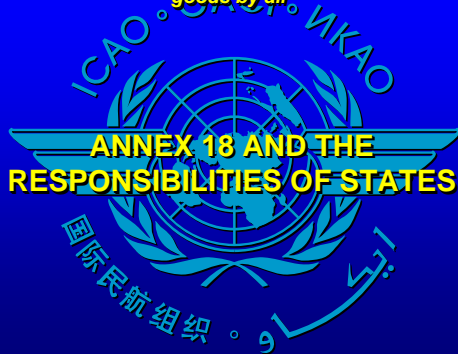


Regional seminar on the safe transport of dangerous goods by air.



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## AIMS

Aims are to identify:

- ⇒ The responsibilities of States that are in the standards and recommended practices of Annex 18
- ⇒ The responsibilities of States for the approval of training that are in the Technical Instructions

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## STATES RESPONSIBILITIES IN ANNEX 18

### 2.1 – GENERAL APPLICABILITY

In cases of extreme urgency, when other forms of transport are inappropriate or full compliance is contrary to the public interest, exemptions from the provisions may be granted provided every effort is made to achieve an overall level of safety equivalent to that provided by Annex 18.

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**STATES RESPONSIBILITIES IN ANNEX 18**

**2.1 – GENERAL APPLICABILITY**

For an overflight, the exemption may be granted based solely on whether it is believed an equivalent level of safety has been achieved

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**STATES RESPONSIBILITIES IN ANNEX 18**

**2.2 – TECHNICAL INSTRUCTIONS**

The necessary measures shall be taken to achieve compliance with the detailed provisions of the Technical Instructions

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**STATES RESPONSIBILITIES IN ANNEX 18**

**2.2 – TECHNICAL INSTRUCTIONS**

The necessary measures shall also be taken to achieve compliance with any amendments to the Technical Instructions which may be published during the specified period of applicability of an edition of the those Instructions

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**STATES RESPONSIBILITIES IN ANNEX 18**

**2.2.2 – TECHNICAL INSTRUCTIONS**

*ICAO should be informed of any difficulties encountered in the application of the Technical Instructions and of any amendments which it would be desirable to make to them*

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**STATES RESPONSIBILITIES IN ANNEX 18**

**2.2.3 – TECHNICAL INSTRUCTIONS**

*If a mid-period safety critical amendment to the Technical Instructions has not yet been implemented in a territory, movement of dangerous goods in that territory should be facilitated if they are in compliance with all the revised requirements*

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**STATES RESPONSIBILITIES IN ANNEX 18**

**2.3 – DOMESTIC CIVIL AIRCRAFT OPERATIONS**

*In the interests of safety and of minimizing interruptions to the international transport of dangerous goods, the necessary measures should be taken to achieve compliance with Annex 18 and the Technical Instructions for domestic civil aircraft operations*

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**STATES RESPONSIBILITIES IN ANNEX 18**

**2.5.1 – VARIATIONS**

Where there are different provisions to those in the Technical Instructions, they shall be notified promptly to ICAO for publication in the Technical Instructions

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**STATES RESPONSIBILITIES IN ANNEX 18**

**2.5.2 – VARIATIONS**

*Where an operator has more restrictive requirements than those in the Technical Instructions, the necessary measures should be taken to notify them to ICAO for publication in the Technical Instructions*

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**STATES RESPONSIBILITIES IN ANNEX 18**

**2.6 – SURFACE TRANSPORT**

*There should be provision made to enable dangerous goods intended for air transport and prepared according to the Technical Instructions to be accepted for surface transport to or from aerodromes*

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**STATES RESPONSIBILITIES IN ANNEX 18**

**2.7.1 – NATIONAL AUTHORITY**

An appropriate authority shall be designated in a administration to be responsible for ensuring compliance with Annex 18 and it shall be notified to ICAO

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**STATES RESPONSIBILITIES IN ANNEX 18**

**9.3 – PASSENGER INFORMATION**

It shall be ensured that information for passengers is promulgated in such a manner that they are warned about those dangerous goods that they are forbidden from carrying in their baggage or on an aircraft

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**STATES RESPONSIBILITIES IN ANNEX 18**

**11.1 – INSPECTION SYSTEMS**

Inspection, surveillance and enforcement procedures shall be established, with a view to achieving compliance with dangerous goods regulations

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**STATES RESPONSIBILITIES IN ANNEX 18**

**11.2 – COOPERATION**

*There should be cooperative efforts concerning violations of dangerous goods regulations, to eliminate such violations. Cooperative efforts may include coordinating investigations and enforcement actions, exchanging information, joint inspections, etc*

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**STATES RESPONSIBILITIES IN ANNEX 18**

**11.3.1 – PENALTIES**

*Measures shall be taken as appropriate to achieve compliance with dangerous goods regulations, including the prescription of penalties for violations*

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**STATES RESPONSIBILITIES IN ANNEX 18**

**11.3.2 – PENALTIES**

*Appropriate action should be taken to achieve compliance with dangerous goods regulations, including prescribing penalties, for violations found when dangerous goods arrived in another territory*

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**STATES RESPONSIBILITIES IN ANNEX 18**

**1.4 – AIR MAIL**

*Procedures should be established to control the introduction of dangerous goods into air transport through postal services*

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**STATES RESPONSIBILITIES IN ANNEX 18**

**12.1 – ACCIDENT AND INCIDENT REPORTING**

*To prevent a recurrence of dangerous goods accidents and incidents, procedures shall be established for investigating and compiling information about such accidents and incidents where the dangerous goods originated in or where destined for another territory*

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**STATES RESPONSIBILITIES IN ANNEX 18**

**12.2 – ACCIDENT AND INCIDENT REPORTING**

*To prevent a recurrence of dangerous goods accidents and incidents, procedures should be established for investigating and compiling information about such accidents and incidents that involve dangerous goods not originating in or destined for another territory*

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**STATES RESPONSIBILITIES IN ANNEX 18**

**13 – Dangerous goods security provisions**

*Each Contracting State shall establish dangerous goods security measures, applicable to shippers, operators and other individuals engaged in the transport of dangerous goods by air, to be taken to minimize theft or misuse of dangerous goods that may endanger persons, property or the environment.*

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