



**WORKING PAPER**

**DANGEROUS GOODS PANEL (DGP)  
MEETING OF THE WORKING GROUP OF THE WHOLE**

**The Hague, 3 to 7 November 2008**

**Agenda Item 1: Development of proposals, if necessary, for amendments to Annex 18 — *The Safe Transport of Dangerous Goods by Air***

**NOTIFICATION TO ICAO OF APPROPRIATE AUTHORITY RESPONSIBLE  
FOR AIR TRANSPORT OF DANGEROUS GOODS**

(Presented by the Secretary)

**SUMMARY**

This paper proposes a review of the Standard 2.7 of Annex 18 — *The Safe Transport of Dangerous Goods by Air* relating to the “National Authority” designated for the safe transport of dangerous goods.

Action by the DGP-WG is in paragraph 2.

**1. INTRODUCTION**

1.1 The standard contained in paragraph 2.7 of Annex 18 — *The Safe Transport of Dangerous Goods by Air* refers to the need for Contracting States to designate and specify to ICAO the appropriate authority responsible for air transport of dangerous goods.

**2.7 National Authority**

“Each Contracting State shall designate and specify to ICAO an appropriate authority within its administration to be responsible for ensuring compliance with this Annex.”

1.2 In order to facilitate the issuance of approvals and exemptions to the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284), such contact information is essential. However, of the 104 States audited to date under the ICAO Universal Safety Oversight Audit Programme (USOAP), fully 50% failed to do so. Of the 52 States who have designated an authority to ICAO, frequently only a general reference to the civil aviation authority of that State is made, rather than providing information specifying the office or point of contact concerned.

## 2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to consider revising the Standard so that more detailed information is specified regarding the office in the national authority responsible for dangerous goods. It is suggested clarification should be provided to States on the essential need for such information to be provided, noting that the office in the national authority is responsible for the development, implementation and maintenance of the national dangerous goods by air programme. It is also suggested that when such information is provided, it will be placed on the ICAO public website in order to facilitate the issuance of exemptions and approvals.

2.2 In addition, the DGP-WG is asked to consider requesting information for those other authorities who may hold responsibility for specific classes e.g. radioactive material, infectious substances, etc.

2.3 Based on the discussion at WG08, a detailed proposal will be made at WG09.

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