



DANGEROUS GOODS PANEL (DGP)

TWENTY-SECOND MEETING

Montréal, 5 to 16 October 2009

Agenda Item 6: Other business

COOPERATION BETWEEN THE UN (ICAO) AND NATO

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SUMMARY

This paper informs the panel about the agreements of cooperation between the North Atlantic Treaty Organization (NATO) and the United Nations (UN) and informs the panel of the expertise of the NATO experts available to the panel. It also informs the panel, by means of a presentation, of the problems NATO encountered during the transportation of military dangerous goods by civil aviation transport assets.

Action by the DGP: The DGP is invited to reserve the time in its schedule for a presentation from NATO and to discuss the outcome of the presentation and accept one of NATO's CNAD/Sub group 4 members with an observer status.

1. INTRODUCTION

1.1 The North Atlantic Treaty Organization (NATO) is an alliance of countries committed to fulfilling the goals of the North Atlantic Treaty signed on the 4 April 1949. At present NATO consists of 28 member states, and 24 partner nations. Including the recent initiatives taken by the Alliance to establish closer cooperation with other countries, such as the Mediterranean Dialogue, the Istanbul Cooperation Initiative (ICI), and the so called 'contact' countries, NATO policy issues are of importance to over 60 nations worldwide.

1.2 NATO faces common challenges with the United Nations and because of that, the Secretary Generals of NATO and the UN have issued a Memorandum, Joint Declaration on UN/NATO Secretariat Cooperation, dated 23 September 2008, which emphasizes the need for expanded consultation and cooperation between NATO and the UN, and agrees to develop further cooperation in a practical fashion on issues of common interest.

1.3 The air transport of dangerous goods, particularly Class 1 items, are of particular concern and interest to NATO. The increased reliance on commercial carriers for the transportation of ammunition

and explosives with its unique military nature, under civilian rules and regulations requires close coordination between ICAO-DGP, its member states and NATO.

1.4 Also the future work on the transport of dangerous goods by helicopter is of the greatest importance to NATO. The work and expertise of NATO could make a worthwhile contribution in the upcoming discussions on the regulatory requirements concerning fixed and rotary wing (helicopters) and in the risk assessment pertaining to military ammunition and explosives. NATO can offer subject matter expertise on the transport of dangerous goods by fixed and rotary wing (helicopters) that will benefit both organizations.

1.4.1 As the largest multinational defence and security organization in the world, NATO can offer a broad, coherent military perspective in the area of dangerous goods transportation. A large portion of the ammunition and explosives in the world are produced for use by military forces. Therefore, this type of dangerous goods transportation, with military expertise input could be to the benefit of all — regulators, producers, transporters and users alike.

1.5 The Civil Aviation Planning Committee (CAPC) is one of the three transport planning boards and committees that reside within NATO. One of CAPC's main tasks is to provide the NATO military authorities, as well as its member states, with accurate advice about the use of civil aviation assets in support of military operations. Given the increased use of civil aviation transportation assets for military purposes over the years, nations have identified a discrepancy between the list of dangerous goods covered within civil aviation international legislative context and the list of (military) dangerous goods used by NATO's member states. As such the CAPC was requested by the Conference of National Armaments Directors (CNAD), Ammunition Safety Group in its meeting of 1 to 2 October 2008, to inform the ICAO Dangerous Goods Panel on issues that are identified as of utmost importance to NATO, and request the panel's input and cooperation on the suggested solutions and way forward.

1.6 Therefore, NATO would respectfully request an opportunity to give a presentation to the DGP to further emphasize their common interest and expertise and to present to the panel the challenges and issues NATO faces in the transport of dangerous goods by civil aircraft.

1.7 Further, NATO respectfully requests the opportunity to follow the discussions within the DGP as an observer, and has issued an official request to ICAO to this respect. Ongoing work in the DGP could complement and support the activities of the DGP as well as NATO.