



## فريق خبراء البضائع الخطرة

### الاجتماع السابع والعشرون

مونتريال، من ١٦ إلى ٢٠/٩/٢٠١٩

البند رقم ٣ من جدول الأعمال: إدارة المخاطر المرتبطة بالسلامة والناجمة عن نقل بطاريات الليثيوم عن طريق الجو  
البند رقم ٣-٣: النظر في الحاجة إلى إدخال تعديلات لمعالجة الآثار المترتبة على التعديل المقترح إدخاله على المجلد الأول من الملحق السادس بشأن سلامة مقصورة البضائع (بطاقتا الأعمال رقم DGP.003.02 و FLTOSP.043)

### عمليات تقييم مخاطر السلامة

(مقدمة من د. برينان)

#### الموجز

يُفترض في ورقة العمل مراجعة الأحكام الخاصة بإجراء عمليات تقييم مخاطر السلامة في الفقرة ١-٧ من الجزء السابع لتغيير النص الحالي للتوصية بحيث تصبح إلزامية نظراً لأنه سيُشترط على المشغلين، إجراء عمليات تقييم لمخاطر السلامة المقترنة بحمل البضائع والبريد والأمتعة، بما في ذلك البضائع الخطرة، وذلك وفقاً لأحكام الفصل ١٥ الجديد بعنوان "سلامة مقصورة البضائع" الجاري اعتماده الآن في الملحق السادس - "تشغيل الطائرات".

الإجراءات المعروضة على فريق الخبراء: يُرجى من فريق خبراء البضائع الخطرة النظر في التعديلات المقترحة على الفقرة ١-٧ من الجزء السابع، وذلك على النحو الوارد في المرفق بورقة العمل هذه.

## 1. INTRODUCTION

1.1 At the twenty-fifth meeting of the Dangerous Goods Panel (DGP/25) there was discussion on the position developed by the Flight Operations Panel (FLTOSP) on the transport of lithium batteries and the need for the operator to perform a safety risk assessment that considered the risks associated with the transport of lithium batteries (see paragraph 5.2 of the DGP/25 Report).

1.2 The meeting agreed that operators needed to carry out appropriate safety risk management activities in order to determine whether they could ensure the safe carriage of lithium batteries and cells. It was noted that the Technical Instructions did not contain any provisions related to an operator's responsibility to conduct safety risk assessments.

1.3 As a consequence of this discussion, the DGP agreed to adopt text into Part 7 that recommended that operators perform a safety risk assessment for the transport of dangerous goods as part of their safety management system. The text adopted also refers to Annex 6 — *Operation of Aircraft* and Annex 19 — *Safety Management* (see paragraph 5.2.7 of the DGP/25 Report).

1.4 In late 2016 the Air Navigation Commission tasked the Flight Operations Panel (FLTOPSP) to evaluate the risks posed by lithium batteries when transported by air, in coordination with DGP and the Airworthiness Panel (AIRP). The result of this was the establishment of the FLTOPSP Cargo Safety Sub Group (FLTOPSCS-SG) tasked with establishing suitable recommendations and guidance for the safe carriage of all cargo, including the carriage of lithium batteries and dangerous goods.

1.5 The work of the FLTOPSCS-SG resulted in the development of new Chapter 15 — Cargo Compartment Safety for Annex 6 as well as associated guidance material proposed for inclusion in a new document (Doc 10102 — *Guidance for Safe Operations of Aeroplane Cargo Compartments*). It is expected that the change to Annex 6 to add Chapter 15 will be adopted by Council later this year with an applicability date of 5 November 2020.

1.6 Paragraph 15.1.1 of Chapter 15 includes the following “The State of the operator shall ensure that the Operator establishes policy and procedures for the transport of items in the cargo compartment which include the conduct of a specific safety risk assessment.”

1.7 As Annex 6, Chapter 15 will make it mandatory for the operator to perform a safety risk assessment to address the carriage of dangerous goods, it is believed that the provisions set out in Part 7;1.7 must be revised to align to this requirement. It is also proposed to revise Part 7;1.7 to include specific reference to Chapter 15 of Annex 6 so that there is a direct link to the requirements of that chapter.

## 2. ACTION BY THE DGP

2.1 The DGP is invited to consider the changes proposed to Part 7;1.7 as shown in the appendix to this working paper.

— — — — —

**APPENDIX**

**PROPOSED AMENDMENT TO PART 7 OF THE TECHNICAL INSTRUCTIONS**

**Part 7**

**OPERATOR'S RESPONSIBILITIES**

...

**Chapter 1**

**ACCEPTANCE PROCEDURES**

...

**1.7 CONDUCTING SAFETY RISK ASSESSMENTS**

Operators engaged in commercial air transport operations ~~should~~ must include a safety risk assessment process for the transport of dangerous goods as part of their approved safety management system to comply with Annexes 6 — *Operation of Aircraft*, [Chapter 15 — Cargo Compartment Safety](#) and [Annex 19 — Safety Management](#). This safety risk assessment ~~should~~ must include appropriate information to result in implementation of safety measures that ensure the safe transport of dangerous goods including lithium batteries and cells as cargo.

...

— END —