



WORKING PAPER

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

The Hague, 3 to 7 November 2008

Agenda Item 6: Miscellaneous dangerous goods issues

PROBLEMS ENCOUNTERED BY TRANSPORT OF MILITARY DANGEROUS GOODS BY CIVIL AIRCRAFT

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SUMMARY

This paper informs the panel about the problems encountered during the transportation of military dangerous goods by civil aviation transport assets, in support of ongoing (NATO) military operations on a global scale. It focuses on possible actions to be taken and solutions to be found within the context of civil legislation regarding the transport of military dangerous goods.

Action by the DGP-WG is in paragraph 2.

1. INTRODUCTION

1.1 The Civil Aviation Planning Committee (CAPC) is one of the three Transport Planning Boards and Committees (PB&C's) that reside under the Senior Civil Emergency Planning Committee (SCEPC), under direct guidance of the North Atlantic Council (NAC) of the North Atlantic Treaty Organization (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 (ongoing) (NATO) military operations. As such the CAPC was requested by Conference of National Armaments Directors (CNAD), Ammunition Safety Group (AC/326), Sub-group 4 on Transport Logistics in its meeting of 1 to 2 October 2008 in NATO Headquarters (NATO HQ), to inform the Dangerous Goods Panel on issues that are identified as of utmost importance to the NATO, and request the Panel's input and cooperation on the suggested solutions and way forward.

1.2 At present NATO consists of twenty-three Member States, and twenty-four 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 may be of importance to over sixty nations worldwide.

1.3 Background information

1.3.1 Within NATO context, Transportation of Military Dangerous Goods fall directly under regulation StANAG 4441, as well as AASTP 2, and are composed by Conference of National Armaments

Directors (CNAD), Ammunition Safety Group (AC/326). Within the context of the Alliance, member states are to translate the Military Dangerous Goods Regulations into national (military) legislation.

1.3.2 Given the changing scope and nature of the military involvement of the Alliance, the use of civil aviation transport assets during military operations has increased over the past years.

1.3.3 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.

1.3.4 Since NATO member states are responsible for the transportation of their own (military) Dangerous Goods, also in civil aviation transport assets, many nations have indicated 'deviations' from the regular military legislation, because of the necessity to deal with this discrepancy. These deviations have been accepted until now, thus allowing participating nations to carry out their responsibilities in this respect. However, the differences between the deviational practices among member states have been identified as complicating factors for military missions in general.

1.3.5 The increased use of civil aviation assets during (ongoing) military operations, as well as the increased number of 'deviations' becoming a more or less regular practice among member states, constitute a situation that is considered to be highly undesirable, cumbersome and sometimes increased chance of unsafe transportation.

1.3.6 In addition, the difficulties encountered with the acquisition of required diplomatic clearances for the transportation of (military) Dangerous Goods have severe operational consequences.

1.3.7 To solve the before mentioned issues, it is of utmost importance that civil-military cooperation with respect to the transportation of (military) dangerous goods on commercial aircraft comes into existence, in order to create a required exchange of expertise, as well as to reduce the undesired operational consequences in the field, during operations that are in the end approved by (all member states of) the North Atlantic Council, and on many occasions by the United Nations as well.

2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to:

- a) discuss the outcome of the presentation;
- b) consider the need to review issues concerned in greater depth, through e.g. the establishment of an ad hoc (working)group, in which all necessary expertise will be represented;
- c) identify in cooperation with the appropriate authorities within NATO's CNAD/Sub group 4 a list of common priorities and way ahead; and
- d) accept in its meetings one of the NATO's CNAD/Sub group 4 members with an observer status.

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