare NOTOC;

ii) provide NOTOC to loading personnel, pilot-in-command and flight operations officer/flight dispatcher.

f) Employers shall ensure that every person who transports dangerous goods is trained to:

1) manage dangerous goods pre- and during flight:

i) interpret NOTOC;

ii) apply procedures in the event of an emergency;

2) unload aircraft:

i) apply specific unloading considerations.

g) Employers shall ensure that every person who responds to an incident is trained to:

1) respond to dangerous goods accident or dangerous goods incident:

i) take reasonable emergency measures;

ii) report dangerous goods accident or dangerous goods incident;

iii) implement ERAP, if applicable

2) respond to undeclared or misdeclared dangerous goods:

i) report undeclared or misdeclared dangerous goods;

3) respond to dangerous goods occurrence

i) report dangerous goods occurrence;

4) respond to loss or theft

i) report loss or theft;

5) respond to unlawful interference

i) report unlawful interference.

6.2.2 Function specific assessment

6.2.2.1 Employers shall assess the person's competency by:

a) using valid and reliable methods (see examples in Annex A);

b) establishing assessment criteria to determine competence, including situations where the person is assessed by third-party training providers; and

c) verifying that the person can perform assigned tasks competently.

6.2.2.2 Employers shall assess a person's performance and knowledge in accordance with Annex C or D, as appropriate. This assessment shall be done according to that person's assigned task(s).

6.2.2.3 Employers shall ensure that assessors have the knowledge, skills and abilities in the tasks they assess.

NOTE 1 See Annex C, Table C.1 for more detailed information regarding the road, rail and marine modes.

NOTE 2 See Annex D, Table D.1 for more detailed information regarding the air mode.

Annex A
(informative)

Types of assessment methods

Employers may select one or more of the following assessment methods when assessing the competence of persons. This list is not exhaustive.

A.1 Written Examination: is an objective method used to assess knowledge. It should verify that persons have the knowledge to think through solutions rather than simply recalling information from memory. It is also used for competency aspects that are difficult or impossible to assess on a typical worksite or do through observation. For example, how a person shall respond to an emergency situation or respond to a non-compliance situation.

A.2 Structured Interview: is a subjective method used to assess knowledge and performance. It may be used in a manner to remove subjectivity by having multiple interviewers, structured interview content and response grading.

A.3 Demonstration: is the visual monitoring of persons as they complete tasks in the workplace environment. This assessment method can be objective when used in a structured way to assess performance.

A.4 Simulation: is the visual monitoring of persons as they complete tasks in a fabricated environment. This assessment method can be objective when used in a structured way to assess performance.

A.5 Collection of Evidence: is used to assess knowledge and performance by reviewing key performance indicators, observable work product or project outcomes. In this context, the assessor does not see the performance of the task itself but assesses competency based on the outcome of a person’s efforts.

Annex B
(normative)

General awareness training and outcomes

The following table identifies the learning topics and the learning outcomes that are part of the General awareness training and assessment

Table B.1 – Learning topics and outcomes

Learning Topics	Learning Outcomes					
A. Overview of TDG Act and Regulations, including roles and responsibilities	Explain the role of TDG Act and Regulations in protecting public safety.	Identify the four regulated modes of transportation for dangerous goods.	Describe the responsibilities of persons who handle, offer for transport or transport dangerous goods.			
B. Classification and identification of dangerous goods	Identify the nine classes of dangerous goods.	Provide examples of dangerous goods.	Explain the meaning and use of the three packing groups.	Explain the relevance of the UN number and shipping name.	Identify the purpose of Schedules 1 and 3 of the TDGR.	
C. MOC and Certification safety marks	Define small MOC and large MOC.	Describe when a standardized MOC is required.				
D. Dangerous goods safety marks	Identify the safety marks for the nine classes of dangerous goods.	Identify the required safety marks on MOC.	Recognize the different types of dangerous goods safety marks.	Identify the required dangerous goods safety marks on a MOC.		
E. Documentation	Identify basic consignor responsibilities for documentation.	Identify basic carrier responsibilities for documentation.	Describe the information required on a shipping document for dangerous goods.			

Learning Topics	Learning Outcomes					
F. Emergency response and reporting	Explain the reasonable emergency measures a person shall take to reduce or eliminate any danger to public safety that results or may reasonably be expected to result from a release of dangerous goods.	Identify who is responsible for the immediate reporting of a release of dangerous goods.	Explain the role of CANUTEC.	Identify who shall be notified in the event of release of dangerous goods.	Determine the circumstances requiring the completion of an emergency report, release report or 30-day follow-up.	Explain the purpose of an ERAP.
G. Special cases, special provisions and equivalency certificates	Identify common situations where some or all of the TDGR do not apply.					

Annex C
(normative)

Competency for the transportation of dangerous goods by road, rail and marine

C.1 Table C.1 contains tasks and subtasks that are to be used as criteria when assessing competencies. Choose those criteria that are applicable to the tasks the person is responsible for. You may need to create additional criteria where appropriate. For competency to be achieved, both performance and knowledge shall be assessed at a level appropriate to the person's tasks that they have been assigned.

C.2 Table C.1 provides the requirements to demonstrate that the person can perform a task competently, and in line with regulations.

C3 Knowledge relates to understanding the applicable criteria, and explaining how that criteria applies to the tasks that the person performs to be in compliance with the regulations (e.g., follow the criteria so their work is in compliance).

Table C.1 – Competency for the transportation of dangerous goods by road, rail and marine (as per the TDGR)

a)	**Classifying dangerous goods**		
1)	**Evaluate substances or articles against classification criteria.**		
	Subtask	Points to assess performance	Knowledge
i)	Identify if it is dangerous goods. If it is dangerous goods, identify class/ division, packing group or category (if applicable), shipping name and UN number.	1. Verify that the substance or article is listed by name in Schedule 1 of the TDGR: • if listed, verify that it meets the criteria in Part 2 of the TDGR for inclusion in at least one of the 9 classes of dangerous goods; or • if not listed, verify that it meets the criteria in Part 2 of the TDGR for inclusion in at least one of the 9 classes of dangerous goods. 2. Choose the most appropriate way to determine that a substance/ article is dangerous goods: • when relying on the manufacturer's classification, consignor shall review classification to confirm it is appropriate. • Use the classification – determined by Natural Resources Canada for explosives; – according to PTNSR 2015 for radioactive materials; – determined by the Public Health Agency of Canada or the Canadian Food Inspection Agency for infectious substances (permissive). • Verify that the substance or article is listed by name in Schedules 1 and 3 of the TDGR: – If found – use that shipping name and corresponding data (UN number, class and packing group/category) (section 2.3 of the TDGR).	• Classification of dangerous goods (general knowledge) • Use and application of Schedules of the TDGR • Use and application of Part 2 of the TDGR • Use and application of PTNSR 2015 for radioactive materials • Use and application of Explosives Act for explosives

		– If not found, find generic shipping name with appropriate class, subsidiary class and packing group, use that shipping name and corresponding data (UN number, class and packing group). • For mixture/solution with one class and one packing group: – determine class and packing group; – refer to Schedule 1 of the TDGR and select the shipping name that most precisely describes the dangerous goods and that is most consistent with the class and the packing group (section 2.4 of the TDGR). • For mixture/solution with more than one class or packing group: – determine class and packing group (section 2.5 of the TDGR); – use precedence of classes section (section 2.8 of the TDGR) to determine primary class, subsidiary class(es) and packing group; – refer to Schedule 1 of the TDGR and select the shipping name that most precisely describes the dangerous goods and that is most consistent with the class and the packing group.	
ii)	Apply special provision(s).	• Identify applicable special provision(s). • Consider applicable special provision(s). • Apply applicable special provision(s).	• Classification of dangerous goods (general knowledge) • Use and application of Schedules of the TDGR
iii)	Identify if it is forbidden for transport under any circumstances.	• Verify column 2 of Schedule 3 of the TDGR for the word "Forbidden". • Verify column 3 of Schedule 1 of the TDGR for the word "Forbidden". • Verify Schedule 2 of the TDGR for special provision(s).	• Classification of dangerous goods (general knowledge) • Use and application of Schedules of the TDGR

b)	**Determining shipping requirements**		
1)	**Identify packing options.**		
	Subtask	Points to assess performance	Knowledge
i)	Consider special cases (exemptions).	• For special cases, refer to Part 1 of the TDGR. – Consider special case for specific modes of transport and dangerous goods/classes of dangerous goods. – Apply conditions related to special case.	• Classification of dangerous goods (general knowledge) • Use and application of Schedules of the TDGR • Application of the special case provision
ii)	Apply special provision(s).	• Identify applicable special provision(s). • Consider applicable special provision(s). • Apply applicable special provision(s).	• Classification of dangerous goods (general knowledge) • Use and application of Schedules of the TDGR • Application of the special provisions(s)
iii)	Determine quantity limita-tions per MOC for passenger means of transport.	• Identify the quantity limit per MOC on a passenger carrying vessel, as applicable. • Identify the quantity limit per MOC on a passenger carrying road or rail vehicle, as applicable. • Identify the maximum net quantity per package by passenger aircraft, as applicable.	• Classification of dangerous goods (general knowledge) • Use and application of Schedules of the TDGR • Availability/frequency/practicality of using passenger vs cargo means of transport (e.g. the volume of dangerous goods per MOC) • Use and application of PTNSR 2015 for radioactive materials
iv)	Consider international border and carrier variations.	• Consider international shipping requirement variations. • Identify if countries have reciprocity agreements/ provisions. • Apply additional requirements as per reciprocity agreements/provisions.	• Classification of dangerous goods (general knowledge) • Use and application of Schedules of the TDGR • Routing/itinerary of dangerous goods consignment • Application of reciprocity agreements/provisions

2) Identify if ERAP is required.			
	Subtask	Points to assess performance	Knowledge
i)	Consider ERAP requirement.	• Refer to section 7.2 and column 7 of Schedule 1 of the TDGR. • Analyze if the consignment exceeds the ERAP limit. • If ERAP required: – Apply for ERAP; – Receive approval from a person with an approved ERAP to be an authorized user of their ERAP; • reconsider choice of MOC; or • separate the consignment. See http://www.tc.gc.ca/eng/tdg/erap-menu-72.htm	• Classification of dangerous goods (general knowledge) • Understand the purpose of an ERAP (General Awareness) • Use and application of Schedules of the TDGR • Use of Part 7 of the TDGR • Understand ERAP documentation requirements • Understand who is required to have an ERAP and how an ERAP is implemented

c) Preparing dangerous goods			
1) To document.			
	Subtask	Points to assess performance	Knowledge
i)	Prepare and review dangerous goods shipping document.	• Specify when a shipping document is required. • Describe general requirements of a shipping document (e.g. info shall be legible, in indelible print and in English or French). • Identify information that shall be contained on a shipping document. • Complete a shipping document using the organizational method (e.g. by hand or computer).	• Classification of dangerous goods (general knowledge) • Use and application of Schedules of the TDGR • Consignor responsibilities • Carrier responsibilities • Legibility and language criteria_

		• Review the information on the document to ensure compliance. • Certify the information on the document. • Identify additional documentation required (for typical consignments by that consignor). • Obtain the appropriate additional documents as necessary (e.g. print from computer system). • Specify the retention period for copies of documents. • Identify who shall retain copies of documents. • Retain shipping documents.	• Information on a shipping document • Additional Information on a shipping document • Consignor's certification • Keeping shipping document information • Use and application of PTNSR 2015 for radioactive materials

2) Apply MOC requirements.			
	Subtask	Points to assess performance	Knowledge
i)	Select MOC.	• Refer to Part 5 of the TDGR to select the appropriate standard (based on the class of dangerous goods, the mode of transport and the capacity of the MOC [small vs large]): – TP14850 for most small MOC; – CAN/CGSB-43.146 (for IBC); – CAN/CGSB-43.151 (for explosives); – CAN/CGSB-43.123 (for aerosols and gas cartridges); – CSA B340 (for cylinders);	• Classification of dangerous goods (general knowledge) • Use and application of Schedules of the TDGR • Difference between small MOC and large MOC (capacity) • Use and application of Part 5 of the TDGR, including: – only MOC that is required or permitted may be used for the transportation of dangerous goods, – standardized MOC shall be in standard.

		– CSA B342 (for cylinders); – CAN/CGSB-43.125 (for infectious substances); – CSA B340 (for tubes); – CSA B342 (for tubes); – CSA B621 (highway and portable tanks); – CSA B622 (highway and portable tanks); – CSA B625 (highway and portable tanks); – CSA B626 (portable tanks); or – TP14877 (for rail); – PTNSR 2015 (for radioactive materials); – ICAO TI (for all dangerous goods transported by air); • Follow the requirements of the appropriate standard.	• General principles of MOC, including: – MOC shall be designed, manufactured, qualified, loaded, unloaded, filled, secured, closed, and maintained so that, under normal conditions of transport, including handling and under all conditions of temperature, pressure and vibration that may be expected to occur, no condition or release of dangerous goods that could endanger public safety occurs or may reasonably be expected to occur. • Components of the certification safety marks • Use and application of the applicable standards and their requirements

3) Use of dangerous goods safety marks.			
	Subtask	Points to assess performance	Knowledge
i)	Identify and apply safety marks.	• Name marks, including: – shipping name, – UN number, – certification safety marks.	• Classification of dangerous goods (general) • Use and application of Schedules of the TDGR • Use of appendix to Part 4, Illustration of dangerous goods safety marks, of the TDGR

		• Name special/additional marks in case of category B biological substances, radioactive material packages, environmentally hazardous substances, inhalation hazard, elevated temperature, marine pollutant, fumigation sign, lithium batteries, limited quantities and excepted quantities and orange panel. • Explain principles for marks, including: – Legible, visible and colours, – contrasting background, – durable, – size of marks. • Explain principles for labels and placards, including: – size, – durable, – colours, – text, – symbols, and – numbers. • Describe when and what safety marks are to be applied to MOC. • Explain who applies safety marks on MOC. • Explain basic principles for applying markings, including: – legible and visible, – contrasting background, – durable.	• Use and application of PTNSR 2015 for radioactive materials • Visibility, legibility and colour of dangerous goods safety marks • Size and orientation of labels and placards • Use of dangerous goods safety marks (includes sections 4.1 to 4.3 of the TDGR) • Consignor responsibilities • Carrier responsibilities • Ways to display UN number • Removing or changing the dangerous goods safety marks If small MOC: • Labels on small MOC • Shipping name and technical name on a small MOC or on a tag • UN numbers on a small MOC or on a tag As applicable: • Safety marks on a consolidation bin • Class 7, radioactive material • Marine pollutant mark • Category B mark • Toxic – inhalation hazard • Lithium battery mark

		• Explain basic principles for applying labels and placards, including: – square on point, – not overlapping, – not obscured, – contrasting background, – durable, – not folded and – location on MOC. • Complete information on radioactive material label, if applicable. • Apply safety marks.	If large MOC: • Placards on a large MOC • Subsidiary class placards on a MOC • UN numbers on a large MOC • Placards and UN numbers on a large MOC • Visibility of labels, placards and UN numbers on a large MOC • DANGER placard Exceptions to placarding large MOC, as applicable: • Placarding exemption for dangerous goods having a gross mass of 500 kg or Less • Class 1, explosives • Options for class 2, gases • Class 2, gases: placards for oxidizing gases • Class 2, gases: placards for UN1005, Anhydrous ammonia • Class 2, gases: placards for tube trailers • Placards and UN numbers on a compartmentalized large MOC • Elevated temperature sign • Fumigation sign • Marine pollutant mark • Toxic – inhalation hazard

4) Use of overpacks.			
	Subtask	Points to assess performance	Knowledge
i)	Use of overpacks.	• Ensure that the overpack contains packages of dangerous goods which are compatible. • Describe and secure packages within the overpack. • Assemble overpack. • Describe when safety marks are to be applied to overpack. • Mark the overpack with the word “OVERPACK” in 12 mm or taller letters. • Where an overpack has a capacity of 1.8 m^3, affix marks and labels to at least two opposite sides of overpack.	• Classification of dangerous goods (general) • Use and application of Schedules of the TDGR • Definition of overpack • Safety marks on an overpack • Refer to Table C.1 c) 3) i) for knowledge components for identifying and applying safety marks

5) Load large MOC (i.e. freight container, consolidation bin or ULD).			
	Subtask	Points to assess performance	Knowledge
i)	Identify securement requirements and apply loading and securement requirements.	• Inspect for damage or leakage. • Load and secure MOC in/on a MOC and secure MOC in/on means of transport in such a way as to prevent, under normal conditions of transport, damage to the MOC or to the means of transport that could lead to a release of the dangerous goods. • Load MOC containing dangerous goods that may react dangerously with one another in such a way that prevents interaction in the event of leakage.	• Classification of dangerous goods (general knowledge) • Use and application of Schedules of the TDGR • Application of general principles of Part 5 of the TDGR, including: – only MOC that is required or permitted may be used for the transportation of dangerous goods; – standardized MOC shall be in standard.

		• Segregate MOC containing explosives as per the Table in section 5.7 of the TDGR, if applicable. • Verify that the MOC does not have any dangerous goods adhered to it and it is free from corrosion, dents, gouges or other damage that may render them unsafe for transport.	• Application of general principles of MOC, including: – MOC shall be designed, manufactured, qualified, loaded, unloaded, filled, secured, closed, and maintained so that, under normal conditions of transport, including handling and under all conditions of temperature, pressure and vibration that may be expected to occur, no condition or release of dangerous goods that could endanger public safety occurs or may reasonably be expected to occur. • Components of the certification safety marks (such as, container type, to which standard it was constructed and by whom, the date it was last requalified and by whom, the limits on how the container can be used) • Use and application of the given standard and its requirements • Application of safe handling and transportation practices for dangerous goods, including the characteristics of the dangerous goods • the proper use of any equipment used to handle (including loading) or transport the dangerous goods
ii)	Identify segregation, separation and vehicle/ compartment limitations.	• Identify MOC containing dangerous goods which might react dangerously one with another. • Identify separation limits in the case of radioactive materials. • Identify vehicle/compartment limits.	• Classification of dangerous goods (general knowledge) • Use and application of Schedules of the TDGR • Application of general principles of Part 5 of the TDGR, including: – only MOC that is required or permitted may be used for the transportation of dangerous goods; – standardized MOC shall be in standard.

			• Application of general principles of MOC, including: – MOC shall be designed, manufactured, qualified, loaded, unloaded, filled, secured, closed, and maintained so that, under normal conditions of transport, including handling and under all conditions of temperature, pressure and vibration that may be expected to occur, no condition or release of dangerous goods that could endanger public safety occurs or may reasonably be expected to occur. • Use and application of the applicable standards and their requirements • Use and application of section 5.7 of the TDGR, Compatibility Groups (for explosives) and application of separation requirements of other regulations • Application of section 9.5 of the TDGR, Maximum Net Explosives Quantity in a Road Vehicle • Use and application of PTNSR 2015 for radioactive materials

d)	**Transporting dangerous goods**		
1)	**Load MOC.**		
	Subtask	Points to assess performance	Knowledge
i)	Verify or apply safety marks, as applicable.	• Verify that the safety marks are correct. • Describe when and what safety marks are to be applied to MOC. • Describe who applies safety marks on MOC. • Describe when safety marks shall be changed or removed. • Refer to Table C.1 c) 3) i) for basic principles on applying safety marks.	• Refer to Table C.1 c) 3) i) for knowledge components for identifying and applying safety marks

ii)	Load and secure dangerous goods in/on MOC.	• Inspect for damage or leakage. • Load and secure MOC in/on a MOC and secure MOC in/on means of transport in such a way as to prevent, under normal conditions of transport, damage to the MOC or to the means of transport that could lead to a release of the dangerous goods. • Load MOC containing dangerous goods that may react dangerously with one another in such a way that prevents interaction in the event of leakage • Segregate MOC containing explosives as per the Table in section 5.7 of the TDGR, if applicable. • Verify that the MOC does not have any dangerous goods adhered to it and it is free from corrosion, dents, gouges or other damage that may render it unsafe for transport.	• Classification of dangerous goods (general knowledge) • Use and application of Schedules of the TDGR • Application of general principles of Part 5 of the TDGR, including: – only MOC that is required or permitted may be used for the transportation of dangerous goods; – standardized MOC shall be in standard. • Application of general principles of MOC, including: – MOC shall be designed, manufactured, qualified, loaded, unloaded, filled, secured, closed, and maintained so that, under normal conditions of transport, including handling and under all conditions of temperature, pressure and vibration that may be expected to occur, no condition or release of dangerous goods that could endanger public safety occurs or may reasonably be expected to occur. • Components of the certification safety marks (such as, container type, to which standard it was constructed and by whom, the date it was last requalified and by whom, the limits on how the container can be used) • Use and application of the given standard and its requirements • Use and application of section 5.7 of the TDGR, Compatibility Groups (for explosives) • Purpose of segregation - incompatible dangerous goods when loaded together may result in undue hazards in the case of leakage, spillage, or any other accident.

2) **Manage dangerous goods during transport.**			
	Subtask	Points to assess performance	Knowledge
i)	Manage shipping document(s).	• Specify when a shipping document is required. • Obtain shipping document(s). • Verify shipping document(s) matches the consignment(s). • Identify when other documentation is required. • Identify where the shipping document is to be located.	• Classification of dangerous goods (general knowledge) • Use and application of Schedules of the TDGR • Consignor responsibilities • Carrier responsibilities • Legibility and language • Information on a shipping document • Additional information on a shipping document • Consignor’s certification • Location of a shipping document during transport and storage • Keeping shipping document information
ii)	Ensure that safety marks remain on MOC.	• Verify that the safety marks remain on the MOC. • Describe when and what safety marks are to be applied to MOC. • Explain who applies safety marks on MOC. • Refer to Table C.1 c) 3) i) for principles of applying safety marks.	• Refer to Table C.1 c) 3) i) for knowledge components for identifying and applying safety marks

3) **Unload dangerous goods.**			
	Subtask	Points to assess performance	Knowledge
i)	Apply specific unloading considerations, as applicable.	• Inspect for damage or leakage. • Unload the MOC from a means of transport in such a way as to prevent, under normal conditions of transport, damage to the MOC or to the means of transport that could lead to a release of the dangerous goods. • Unload MOC containing dangerous goods which might react dangerously one with another away from each other to prevent interaction between them in the event of leakage. • Verify that the MOC does not have any dangerous goods adhered to it and it is free from corrosion, dents, gouges or other damage that may render it unsafe for transport.	• Classification of dangerous goods (general knowledge) • Use and application of Schedules of the TDGR • Application of general principles of Part 5 of the TDGR, including: – only MOC that is required or permitted may be used for the transportation of dangerous goods; – standardized MOC shall be in standard. • Application of general principles of MOC, including: – MOC shall be designed, manufactured, qualified, loaded, unloaded, filled, secured, closed, and maintained so that, under normal conditions of transport, including handling and under all conditions of temperature, pressure and vibration that may be expected to occur, no condition or release of dangerous goods that could endanger public safety occurs or may reasonably be expected to occur. • Components of the certification safety marks (such as, container type, to which standard it was constructed and by whom, the date it was last requalified and by whom, the limits on how the container can be used) • Use and application of the given standard and its requirements • Purposes of segregation - incompatible dangerous goods when loaded together may result in undue hazards in the case of leakage, spillage, or any other accident.

ii)	Remove, replace or cover safety marks from the MOC, as applicable.	• Describe when safety marks shall be removed or covered. • Describe when and what safety marks need to be changed due to change of dangerous goods. • Refer to Table C.1 c) 3) i) for principles of applying safety marks.	• Refer to Table C.1 c) 3) i) for knowledge components for identifying and applying safety marks

e) Responding to an incident (can be triggered anywhere along DG supply chain)			
1) Respond to release or anticipated release.			
	Subtask	Points to assess performance	Knowledge
i)	Take reasonable emergency measures.	• Take reasonable emergency measures, if possible and safe to do so.	• Classification of dangerous goods (general knowledge) • Use and application of Schedules of the TDGR • Use and application of the Table in section 8.2 of the TDGR (including: definition of release and anticipated release, quantities in table, and what endangers, or could endanger, public safety) • Safe handling and transportation practices for dangerous goods, including the characteristics of the dangerous goods • The reasonable emergency measures to take to reduce or eliminate any danger to public safety that results from a release of the dangerous goods
ii)	Report release or anticipated release.	• Determine which reports are required to be made. • Make an emergency report. • Make a release or anticipated release report. • Make 30 day follow-up report, when required. • Make an ERAP incident report.	• Classification of dangerous goods (general knowledge) • Use and application of Schedules of the TDGR • Required information on the shipping document, TDGR Part 3 • Use and application of the Table in section 8.2 of the TDGR (including: definition of release and anticipated release, quantities in table, and what endangers, or could endanger, public safety)

			• Who to contact for an emergency report • The information to be included in an emergency report • Use and application of the criteria in section 8.4 of the TDGR to determine if a release or anticipated release report is required • Who to contact for release or anticipated release reports • The information to be included in an release or anticipated release report • Who to contact for a 30 day follow-up report • The information to be included in a 30 day follow-up report • Location of ERAP information on shipping document • Use and application of the criteria in section 8.20 of the TDGR for ERAP incident report • Who to contact for ERAP incident report • The information to be included in an ERAP incident report • Use and application of Part 7 of the TDGR
iii)	Implement ERAP, if applicable.	• Explain when and how an ERAP shall be implemented. • Make an ERAP implementation report.	• Classification of dangerous goods (general knowledge) • Use and application of Schedules of the TDGR • Required information on the shipping document, TDGR Part 3 • Use and application of the criteria in section 8.22 of the TDGR for ERAP implementation report • The information to be included in an ERAP implementation report • Who to contact for an ERAP implementation report • Use and application of Part 7 of the TDGR

2) **Respond to loss or theft.**			
	Subtask	Points to assess performance	Knowledge
i)	Report loss or theft.	• Evaluate if the lost or stolen dangerous goods meets the criteria in section 8.16 of the TDGR. • Make a loss or theft report. • Notify if the dangerous goods are found.	• Classification of dangerous goods (general knowledge) • Use and application of Schedules of the TDGR • Use and application of the criteria in section 8.16 of the TDGR for a loss or theft report • The information to be included in a loss or theft report

3) **Respond to unlawful interference.**			
	Subtask	Points to assess performance	Knowledge
i)	Report unlawful interference.	• Determine if the dangerous goods were unlawfully interfered with. • Make an unlawful interference report.	• Classification of dangerous goods (general knowledge) • Use and application of Schedules of the TDGR • what is meant by “unlawful interference” • Use and application of the criteria in section 8.18 of the TDGR for an unlawful interference report • The information to be included in an unlawful interference report

Annex D
(normative)

Competency for the transportation of dangerous goods by air

D.1 Table D.1 contains tasks and subtasks that are to be used as criteria when assessing competencies. Choose those criteria that are applicable to the tasks the person is responsible for. You may need to create additional criteria where appropriate. For competency to be achieved, both performance and knowledge shall be assessed at a level appropriate to the person's tasks that they have been assigned.

D.2 Table D.1 provides the requirements to demonstrate that the person can perform a task competently, and in line with regulations.

D.3 Knowledge relates to understanding the applicable criteria, and explaining how that criteria applies to the tasks the person performs to be in compliance with the regulations (e.g., follow the criteria so their work is in compliance).

NOTE 1 For the purposes of this document, the following words/terms are interchangeable:

a) "MOC" and "package";

b) "consignor" and "shipper";

c) "carrier" and "operator"; and

d) "shipping document", "dangerous goods transport document" and "shipper's declaration".

NOTE 2 For the purposes of this document, safety marks include hazard labels and handling labels.

NOTE 3 The information contained in Table D.1 is not presented in the order the tasks are completed. The order is irrelevant as long as the requirements are met.

Table D.1 Competency for the transportation of dangerous goods by air

a)	**Classifying dangerous goods**		
1)	**Evaluate substances or articles against classification criteria.**		
	Subtask	Points to assess performance	Knowledge
i)	Identify if it is dangerous goods. If it is dangerous goods, identify class/division, packing group or category (if applicable), shipping name and UN number.	1. Verify that the substance or article is listed by name in Table 3-1 of the ICAO TI: • if listed, take the class/division, the subsidiary hazard(s) and packing group (when applicable) from this list; or • if not listed, verify that it meets the criteria in Part 2 of the TDGR for inclusion in at least one of the 9 classes of dangerous goods. 2. Choose the most appropriate way to determine that a substance/ article is dangerous goods: • When relying on the manufacturer's classification, consignor shall review classification to confirm it is appropriate. • Use the classification – determined by Natural Resources Canada for explosives; – according to PTNSR 2015 for radioactive materials; – determined by the Public Health Agency of Canada or the Canadian Food Inspection Agency for infectious substances (permissive). a. Verify that the substance or article is listed by name in Table 3-1 of the ICAO TI: – If found – use that shipping name and corresponding data (UN number, class/division and packing group/category).	• Classification of dangerous goods (general knowledge) • Use and application of Part 2 and Part 12 of the TDGR • Use and application of Part 2 of the ICAO TI • Use and application of Tables 3-1 and 3-2 of the ICAO TI • Use and application of PTNSR 2015 for radioactive materials • Use and application of Explosives Act for explosives

		– If not found, find generic shipping name with appropriate class/division, subsidiary class and packing group, use that shipping name and corresponding data (UN number, class and packing group). • For a mixture/solution composed of one substance identified by name in Table 3-1 of the ICAO TI, assign the UN number and shipping name for that substance, unless – the mixture/solution is identified by name in Table 3-1 of the ICAO TI; – the name and description of the substance named only applies to the pure substance; – the class/division, subsidiary hazard(s) physical state or packing group of the solution/mixture is different from the substance name in Table 3-1 of the ICAO TI; or – the hazard characteristics and properties of the mixture/ solution necessitates different emergency response measures than from those required by the substance in Table 3-1 of the ICAO TI. • For a mixture/solution composed of one substance identified by name in Table 3-1 of the ICAO TI, assign the UN number and shipping name for that substance. • For a mixture/solution with more than one class/division or packing group: – determine class/division and packing group; – use precedence of hazard characteristics section (Part 2;4.1 of the ICAO TI to determine primary class/division, subsidiary class(es)/division(s) and packing group; – refer to Table 3-1 of the ICAO TI and select the shipping name that most precisely describes the dangerous goods and that is most consistent with the class/division and the packing group.	

ii)	Apply special provision(s).	• Identify applicable special provisions. • Consider applicable special provisions. • Apply applicable special provisions.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI • Application of the special provision(s)
iii)	Identify if it is forbidden for transport under any circumstances.	• Verify columns 2 and 3 of Table 3-1 of the ICAO TI for the word "Forbidden". • Verify Table 3-2 of the ICAO TI for special provisions.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI

b)	**Determining shipping requirements**		
1)	**Identify packing options.**		
	Subtask	Points to assess performance	Knowledge
i)	Consider exemptions - limited quantities.	• Refer to Part 3;4 of the ICAO TI. • Consider if the dangerous goods can be shipped under conditions of the exception (i.e. only applies to certain classes/divisions). • Consider and apply conditions related to exception: – Refer to column 10 of Table 3-1 of the ICAO TI for the “Y” packing instruction for the maximum permitted quantity of dangerous goods per inner packaging and apply MOC requirements (refer to Table D.1 c) 2)). – Refer to column 11 of Table 3-1 of the ICAO TI for the maximum net quantity of dangerous goods per package.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI • Use of packing instruction(s) • General provisions for packaging • Application of provisions in Part 3;4 of the ICAO TI • Application of safety marks (refer to Table D.1 b) 3) i)) • Preparation of documentation (refer to Table D.1 c) 1) i)

		– Apply dangerous goods safety marks (refer to Table D.1 b) 3) i)). – Prepare documentation (refer to Table D.1 c) 1) i)).	
ii)	Consider exemptions - de minimis and excepted quantities.	• Refer to Part 3;5 of the ICAO TI. • Consider if the dangerous goods can be shipped under conditions of the exception (i.e. only applies to certain classes/divisions). • Consider and apply conditions related to exception: – Refer to column 9 of Table 3-1 of the ICAO TI for the “E” code. – Convert E code by using Table 3-3 of the ICAO TI. – Identify the maximum permitted quantity of dangerous goods per inner and outer packaging by using Table 3-3 of the ICAO TI. – Select packaging according to Part 3;5.2 of the ICAO TI. – Perform tests for packages according to Part 3;5.3 of the ICAO TI. – Display marks as per Part 3;5.4 of the ICAO TI.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI • General provisions for packaging • Application of provisions in Part 3;5 of the ICAO TI
iii)	Consider special cases (exemptions).	• Refer to Part 1 of the TDGR. • Consider special case for specific modes of transport and dangerous goods /classes of dangerous goods. • Apply conditions related to special case. • Refer to Part 12 of the TDGR. • Consider exemptions for specific dangerous goods / classes of dangerous goods. • Apply conditions related to exemption.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI • Location of special cases/exemptions • Application of the special case/exemption provision

iv)	Consider special provision(s).	• Identify applicable special provisions. • Consider applicable special provisions. • Apply applicable special provisions.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI
v)	Consider quantity limitations per package.	• Identify the maximum net quantity per package by passenger aircraft, as applicable. • Identify the maximum net quantity per package by cargo aircraft only, as applicable.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI
vi)	Consider State and operator variations.	• Identify the final destination and transiting States. • Verify State and operator variations. • Comply with State and operator variations.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI • Routing/itinerary of dangerous goods consignment • Verification of State variations (Attachment 3, Chapter 1) of the ICAO TI • Verification of Operator variations (Attachment 3, Chapter 2) of the ICAO TI • Application of State and operator variations

2) Identify if ERAP is required.			
	Subtask	Points to assess performance	Knowledge
i)	Consider ERAP requirement.	• Refer to section 7.2 and column 7 of Schedule 1 of the TDGR. • Analyze if the consignment exceeds the ERAP limit.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR

		• If ERAP required: – Apply for ERAP; – Receive approval from a person with an approved ERAP to be an authorized user of their ERAP; – Reconsider choice of MOC; or – Separate the consignment. See http://www.tc.gc.ca/eng/tdg/erap-menu-72.htm	• Understand the purpose of an ERAP (General Awareness) • Use and application of Schedules of the TDGR • Use of Part 7 of the TDGR • Understand ERAP documentation requirements • Understand who is required to have an ERAP and how an ERAP is implemented

c) Preparing a dangerous goods consignment			
1) Document.			
	Subtask	Points to assess performance	Knowledge
i)	Prepare dangerous goods transport document and other transport documents.	• Specify when a shipping document is required. • Describe general requirements of a shipping document (e.g. info shall be legible, in indelible print and in English or French). • Identify information that shall be contained on a shipping document. • Complete a shipping document using the organizational method (e.g. by hand or computer). • Review the information on the document to ensure compliance. • Certify the information on the shipping document. • Identify additional documentation required.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI • Consignor responsibilities • Carrier responsibilities • Legibility and language criteria • Information on a shipping document • Additional Information on a shipping document • Consignor’s certification

		• Obtain the appropriate additional documents as necessary • Specify the retention period for documents. • Identify who shall retain documents. • Retain documents.	• Keeping shipping document information • Air waybill, equivalency certificates, approvals and exemptions

2) Apply MOC requirements.			
	Subtask	Points to assess performance	Knowledge
i)	Select MOC	For Class 2, gases: • Select the appropriate standard: – CAN/CGSB-43.123 (for aerosols and gas cartridges); – CSA B340 (for cylinders); – CSA B342 (for cylinders); • Follow the requirements of the appropriate standard. For other classes/divisions: • Refer to column 10 (or 12 if cargo aircraft only) of Table 3-1 of the ICAO TI for the packing instruction number. • Refer to column 11 (or 13 if cargo aircraft only) of Table 3-1 of the ICAO TI for the maximum net quantity of dangerous goods per package. • Refer to the packing instruction number. • Consider constraints of packing instructions.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI • Use and application of Part 5 of TDGR including: – only MOC that is required or permitted may be used for the transportation of dangerous goods – standardized MOC shall be in standard • General principles of MOC, including: – MOC shall be designed, manufactured, qualified, loaded, unloaded, filled, secured, closed, and maintained so that, under normal conditions of transport, including handling and under all conditions of temperature, pressure and vibration that may be expected to occur, no condition or release of dangerous goods that could endanger public safety occurs or may reasonably be expected to occur. • Components of the certification safety marks

		• Select appropriate packaging materials (such as absorbent, cushioning). • Assemble package.	• Use and application of the applicable standards and their requirements, if applicable • Use and application of the applicable packing instruction

3) Use of dangerous goods safety marks.			
	Subtask	Points to assess performance	Knowledge
i)	Identify and apply safety marks.	• Name marks, including: – shipping name, – UN number, – certification safety marks. • Name special/additional marks/labels in case of category B biological substances, environmentally hazardous substances, magnetized material, cargo aircraft only, package orientation, cryogenic liquid, keep away from heat, lithium batteries, limited quantities and excepted quantities. • Explain principles for marks, including: – legible and visible, – contrasting background, – durable, – size of marks. • Explain principles for labels and placards, including: – size, – durable,	• Classification of dangerous goods (general) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI • Use of Figures in Parts 5;2 and 5;3 (illustrations of marks and labels) of the ICAO TI • Visibility, legibility and colour of marks and labels • Size and orientation of marks, labels and placards • Consignor responsibilities • Carrier responsibilities • Removing the dangerous goods safety marks

		– colours, – text, – symbols, and – numbers. • Describe when and what safety marks are to be applied to MOC. • Explain who applies safety marks on MOC. • Explain basic principles for applying markings, including: – legible and visible, – contrasting background, – durable. • Explain basic principles for applying labels and placards, including: – square on point, – not overlapping, – not obscured, – contrasting background, – durable, – not folded, and – location on MOC. • Complete information on radioactive material label, if applicable. • Apply safety marks.	

4) Use of overpacks.			
	Subtask	Points to assess performance	Knowledge
i)	Prepare an overpack.	• Ensure that the overpack contains packages of dangerous goods which are compatible. • Secure packages within the overpack. • Describe when safety marks are to be applied to overpack. • Mark the overpack with the word “OVERPACK” in 12 mm letters (minimum).	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI • Use of Figures in Parts 5;2 and 5;3 (illustrations of marks and labels) of the ICAO TI • Definition of overpack • Securement of packages within the overpack • Use of applicable packing instruction • Application of segregation Table 7-1 of the ICAO TI

d) Processing and accepting dangerous goods			
1) Review documentation.			
	Subtask	Points to assess performance	Knowledge
i)	Review documentation.	• Specify when a shipping document is required. • Describe general requirements of a shipping document (e.g. info shall be legible, in indelible print and in English or French). • Identify information that shall be contained on a shipping document. • Review the information on the shipping document to ensure compliance.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI • Consignor responsibilities • Carrier responsibilities • Legibility and language criteria_

		• Review additional documentation required (e.g. air waybill, equivalency certificate, exemption, approval). • Specify the retention period for documents. • Verify State/operator variations.	

2) Review packages.			
	Subtask	Points to assess performance	Knowledge
i)	Verify safety marks.	• Name marks, including: – shipping name, – UN number, – certification safety marks. • Name special/additional safety marks in case of biological substances, environmentally hazardous substances, magnetized material, cargo aircraft only, package orientation, cryogenic liquid, keep away from heat, lithium batteries, limited quantities and excepted quantities. • Explain principles for marks, including: – legible and visible, – contrasting background, – durable, – size of marks. • Explain principles for labels and placards, including: – size,	• Classification of dangerous goods (general) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI • Use of Figures in Parts 5;2 and 5;3 (illustrations of marks and labels) of the ICAO TI • Visibility, legibility and colour of marks and labels • Size and orientation of marks, labels and placards • Consignor responsibilities • Carrier responsibilities

		– durable, – colours, – text, – symbols, and – numbers • Describe when and what safety marks are to be applied to MOC. • Explain who applies safety marks on MOC. • Explain basic principles for applying marks, including: – legible and visible, – contrasting background, – durable. • Explain basic principles for applying labels and placards, including: – square on point, – not overlapping, – not obscured, – contrasting background, – durable, – not folded, and – location on MOC. • Verify information on radioactive material label, if applicable.	

ii)	Verify package type and condition.	For Class 2, gases: • select the appropriate standard: – CAN/CGSB-43.123 (for aerosols and gas cartridges); – CSA B340 (for cylinders); – CSA B342 (for cylinders); • Follow the requirements of the appropriate standard. For other classes/divisions: • Refer to column 10 (or 12 if cargo aircraft only) of Table 3-1 of the ICAO TI for the packing instruction number. • Refer to column 11 (or 13 if cargo aircraft only) of Table 3-1 of the ICAO TI for the maximum net quantity of dangerous goods per package. • Refer to the packing instruction number. • Consider constraints of packing instructions.	• Use and application of Part 12 of the TDGR • Use and application of Part 5 of the TDGR, including: – only MOC that is required or permitted may be used for the transportation of dangerous goods; – standardized MOC shall be in standard. • General principles of MOC, including: – MOC shall be designed, manufactured, qualified, loaded, unloaded, filled, secured, closed, and maintained so that, under normal conditions of transport, including handling and under all conditions of temperature, pressure and vibration that may be expected to occur, no condition or release of dangerous goods that could endanger public safety occurs or may reasonably be expected to occur. • Components of the certification safety marks • Use and application of the applicable standards and their requirements, if applicable • Use and application of the applicable packing instruction
iii)	Consider State and operator variations.	• Identify the final destination and transiting States. • Verify State and operator variations. • Comply with State and operator variations.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI • Routing/itinerary of dangerous goods consignment • Verification of State variations (Attachment 3, Chapter 1) of the ICAO TI • Verification of Operator variations (Attachment 3, Chapter 2) of the ICAO TI • Application of State and operator variations

3) Complete acceptance procedures.			
	Subtask	Points to assess performance	Knowledge
i)	Complete acceptance procedures.	• Complete acceptance checklist. • Provide consignment information for load planning. • Retain documents as required.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI • Use and application of Table 7-1 of the ICAO TI • Use of acceptance checklist • Purpose of acceptance checklist • Keeping shipping document information as per section 3.11 of the TDGR • Retention of documents or information (e.g. checklists and air waybills)

e) Managing dangerous goods - load planning			
1) Load planning.			
	Subtask	Points to assess performance	Knowledge
i)	Identify segregation, separation and aircraft/ compartment limitations.	• Identify MOC containing dangerous goods which might react dangerously one with another. • Identify separation limits in the case of radioactive materials.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI

		• Identify compartment limits.	• Application of general principles of Part 5 of the TDGR, including: – only MOC that is required or permitted may be used for the transportation of dangerous goods; – standardized MOC shall be in standard. • Application of general principles of MOC, including: – MOC shall be designed, manufactured, qualified, loaded, unloaded, filled, secured, closed, and maintained so that, under normal conditions of transport, including handling and under all conditions of temperature, pressure and vibration that may be expected to occur, no condition or release of dangerous goods that could endanger public safety occurs or may reasonably be expected to occur. • Use and application of Part 7;2 of the ICAO TI • Use and application of Table 7-1 of the ICAO TI for segregation between packages • Use and application of Table 7-2 of the ICAO TI for separation of explosive substances and articles • Use and application of Tables 7-3 and 7-4 of the ICAO TI for separation distance for packages of radioactive material

2) Prepare ULD.			
	Subtask	Points to assess performance	Knowledge
i)	Apply stowage requirements (e.g. segregation, separation, orientation securing and protecting from damage.	• Inspect for damage or leakage. • Load and secure MOC in/on a MOC according to the load plan in such a way as to prevent, under normal conditions of transport, damage to the MOC that could lead to a release of the dangerous goods.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI • Use and application of Part 7;3 of the ICAO TI

			• Application of general principles of Part 5 of the TDGR, including: – only MOC that is required or permitted may be used for the transportation of dangerous goods; – standardized MOC shall be in standard. • Application of general principles of MOC, including: – MOC shall be designed, manufactured, qualified, loaded, unloaded, filled, secured, closed, and maintained so that, under normal conditions of transport, including handling and under all conditions of temperature, pressure and vibration that may be expected to occur, no condition or release of dangerous goods that could endanger public safety occurs or may reasonably be expected to occur. • Components of the certification safety marks (such as, container type, to which standard it was constructed and by whom, the date it was last requalified and by whom, the limits on how the container can be used) • Application of safe handling and transportation practices for dangerous goods, including the characteristics of the dangerous goods • Proper use of any equipment used to handle (including loading) or transport the dangerous goods • Purpose of segregation - incompatible dangerous goods when loaded together may result in undue hazards in the case of leakage, spillage, or any other accident.
ii)	Complete and apply ULD tags when applicable.	• Explain when ULD tags are required. • Describe characteristics of ULD tags.	• Classification of dangerous goods (general knowledge) • Use and application of Tables 3-1 and 3-2 of the ICAO TI • Use and application of Part 7;2 of the ICAO TI

3) **Load aircraft.**			
	Subtask	Points to assess performance	Knowledge
i)	Apply stowage requirements (e.g. segregation, separation, orientation securing and protecting from damage).	• Inspect for damage or leakage. • Load and secure MOC in the aircraft according to load plan in such a way as to prevent, under normal conditions of transport, damage to the MOC or to the aircraft that could lead to a release of the dangerous goods. • Confirm on NOTOC that there is no evidence of any damage or leakage.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI • Application of general principles of Part 5 of the TDGR, including: – only MOC that is required or permitted may be used for the transportation of dangerous goods; – standardized MOC shall be in standard. • Application of general principles of MOC, including: – MOC shall be designed, manufactured, qualified, loaded, unloaded, filled, secured, closed, and maintained so that, under normal conditions of transport, including handling and under all conditions of temperature, pressure and vibration that may be expected to occur, no condition or release of dangerous goods that could endanger public safety occurs or may reasonably be expected to occur. • Components of the certification safety marks (such as, container type, to which standard it was constructed and by whom, the date it was last requalified and by whom, the limits on how the container can be used) • Purpose of segregation - incompatible dangerous goods when loaded together may result in undue hazards in the case of leakage, spillage, or any other accident.

4) Issue NOTOC.			
	Subtask	Points to assess performance	Knowledge
i)	Prepare NOTOC.	• Specify when a NOTOC is required. • Describe general requirements of a NOTOC. • Identify information that shall be contained on NOTOC. • Specify the retention period for NOTOC. • Identify who shall retain NOTOC. • Retain NOTOC.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI • Information on a shipping document • Use and application of Part 7;4 of the ICAO TI • Information on a NOTOC • NOTOC retention requirement • NOTOC shall be on dedicated form as per section 12.3 of the TDGR
ii)	Provide NOTOC to loading personnel, pilot-in-command and flight operations officer/flight dispatcher.	• Specify when a NOTOC is required. • Describe general requirements of a NOTOC. • Identify information that shall be contained on NOTOC. • Specify the retention period for NOTOC. • Identify who shall receive and retain NOTOC. • Retain NOTOC.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI • Information on a shipping document • Use and application of Part 7;4 of the ICAO TI • Information on a NOTOC • NOTOC retention requirement • NOTOC shall be on dedicated form as per section 12.3 of the TDGR

f)	**Transporting dangerous goods**		
1)	**Manage dangerous goods pre- and during flight.**		
	Subtask	Points to assess performance	Knowledge
i)	Interpret NOTOC.	• Describe general requirements of a NOTOC. • Identify information contained on NOTOC. • Describe the use of a NOTOC.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI • Use and application of Part 7;4 of the ICAO TI • Information on a NOTOC
ii)	Apply procedures in the event of an emergency.	• Inform flight operations officer/flight dispatcher/air traffic control in the event of an emergency. • Inform emergency services of the dangerous goods on board in the event of an emergency.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI • Use and application of Part 7;4 of the ICAO TI • Use and application of Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods • Use and application of internal procedures

2)	**Unloading aircraft.**		
	Subtask	Points to assess performance	Knowledge
i)	Apply specific unloading considerations.	• Inspect for damage or leakage. • Unload the MOC from the aircraft in such a way as to prevent, under normal conditions of transport, damage to the MOC or to the aircraft that could lead to a release of the dangerous goods.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI

		• Unload MOC containing dangerous goods which might react dangerously one with another away from each other to prevent interaction between them in the event of leakage.	• Use and application of Part 7;3 of the ICAO TI • Application of general principles of Part 5 of the TDGR, including: – only MOC that is required or permitted may be used for the transportation of dangerous goods; – standardized MOC shall be in standard. • Application of general principles of MOC, including: – MOC shall be designed, manufactured, qualified, loaded, unloaded, filled, secured, closed, and maintained so that, under normal conditions of transport, including handling and under all conditions of temperature, pressure and vibration that may be expected to occur, no condition or release of dangerous goods that could endanger public safety occurs or may reasonably be expected to occur. • Components of the certification safety marks (such as, container type, to which standard it was constructed and by whom, the date it was last requalified and by whom, the limits on how the container can be used) • Use and application of the given standard and its requirements • Purposes of segregation - incompatible dangerous goods when loaded together may result in undue hazards in the case of leakage, spillage, or any other accident.

g)	**Responding to an incident**		
1)	**Respond to a dangerous goods accident or dangerous goods incident.**		
	Subtask	Points to assess performance	Knowledge
i)	Take reasonable emergency measures.	• Take reasonable emergency measures, if possible and safe to do so.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI • The safe handling and transportation practices for dangerous goods, including the characteristics of the dangerous goods • The reasonable emergency measures to take to reduce or eliminate any danger to public safety that results from a dangerous goods accident or incident
ii)	Report dangerous goods accident or dangerous goods incident.	• Make a dangerous goods accident or dangerous goods incident, when required. • Make a 30 day follow-up report. • Make an ERAP incident report, if applicable.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Schedules of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI • Use and application of relevant sections in Part 8 of the TDGR • The information to be included in dangerous goods accident or dangerous goods incident report • Who to report dangerous goods accidents or dangerous goods incidents • The information to be included in the 30 day follow-up report

			• Who to contact for 30 day follow-up report • Required information on the shipping document, TDGR Part 3 • Location of ERAP information on shipping document • Use and application of the criteria in section 8.20 of the TDGR for ERAP incident report • Who to contact for ERAP incident report
iii)	Implement ERAP, if applicable.	• Explain when and how an ERAP shall be implemented. • Make an ERAP implementation report.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Part 7 of the TDGR • Use and application of Schedules of the TDGR • Required information on the shipping document, TDGR Part 3 • Use and application of the criteria in section 8.22 of the TDGR for ERAP implementation report • The information to be included in an ERAP implementation report • Who to contact for an ERAP implementation report

2) Respond to undeclared or misdeclared dangerous goods			
	Subtask	Points to assess performance	Knowledge
i)	Report Undeclared or Misdeclared Dangerous Goods.	• Report undeclared or misdeclared dangerous goods, when required.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI • Use and application of relevant sections in Part 8 of the TDGR • The information to be included in an undeclared or misdeclared dangerous goods report • Who to report undeclared or misdeclared dangerous goods

3) Respond to dangerous goods occurrence			
	Subtask	Points to assess performance	Knowledge
i)	Report Dangerous Goods Occurrence.	• Report dangerous goods occurrence, when required.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI • Use and application of relevant sections in Part 8 of the TDGR • The information to be included in a dangerous goods occurrence report • Who to report a dangerous goods occurrence

4) Respond to loss or theft			
	Subtask	Points to assess performance	Knowledge
i)	Report loss or theft.	• Evaluate if the lost or stolen dangerous goods meets the criteria in section 8.16 of the TDGR. • Report loss or theft, when required. • Notify if the dangerous goods are found.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI • Use and application of the criteria in section 8.16 of the TDGR for a loss or theft report • The information to be included in a loss or theft report

5) Respond to unlawful interference			
	Subtask	Points to assess performance	Knowledge
i)	Report unlawful interference.	• Determine if the dangerous goods were unlawfully interfered with. • Make an unlawful interference report.	• Classification of dangerous goods (general knowledge) • Use and application of Part 12 of the TDGR • Use and application of Tables 3-1 and 3-2 of the ICAO TI • what is meant by “unlawful interference” • Use and application of the criteria in section 8.18 of the TDGR for an unlawful interference report • The information to be included in an unlawful interference report

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