



WORKING PAPER

**DANGEROUS GOODS PANEL (DGP)
WORKING GROUP MEETING (DGP-WG/24)**

Montreal, 21 to 25 October 2024

- Agenda Item 2: Managing air-specific safety risks and identifying anomalies (REC-A-DGS-2027)**
2.1: Develop proposals, if necessary, for amendments to Annex 18 — *The Safe Transport of Dangerous Goods by Air*

REPORT OF THE ICAO DGP WORKING GROUP ON TRAINING

(Presented by T. Muller)

SUMMARY

This working paper presents information on the efforts of the DGP Working Group on Training (DGP-WG/Training) and seeks the views of DGP-WG/24 on the need for enhancing the guidance contained in *Guidance on a Competency-based Approach to Dangerous Goods Training and Assessment* (Doc 10147) and assessing whether the training provisions in the Technical Instructions need to be amended to improve effective implementation.

Action by the DGP-WG: Action by the DGP-WG is in paragraph 4.

1. INTRODUCTION

1.1 At the twenty-seventh meeting of the Dangerous Goods Panel (DGP/27, 16 to 20 September 2019), the panel agreed to amend the training provisions contained in Part 1;4 of the Technical Instructions. These new training provisions were incorporated in the 2021–2022 Edition of the Technical Instructions with a transitional period of two years.

1.2 DGP-WG/Training developed and provided training guidance to support an approach to the implementation of the new training provisions. This guidance material is contained in *Guidance on a Competency-based Approach to Dangerous Goods Training and Assessment* (Doc 10147), which provides guidance on implementing a competency-based approach to dangerous goods training and assessment for personnel involved in the transport of cargo, mail, passengers and baggage by air. The *Procedures for Air Navigation Services — Training* (PANS-TRG, Doc 9868) contains greater detail on competency-based training and assessment.

2. RECENT WORK OF DGP/WG-TRAINING

2.1 During the implementation phase of the new training provisions, DGP-WG/Training assessed whether States encountered any difficulties implementing the new training provisions based on the experience of members, observers and advisers from various States and international organizations. In September 2023, members, observers and advisers of the working group were requested to provide feedback and insights to the effectiveness of the implementation within their States or organizations. All members of the working group were tasked with reviewing the new training provisions and assessing the associated guidance material. The objective was to identify any gaps or areas that required refinement to ensure that the training provisions and guidance materials were effectively implemented. Comments and feedback on the structure of the training provisions in Annex 18 were provided to the DGP Working Group on Annex 18 (DGP-WG/Annex 18).

2.2 DGP-WG/Training analysed the feedback from members, observers and advisers and identified several gaps and areas that needed improvement. Overall, the group noted that the guidance material is highly theoretical, making the content of Doc 10147 difficult to comprehend and implement practically. Some specific concerns were raised by participants within the working group. To illustrate with some examples, one concern referred to an inconsistency between the responsibilities outlined in Doc 10147 and the actual responsibilities of flight and cabin crew as per the Technical Instructions. Another issue raised was the adequacy of training records for auditing and transferability. Additionally, there was concern that the essential components included in Doc 10147, such as training specifications and competency models, are often not fully incorporated into national regulations. The working group also discussed the need to clarify and simplify the knowledge tables and workflows in Doc 10147, which were seen as overly complex and difficult to understand. Finally, the feedback emphasized the importance that further guidance and best practices be shared to enhance the effectiveness of the new training provisions.

2.3 To address these gaps and areas for improvement, DGP-WG/Training has considered potential further textual improvements to Doc 10147 and Part 1;4 of the Technical Instructions. While the group has already discussed some of these areas and drafted initial textual proposals, it was decided that rather than presenting individual proposals at different panel meetings, it would be more efficient to submit the complete report to the panel once all proposed amendments are finalized.

3. ANC JOB CARD

3.1 The development of the training provisions currently in the Technical Instructions and in Doc 10147 was initiated prior to the existence of ANC job cards. There has therefore never been a job card associated with dangerous goods training. ANC job cards are a required communication tool between the panel, the Secretariat and the ANC. A job card will be created for improving the dangerous goods training provisions, provided the DGP supports this work.

4. ACTION BY THE DGP-WG

4.1 The DGP-WG is invited to:

- a) agree to the need for enhancing the guidance on dangerous good training contained in Doc 10147 and for assessing whether the training provisions in the Technical Instructions need to be amended to improve effective implementation; and

- b) agree that DGP-WG/Training should be tasked with developing recommendations to address the items identified in 4.1 a).

4.2 An ANC job card will be developed for submission to the Air Navigation Commission (ANC) if DGP-WG/Training supports the need for this work.

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