

**59th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Cebu, Philippines
14 to 18 October 2024*

AGENDA ITEM 3: AVIATION SAFETY

**ENHANCING EFFECTIVE OVERSIGHT IN THE TRANSPORT
OF DANGEROUS GOODS BY AIR**

(PRESENTED BY ISLAMIC REPUBLIC OF PAKISTAN
& BACKED BY REPUBLIC OF FIJI)

SUMMARY

The safe transport of dangerous goods by air necessitates robust safety oversight and regional cooperation. This paper proposes that the working groups established under RASG/ APRAST to focus on two key areas relating to transport of dangerous goods by air; (1) preparation of member States for implementing standardized occurrence/ incident/ accident reporting and (2) assess implementation of dangerous goods training programme for security personnel responsible for screening of Passenger & Crew and their baggage enabling them to identify and report hidden/ undeclared dangerous goods.

¹ IATA Air Passenger & Cargo Monthly Analysis – May 2024

² <https://canadianaviationnews.ca/air-transportation-occurrences-in-2023/>

³ <https://www.cbsnews.com/news/hazardous-materials-airplanes/>

ENHANCING EFFECTIVE OVERSIGHT IN THE TRANSPORT OF DANGEROUS GOODS BY AIR

1. INTRODUCTION

1.1 The Asia Pacific region recorded the highest year-on-year (YoY) growth in Revenue Passenger-Kilometer (RPK), at 14.9%, and held the largest share (31.7%) of the total world share by May 2024. Similarly, it recorded the second-highest YoY growth in Cargo Tonne-Kilometer (CTK), at 17.8%, just behind Africa (18.4% CTK in May 2024).¹

1.2 The transport of dangerous goods by air is integral to global trade and commerce, yet it poses significant risks if not managed correctly. Existing frameworks, such as ICAO Annex-18 and Document 9284 (Technical Instructions), provide essential standards, but there remains a critical need for enhanced oversight and regional cooperation to address emerging challenges and ensure the highest levels of safety.

2. DISCUSSION

2.1 Standardized Incident Reporting

2.1.1 **Need for a Global System:** The establishment of a globally harmonized system for reporting incidents, occurrences, and accidents involving dangerous goods is critical. In 2023, the Transportation Safety Board of Canada reported a total of 1,020 air transportation occurrences, including incidents involving dangerous goods, representing a 14% increase over the previous year.²

2.1.2 **ICAO Assembly Review:** In the 38th Session of the ICAO Assembly, the Commission reviewed a proposal presented by Brazil on behalf of members of the Latin American Safety Oversight Cooperation System (SRVSOP). The proposal discussed the need to develop a global dangerous goods reporting system, which the Secretariat is considering in collaboration with the Dangerous Goods Panel and the European Coordination Centre for Aviation Incident Reporting Systems (ECCAIRS).

2.1.3 **Regional Preparation:** Regional measures are required to prepare member States to undertake the necessary prerequisites and complete the preliminary work before a globally harmonized system for the reporting of dangerous goods is established by ICAO. This initiative will also exert positive pressure on member States that do not have a national database.

2.2 Training of Security Personnel

2.2.1 **Enhanced Safety Measures:** Enhanced safety measures, including training for security personnel involved in screening passengers & crew and their baggage, are essential. The training should focus on detecting hidden and undeclared dangerous goods and reporting them. In 2023, incidents involving lithium batteries and other hazardous materials on planes were notably frequent, highlighting the necessity for robust screening procedures.³

2.2.2 **Role of Security Agencies:** States have allocated significant resources in terms of personnel and equipment for the screening of passengers and crew and their baggage through the deployment of dedicated Security Agencies as mandated by Annex-17 (Sections 4.4 and 4.5). However, ICAO Doc. 9284 Technical Instructions require operators' check-in staff to be adequately trained to detect dangerous goods carried by passengers, even though the check-in staff is neither equipped with screening equipment nor has access to it.

2.2.3 **Collaborative Approach:** If security personnel have their Dangerous Goods training programme approved from the respective Civil Aviation Authority (CAA), a crucial barrier to prevent dangerous goods incidents or accidents could be added. With this collaborative approach, all points of contact in the aviation security chain would be equipped to screen hidden/undeclared dangerous goods, significantly reducing the risk of incidents.

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3. ACTION BY THE CONFERENCE

The Conference is invited to:

a) **Task Safety Reporting Programme (SRP) Working Group under RASG/APRAST on Dangerous Goods incident / occurrence reporting:**

Harmonizing incident / occurrence reporting protocols across APAC will ensure consistency and reliability of data, enabling better regional cooperation and response to dangerous goods incidents. This initiative can also bring positive pressure on States that currently lack data collection mechanism. The objective is to focus on developing a regional framework for standardized incident reporting and assessment of the readiness of member States.

b) **Task Safety Enhancement Initiative (SEI) Working Group under RASG/APRAST on Dangerous Goods training for security personnel involved in screening of passengers & crew and their baggage:**

Exploring the modalities to enable the implementation of adequate training program related to Dangerous Goods for Security personnel involved in the screening of passengers & crew and their baggage to identify hidden & misdeclared Dangerous Goods.

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