



DGP/30-IP/10
6/10/25

DANGEROUS GOODS PANEL (DGP)

THIRTIETH MEETING

Montréal, Canada, 6 to 10 October 2025

Agenda Item 4: Managing safety risks posed by the carriage of energy storage devices by air (*Ref: Job Card DGP.003.05*)

EXTRACT FROM REPORT OF THE EXECUTIVE COMMITTEE ON AGENDA ITEM 12 TO THE 42ND SESSION OF THE ASSEMBLY RELATED TO ACCESSIBILITY IN INTERNATIONAL CIVIL AVIATION

(Presented by the Secretary)

SUMMARY

This information paper presents an extract from the report of the Executive Committee on Agenda Item 12 to the forty-second session of the ICAO Assembly related to accessibility in international civil aviation paper. It is presented to support discussions on addressing safety risks associated with the carriage of battery-powered mobility aids on aircraft (see DGP/30-WP/30).

systems. The Committee recommends that the Assembly refer the actions contained in the paper to the Council, with contributions of the relevant technical bodies, such as the Technical Advisory Group on TRIP (TAG/TRIP), for further study and a proposed way forward.

12.22 The Committee noted information papers: WP/286 presented by Kazakhstan, WP/397 presented by Saudi Arabia, WP/357 presented by Thailand and WP/186 presented by Uruguay.

Accessibility in International Civil Aviation

12.23 In WP/447, Colombia, supported by 14 LACAC Member States, shared its regulatory framework on transporting pets, emotional support animals, and service dogs, proposing it as a reference for recommendations to other States to promote standardization. The paper stressed adopting SARPs to ensure safety, comfort, and accessibility while maintaining operational efficiency. The Committee recommends that the Assembly refer the actions contained in the paper to the Council, with contributions of relevant technical bodies, for further study and a proposed way forward.

12.24 In WP/184, Denmark, on behalf of the European Union (EU), European Civil Aviation Conference (ECAC) States, and co-sponsored by Australia, Canada, Japan and ACI, proposed strengthening global aviation's commitment to accessibility, recalling Resolution A41-15 on dignity and non-discrimination. The Committee recommends that the Assembly adopt the Resolution 12/3 to supersede Assembly Resolution A41-15 and refer action (b) contained in the paper to the Council, with contributions of the relevant technical bodies, for consideration alongside its ongoing work.

12.25 In WP/471, the Dominican Republic, supported by 18 LACAC Member States, and co-sponsored by ACI, proposed a regional strategy for universal accessibility in civil aviation, aligning with the United Nations Convention on the Rights of Persons with Disabilities, Annex 9 — *Facilitation*, Assembly Resolution A41-15, and Doc 9984, *Manual on Access to Air Transport by Persons with Disabilities*. It emphasized accessibility as a human rights and sustainable development priority. The Committee recommends that the Assembly endorse the proposed actions contained in the working paper.

12.26 In WP/416, Uruguay, supported by 19 LACAC Member States, presented a report on defining disability, outlining a regulatory approach, and providing statistical data to better understand the global situation of persons with disabilities. The Committee recommends that the Assembly endorse the proposed actions contained in the working paper.

12.27 In WP/354, IATA, co-sponsored by ACI, highlighted the growing population of elderly persons and those with disabilities, stressing the need for disability-inclusive air transport. Recalling Resolution A41-15, it urged harmonized regulations, standards, and procedures to improve accessibility. The Committee recommends that the Assembly endorse the proposed actions contained in the working paper.

12.28 In WP/264, the International Partners for Aviation Development, Innovation and Sustainability (iPADIS) refers to Resolution A41-15, stressing accessibility as a social and business priority. It presented the three-pillar “Accessible Air Travel for All” strategy (Accessibility Evaluation and Promotion for Air Travel and Tourism (ACCEPT), Model Policy and Guidance on Accessibility (MPGA), Technical and Training Support (TTS)), supporting priorities in A42-WP/15 and Appendix E. It called for stronger coordination, engagement, training, and capacity building. The Committee recommends the

Assembly endorse actions (a), (b), and (c) contained in the paper and adopt the amendment to Appendix E of the draft Resolution presented in A42-WP/15.

12.29 In WP/433, the Latin American Association of Air and Space Law (ALADA) presented a multidimensional perspective on passenger vulnerability in Latin America, focusing on travellers with disabilities or reduced mobility. It emphasized that disability, whether temporary or permanent, requires special accommodations, and provided a regulatory overview of disability in international civil aviation. The Committee recommends the Assembly endorse the proposed actions contained in the working paper.

12.30 The Committee noted information papers: WP/509 presented by Italy, WP/555 presented by Ethiopia, WP/299 presented by Kazakhstan, WP/130 presented by Saudi Arabia, WP/526 presented by the United Kingdom, and WP/488 presented by the International Coordinating Council of Aerospace Industries Associations (ICCAIA).

Resolution 12/3: Accessibility in International Civil Aviation

Whereas persons with disabilities and reduced mobility form a large and growing proportion of the world's population;

Whereas the United Nations (UN) Convention on the Rights of Persons with Disabilities and its Optional Protocol promotes, protects and ensures the full and equal enjoyment of all human rights and fundamental freedoms by all persons with disabilities, including freedom of movement and freedom of choice;

Recalling the UN Disability Inclusion Strategy, which provides the foundation for sustainable and transformative progress on disability inclusion through all pillars of work of the United Nations;

Recalling that the UN Resolution A/RES/76/154 adopted by the General Assembly in 2021 recognized the importance of accessibility for persons with disabilities in all aspects of life and the need to identify and eliminate prejudice, discrimination, obstacles and barriers that limit the access of persons with disabilities to the physical environment, to transportation, to information and communications;

Noting with concern that, despite these instruments and undertakings, persons with disabilities and reduced mobility continue to face barriers in their participation as equal members of society, including barriers to their free movement;

Acknowledging that the aviation community needs to accommodate the growing demand in the aviation sector for services for persons with visible and invisible disabilities, as well as persons with reduced mobility and ageing populations, and that evolving societal trends are reshaping the nature and prevalence of accessibility needs;

Recognizing the importance of government and industry working together to support the travel needs of persons with disabilities and reduced mobility while prioritizing safety in all circumstances;

Affirming that diversity and social inclusion are concepts that are essential to the sustainable growth of international civil aviation;

Recognizing the essential nature of air transport services and the need to provide equal access to such services for all passengers;

Also acknowledging that digitization and innovation are creating new opportunities as well as new challenges for persons with disabilities, with reduced mobility and aging populations;

Reemphasizing the relevant Standards and Recommended Practices contained in Annex 9 — *Facilitation* as well as the procedures and principles contained in Doc 9984 – *Manual on Access to Air Transport by Persons with Disabilities*;

The Assembly:

1. *Resolves* that dignity and non-discrimination are universal rights that apply to all persons, including persons with disabilities and persons with reduced mobility travelling by air;
2. *Requests* the Council to:
 - a) ensure that ICAO exercise continuous leadership on sustainability, including the social sustainability imperatives of inclusion and accessibility;
 - b) develop an effective strategy and work programme on accessibility for passengers with disabilities and reduced mobility, including actions to monitor the impact on the aviation sector of societal and demographic changes and assess their impact on the provision of accessibility services, with the aim of future-proofing these services, in order to reach for a disability inclusive air transport system in cooperation with all the stakeholders;
 - c) ensure that Annex 9 — *Facilitation* SARPs recognize the essential nature of accessible services for persons with disabilities and reduced mobility and support the continued development of such services in line with evolving accessibility needs;
3. *Urges* Member States to prioritize the inclusion and accessibility of air transport services to persons with disabilities and reduced mobility;
4. *Encourages* all Member States to strive for uniformity in their air transport accessibility regulations, standards and procedures, to the greatest extent practicable, and to work closely with disability groups and other relevant stakeholders;
5. *Encourages* Member States to ensure that the transport sector coordinates its approach with the industry and civil society in order to deliver accessible end-to-end services to persons with disabilities and reduced mobility, and to work closely with disability groups and other relevant stakeholders; and
6. *Encourages* Member States to support ICAO activities with resources, both financial and in-kind, to ensure a successful implementation of agreed measures to support air transport of persons with disabilities and reduced mobility.
7. *Declares* that this Resolution supersedes Resolution A41-15.

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