



DGP-WG/24-IP/8  
25/10/24

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

**TWENTY-FOURTH MEETING**

**Montreal, 21 to 25 October 2024**

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

**REPORT FROM SECRETARY OF THE SAFE CARRIAGE OF GOODS SPECIFIC WORKING  
GROUP OF THE FLIGHT OPERATIONS PANEL**

(Presented by the Secretary)

**SUMMARY**

Attached is a presentation delivered to DGP-WG/24 by the secretary of the Flight Operations Panel's Specific Working Group On the Safe Carriage of Goods (FLTOPSP-SWG-SCG).





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# Safe Carriage of Goods Specific Working Group of the Flight Operations Panel (FLTOPSP-SCGSWG)

25 October 2024





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# SCG-SWG





## Work Programme (Job Cards)

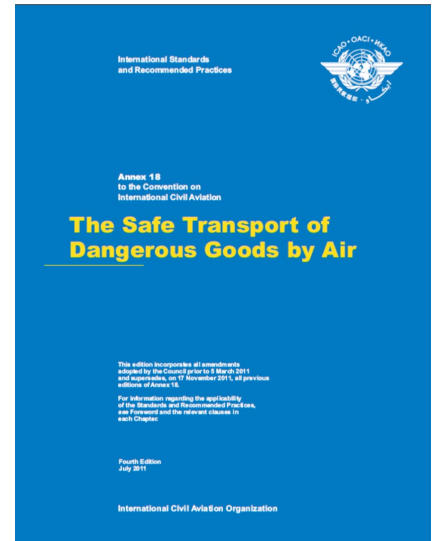
Lead (Primary)	
SCGSWG.001.01	Structure of the dangerous goods provisions
SCGSWG.002.01	Dangerous goods risks introduced by entities in the cargo supply chain
SCGSWG.003.01	Procedures for preventing and responding to incidents involving lithium batteries carried by crew, passengers and the operator aboard the aircraft
Collaborating (Supporting)	
AIRP.012.05	Control of electromagnetic radiation risks posed by the carriage of battery-powered devices in baggage, cargo and mail that are active when inside the aircraft cargo compartment
DGP.005.04	Clarifying State oversight responsibilities in Annex 18



## Job Card SCGSWG.001.01 Structure of the dangerous goods provisions

- **Action 10144** - Determine material to be moved to other appropriate ICAO documents (such as Annexes, Manuals, PANS)
- **Progress On Hold**

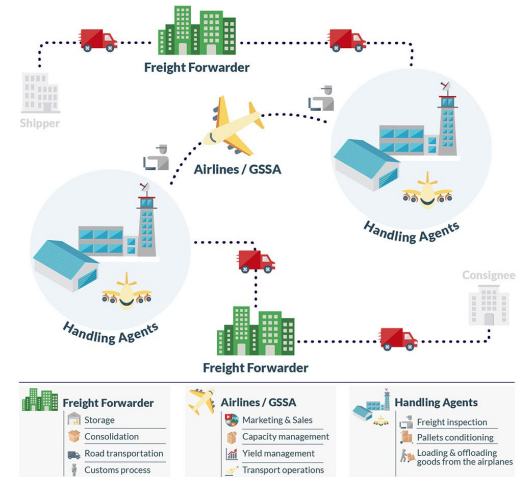
The DGP work on clarifying States' responsibilities in Annex 18 should be completed first and then it should be determined where it would be most appropriate to locate the amended or new material





## Job Card SCGSWG.002.02 Dangerous goods risks introduced by entities in the cargo supply chain (Cont.)

Action	Description
10145	Review whether provisions related to safety of the supply chain, cargo, and mail, are adequate in reducing undeclared and mis-declared dangerous goods in the cargo compartment of an aircraft.
10575	Review whether the proposed changes to Annex 18 proposed provisions are adequate in reducing undeclared and mis-declared dangerous goods in the cargo compartment of an aircraft.
10147	Explore how screening methods can support detecting dangerous goods including lithium batteries in addition to security threats.
10146	Based on the outcome of Actions 10145, 10575, and 10147, develop provisions as necessary.





## Job Card SCGSWG.002.02 Dangerous goods risks introduced by entities in the cargo supply chain (Cont.)

### Preliminary findings

- There are currently no requirements to screen cargo and mail to detect undeclared dangerous goods as part of the safety of the cargo supply chain.
- It is not within the scope of the aviation security provisions to specifically address safety requirements when detecting undeclared dangerous goods in cargo and mail.

### Potential recommendations

- Work with AVSECP to amend Annex 17
- Create guidance material to manage items that have been identified as undeclared dangerous goods by aviation security personnel, but not deemed a security threat.
- Create a high-level performance-based safety requirement to detect and remove dangerous goods from cargo, mail, and baggage (endorse DGP's work)





## Job Card SCGSWG.003.02 Procedures for preventing and responding to incidents involving lithium batteries carried by crew, passengers and the operator aboard the aircraft

Action	Description
10576	Review whether existing provisions are adequate in reducing the risk associated with thermal runaway events in the cabin and flight deck.
10148	Develop provisions for preventing and responding to incidents from lithium batteries.
10149	Develop guidance on procedures for preventing and responding to incidents from lithium batteries in the aircraft.





## Job Card SCGSWG.003.01 Procedures for preventing and responding to incidents involving lithium batteries carried by crew, passengers and the operator aboard the aircraft (Cont.)

- Flight deck remains a primary concern
- UL TRIP data
- Work bowties and gap analysis of the flight deck and cabin
- Identification of high criticality controls. Determine if they captured in ICAO provisions
- FCBs as potential risk control to contain PED TR if they meet standards. Research by the US and France
- EFBs have unique risks given the environment. Research in the flight deck





## Job Card SCGSWG.003.01 Procedures for preventing and responding to incidents involving lithium batteries carried by crew, passengers and the operator aboard the aircraft (Cont.)

### Preliminary Findings and Potential Recommendations

- Improved Passenger Awareness
- Improved Operator Enforcement
- Improved Flight Crew Awareness
- Strengthen Training (both Flight Crew and Cabin)
- Aircraft Flight Manual Content
- PPE/FCBs/Water

### ICAO

Annexes (6, 8, 18), ERG, PANS-OPS, TIs, Doc 10002 (Cabin Crew Safety Training Manual), Doc 10102 (Guidance for Safe Operations Involving Aeroplane Cargo Compartments)





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