

**61ST CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGION**

*Kuala Lumpur, Malaysia
7 – 11 September 2026*

AGENDA ITEM 3: AVIATION SAFETY

**ESTABLISHMENT AND REGIONAL ROLLOUT OF THE IATA
DANGEROUS GOODS TRUST COMMUNITY (DGTC)**

Presented by the International Air Transport Association (IATA)

INFORMATION PAPER

SUMMARY

This discussion paper introduces the IATA Dangerous Goods Trust Community (DGTC), an industry collaborative transparency framework piloted in major Chinese airports to address persistent safety risks stemming from undeclared, mis-declared and improperly handled dangerous goods air cargo. Widespread information opacity across shippers, freight forwarders, ground handlers and airlines, fragmented incident data sharing and inconsistent performance evaluation standards create safety concerns across the supply chain.

Developed by IATA, DGTC deploys a consensus-driven multi-layer assessment system jointly defined by cross-industry dangerous goods experts via local working groups based on the Analytic Hierarchy Process. Built on principles of mutual trust, standardized evaluation and data privacy protection, DGTC features assessment criteria covering e-commerce and conventional cargo handling performance on dangerous goods. Launched at Shanghai Pudong Airport in 2025, followed by Zhengzhou Airport and Guangzhou Airport, 5 ground handling service providers, more than 20 airlines and 96 freight forwarders have since joined DGTC. Desensitized evaluation dashboards and benchmarking reports deliver transparent, comparable safety performance metrics to all community participants, with confirmed strong score differentiation and consistent cross-evaluator alignment validating the methodology's reliability.

IATA requests the 61st APAC DGCA Conference to urge all ICAO Contracting States in the Asia-Pacific region to recognize DGTC as a validated industry safety tool, provide support for local DGTC deployment, and launch regional capacity-building activities to scale DGTC to additional airports and supply chain participants across the region.

ESTABLISHMENT AND REGIONAL ROLLOUT OF THE IATA DANGEROUS GOODS TRUST COMMUNITY (DGTC)

1. INTRODUCTION

1.1 Annex 18 to the Convention on International Civil Aviation and the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284) provides for a globally consistent framework for regulatory oversight of dangerous goods handling across all supply chain participants when being transported on aircraft. This is also part of a globally consistent approach to the classification, marking and labelling of dangerous goods on other modes of transport. The structure works well where participants operate in compliance with these provisions. And the reporting of instances of accidents and incidents involving dangerous goods, as well as reporting of undeclared and misdeclared dangerous goods, are designed to assist in strengthening the supply chain. Over 80% of reported dangerous goods occurrences, in the cargo supply chain originate from undeclared dangerous goods, including lithium batteries, concealed hazardous commodities such as perfumes and aerosols, and inadequate compliance management at shipper and freight forwarder levels.

1.2 The air cargo dangerous goods value chain involves disconnected stakeholders: shippers, freight forwarders, ground handling agents and airlines, with limited capacity for sharing verified safety performance data in a unified manner. Key industry pain points persist:

1.2.1 Opaque dangerous goods operational capability and compliance records of freight forwarders and shippers;

1.2.2 Siloed incident and penalty data with no cross-airport, cross-airline or cross-regulator information sharing mechanisms;

1.2.3 Inconsistent internal evaluation standards adopted by individual airlines and ground handlers for freight forwarder qualification screening;

1.2.4 Limited industry-wide benchmarking tools to acknowledge those participants with strong compliance and proactive identification of high-risk supply-chain entities.

1.3 In response, IATA launched the Dangerous Goods Trust Community (DGTC), a collaborative, transparent and privacy-protected industry ecosystem designed to standardize dangerous goods compliance evaluation, ensure consistent application of IATA Dangerous Goods Regulations (DGR), centralize safety performance visibility and reduce systemic mis-declared and undeclared DG risks throughout cross-border air cargo operations.

2. DISCUSSION

2.1 Core Design and Governance of DGTC

2.1.1 DGTC operates as a consensus-based collaborative community and established evaluation system which was co-developed by DG experts from local cross-industry working groups, based on the Analytic Hierarchy Process (AHP).

2.1.2 Three clearly defined participant roles with tiered data access are embedded into the DGTC framework to balance transparency and commercial confidentiality:

2.1.2.1.1. Evaluators: Ground handling agents, responsible for submitting objective operational assessment data and generating comparative performance reports;

2.1.2.1.2. Subject under evaluation:: Freight forwarders and shippers, providing self-reported internal dangerous goods management documentation and accessing individual benchmark results;

- 2.1.2.1.3. Observers: Airlines, eligible to review aggregated community-wide safety performance data to support cargo acceptance risk screening.

2.1.3 All evaluation workflows comply with strict data privacy rules: raw shipment volume figures are replaced with de-identified and sanitized data rather than exact commercial volumes, and all publicized dashboards apply full data desensitization to protect business-sensitive information.

2.2 Standardized Multi-Layer Assessment Criteria

2.2.1 DGTC's evaluation architecture comprises 7 first-level core criteria and 10 supporting second-level sub-criteria, covering the full spectrum of dangerous goods operational and governance performance. These criteria were developed and weighted by professionals with global expertise in dangerous goods safety and occurrence investigations.

2.2.2 Weightings for each indicator are validated through AHP mathematical consistency testing, with official regulatory penalties and CEIV certification or other recognized quality assurance standards programs carrying the highest assessment weights to prioritize statutory compliance risks. Standardized scoring logic using graded bands ranging from Very Dissatisfied to Very Satisfied are used across all participating airports, reducing subjective evaluation bias between different ground handler teams.

2.2.3 Regional Pilot Implementation Progress: The DGTC phased pilot rollout commenced in January 2025 at Shanghai Pudong International Airport, followed by Zhengzhou Xinzheng International Airport later in 2025 and Guangzhou Airport in April 2026. Key pilot outcomes include:

- 2.2.3.1.1. Participation scale: 5 ground handling agents, over 20 airlines and 96 freight forwarders across three major cargo hubs;
- 2.2.3.1.2. Assessment validity: Desensitized test evaluation results demonstrate wide score differentiation (ranging below 50 to nearly 90 aggregate points), consistent scoring alignment between separate ground handler evaluators, and strong correlation between quantified scores and qualitative industry safety perceptions;
- 2.2.3.1.3. Visualized reporting infrastructure: Two tiers of digital dashboards are deployed: airport-level aggregated indicator distribution analytics and company-specific radar benchmark charts, enabling continuous risk monitoring and comparative performance tracking for all community participants.

2.3 The pilot has delivered tangible operational benefits:

- a) Unified cross-operator evaluation standards for freight forwarder dangerous goods handling performance at an airport level within the localized cargo supply chain eco-system;
- b) Centralized visibility of high-risk entities with elevated discrepancy or penalty ratios for targeted oversight;
- c) Performance incentives for compliant operators through public benchmarking and industry safety recognition;
- d) Aggregated regional dangerous goods risk trend analysis to support proactive regulatory and industry preventive measures;
- e) Ability for Operators to better allocate their risk assessment, management and compliance resources.

2.4 IATA's roadmap targets DGTC expansion to additional major Chinese airports in subsequent phases, with long-term plans to adapt the framework for cross-border regional deployment across the broader Asia-Pacific region.

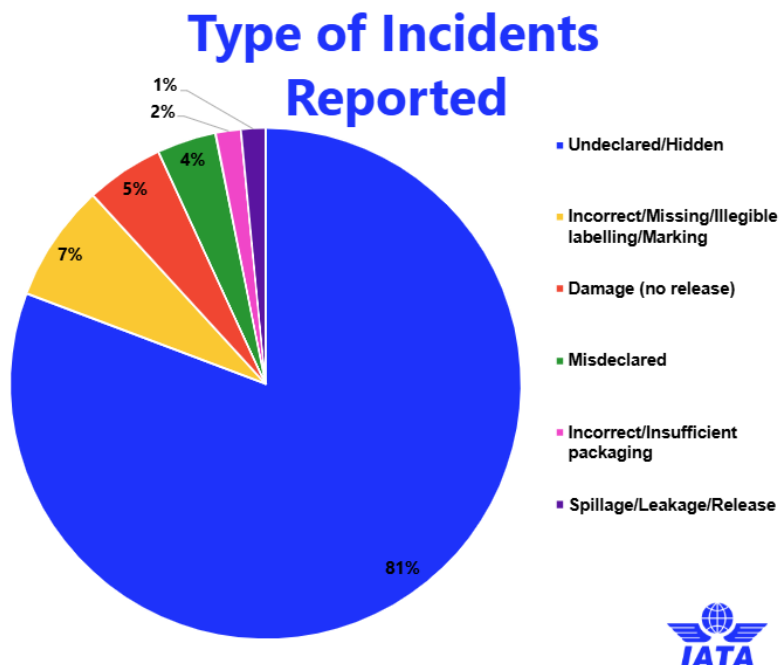
2.5 Alignment with Global ICAO and IATA Safety Mandates, DGTC directly advances core obligations under ICAO Annex 18 and Doc 9284 by establishing a harmonized mechanism to monitor dangerous goods compliance across the entire supply chain;

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to note the information contained in this Paper.

APPENDIX A

Type of Incident	Number Reported
Undeclared/Hidden	2798
Incorrect/Missing/Illegible labelling/Marking	258
Damage (no release)	170
Misdeclared	130
Incorrect/Insufficient packaging	55
Spillage/Leakage/Release	54
Others	450
Grand Total	3915



Source: IATA - GADM/IDX for the 6-month period of 1 January – 30 June 2025

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