



*This document is under review, if you have any input, please email safety@unsw.edu.au.

This guideline describes options that are available for shipping dangerous goods by air and the criteria that need to be considered in order to choose the best option. It applies to intrastate, interstate, and international shipping.

It applies to all staff at UNSW who may be required to ship dangerous goods by air, no matter what the quantity.

Anyone who sends dangerous goods by air must ensure that they are properly packed, marked, labelled and declared. The person sending the goods is also required to be trained. The dangerous goods can only be lodged with freight forwarding companies or airlines. To find dangerous goods consultants, trainers, and suppliers of packaging, labels and documentation go to: <https://www.casa.gov.au/>.

Your first consideration should be whether you really need to send the goods. Are the goods available for purchase at the location you are sending them to? If the answer is 'no' then your next step is to consider if the goods can be sent by other means such as road, rail or sea. If the answer is again "no" then you need to consider whether you will pack, mark, label and declare the goods according to CASA and IATA regulations or engage a shipper of dangerous goods to do this for you. If you are travelling as an airline passenger, limited types of dangerous goods may be taken as carry-on baggage, check-in baggage or on your person.

This may be the cheaper alternative if you are sending dangerous goods by air irregularly. You can find current service providers at: <https://www.casa.gov.au/>. Freight forwarders that will carry dangerous goods can be found at: <https://www.casa.gov.au/>.

If you choose to regularly send dangerous goods by air yourself this may be the more cost-effective alternative. In coming to this decision, you need to consider the cost and time of purchasing the required packaging, labels and documentation for the specific dangerous goods being shipped, and of attending ^o f shipu course every two years. Training providers can be found at: <https://www.casa.gov.au/>

The person packing the goods also takes on the responsibility for compliance with CASR Part 92. Penalties can run into thousands of dollars and/or up to seven years in prison if requirements are not being met. You may also need a copy of the current annual IATA Dangerous Goods Regulations Manual in order to determine the specific

