



WORKING PAPER

**DANGEROUS GOODS PANEL (DGP)
WORKING GROUP MEETING (DGP-WG/16)**

Montreal, 17 to 21 October 2016

Agenda Item 5: Specific work items identified by the Air Navigation Commission:

5.1: Aviation security/dangerous goods coordination (ANC job card DGP.001.01)

UNDECLARED DANGEROUS GOODS

(Presented by T.L. Muller)

SUMMARY

This working paper contains recommendations for the panel to extend the possibilities to discover undeclared/misdeclared dangerous goods/lithium batteries which are carried by passengers or shipped as cargo.

Action by the DGP-WG: The DGP-WG is invited to:

- a) confirm the need to collaborate with the AVSEC Panel; and
- b) request the chairperson of the DGP to contact the chairman of the AVSECP to discuss convening a meeting of the joint AVSECP/DGP Task Force;

1. INTRODUCTION

1.1 During the numerous years that the panel has discussed lithium batteries, it has been the belief of many panel members and experts that incidents/accidents that have occurred with lithium batteries are caused by non-compliant lithium batteries, carried by passengers or shipped as cargo, e.g. undeclared/misdeclared and counterfeit lithium batteries. It has also been stated that more stringent regulations would not decrease the number of undeclared or non compliant shipments of dangerous goods carried on an aircraft.

1.2 Consequent enforcement, prosecution and high penalties are likely to decrease the number of undeclared dangerous goods; however, it is impossible for appropriate authorities to check the baggage of every passenger and/or all general cargo shipments for the presence of undeclared/misdeclared dangerous goods.

1.3 It must be noted that, especially with regard to the safe transport of lithium batteries, significant progress has been made. New performance standards for packaging will be developed, which will reduce the risks of transporting lithium batteries by air. However, this will only improve the safety of properly declared shipments. It is unrealistic to assume that undeclared lithium batteries will be packed according to these prescribed packaging performance standards.

1.4 Therefore, to improve safety, it is crucial to extend the use of existing measures in order to discover undeclared/misdeclared lithium batteries.

1.5 In air transport, both passenger baggage and cargo shipments are subject to security checks. All passengers and baggage are checked for the presence of prohibited security items such as weapons and explosives by for example, the use of security equipment such as X-ray scanners. Air cargo is also subject to security checks in accordance with the provisions in Annex 17 — *Security — Safeguarding International Civil Aviation against Acts of Unlawful Interference*.

1.6 It is therefore suggested that collaboration between the Aviation Security Panel (AVSECP) and the Dangerous Goods Panel (DGP) on this particular topic be sought in order to explore feasible methods for identifying undeclared lithium batteries, thereby enhancing the safe transport of lithium batteries by air. It should be emphasized that it is not the aim of this working paper to change or extend the responsibilities of the security staff.

1.7 A meeting of the existing AVSECP/DGP joint taskforce (established at the request of the Secretary General to enhance the cooperation between the two panels) could be held to address the matter and determine the best way forward. To accomplish this, the chairman of the DGP could reach out to the current chairman of the AVSECP with the request to convene a meeting of the joint taskforce.

1.8 A suggested way for the task force to address the issue of undeclared lithium batteries and the associated risk is to assign this topic/agenda item to the appropriate AVSECP working groups.

1.9 Within the AVSECP there are two working groups that might be appropriate;

- 1) **The Working Group on Innovation in Aviation Security (WGIAS).** This working group advises AVSECP for appropriate security screening equipment (to screen passenger baggage and air cargo for prohibited security items). The members of the Working Group on Innovation in Aviation Security, together with some members of the DGP, could explore whether security screening equipment could assist in any way to discover the presence of (undeclared) lithium batteries in cargo. The United Kingdom has already gained experience in this area, and this expertise could be shared with the members of this working group;
- 2) **The Working Group on Air Cargo Security (WGACS).** This working group is responsible for development of provisions and guidance with regard to the security of air cargo such as the implementation of a secure supply chain. The known consignor concept requires that every consignor, who wants to be registered as a “known consignor”, must be audited and certified by the appropriate security authorities. It could be discussed and explored if such an instrument could assist in the enhancement of compliance with ICAO lithium battery regulations.

2. **ACTION BY THE DGP-WG**

2.1 The DGP-WG is invited to:

- a) confirm the need to collaborate with the AVSECP; and
- b) request the chairperson of the DGP to contact the chairman of the AVSECP to discuss convening a meeting of the joint AVSECP/DGP Task Force;

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