



WORKING PAPER

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

The Hague, 3 to 7 November 2008

Agenda Item 2: Development of recommendations for amendments to the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284) for incorporation in the 2011/2012 Edition

2.8: Part 8 — Provisions Concerning Passengers and Crew

CONSIGNMENTS OF “PERSONAL EFFECTS”

(Presented by G A Leach)

SUMMARY

This working paper invites the working group to discuss whether or not the Technical Instruction should permit items of passenger baggage that are consigned as cargo as ‘personal effects’ to contain some, or all, of the items that are permitted to be carried by passengers in checked baggage.

Action by the DGP-WG is in paragraph 2.

1. INTRODUCTION

1.1 Part 8;1.1.2 of the Technical Instructions provides for items of baggage that have become separated from their owners during transit, such as lost baggage or incorrectly routed baggage, to still be carried. Such items of baggage are likely to contain those items of dangerous goods permitted to be carried by passengers.

1.2 It appears that it is becoming common practice for passengers to send their baggage as cargo, described as ‘personal effects’. There appear to be two scenarios where this happens:

- a) Where passengers arrive at check-in and discover that they have excess baggage. In such circumstances, there are often companies available at the airport who will consign the baggage as cargo. However, even though the companies concerned advise the passengers that the ‘personal effects’ consignments must not contain dangerous goods, they frequently do contain items that would normally be expected to be contained in baggage, such as aerosols and perfumes etc.

- b) Where members of the general public arrange to ship their baggage in advance of them travelling. It appears that this practice is becoming more common, and indeed encouraged, as suggested by recent reports in the media (www.money.cnn.com/2008/07/30/pf/luggage_delivery). Again, despite the freight forwarders concerned providing their customers with information about the fact that such consignments must not contain dangerous goods and requiring the customer to sign a confirmation that the consignments do not contain dangerous goods, items such as aerosols and perfume are frequently found when the consignments are delivered to the airport.

1.3 In 2007, the United Kingdom Civil Aviation Authority (CAA) received 103 reports of undeclared dangerous goods being found in consignments of 'personal effects'. This represents approximately 18% of all incident reports received by the CAA in that year. Whilst a small number of the reports concerned dangerous goods not normally permitted in a passenger's baggage, the vast majority of the dangerous goods found were aerosols and perfumes.

1.4 Following the number of incidents received in 2007, the CAA carried out a lot of work to ensure that the freight forwarders involved provide appropriate information to their customers, specifically targeted at the types of dangerous goods likely to be contained in baggage that are not permitted when shipped as cargo. Even so, the CAA has continued to receive incident reports involving personal effects and by mid September 2008 had received 57 such reports, still about 12 per cent of all incidents reported.

2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to discuss whether or not the Technical Instructions should permit items of passenger baggage that are consigned as cargo as 'personal effects' to contain some, or all, of the items that are permitted to be carried by passengers in checked baggage. If the working group believes that an amendment to the Technical Instructions is appropriate a further paper will be prepared for WG09.

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