



DANGEROUS GOODS PANEL (DGP)

TWENTY-SECOND MEETING

Montréal, 5 to 16 October 2009

Agenda Item 6: Other business

GUIDANCE FOR INSPECTIONS

(Presented by R. Richard)

SUMMARY

The purpose of this paper is to provide the Panel with statistical evidence on the urgent need for guidance for States developing their Dangerous Goods programme.

1. INTRODUCTION

1.1 Establishing or expanding a dangerous goods programme can be a daunting task especially when faced with limited resources and personnel to ensure that the programme functions effectively. Guidance for those States facing these issues is a necessity. Combining the Panel's extensive experience and wide range of expertise on Dangerous Goods to formulate this guidance can only benefit dangerous goods transportation globally. Open discussion will allow states to compare and contrast each others operations, creating an educational flow of information, from which all can benefit. The following are some statistics as to why creating guidance is a necessity.

1.2 An analysis of the Universal Safety Oversight Audit Programme (USOAP) audit findings revealed that a little less than 62% of the one hundred and thirty four States who were recently audited did not conduct regular or random inspections to ensure that compliance with Annex 18 — *The Safe Transport of Dangerous Goods by Air* and the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* and 2007-2008 Edition (Doc 9284) was met. This is a concerning amount and requires immediate attention.

1.3 Training is at the cornerstone of dangerous goods safety. If personnel are unaware of their job function, they can hardly be expected to do their job correctly. Having said this almost 60% of those states audited did not have a sufficiently established dangerous goods training programme and 47% of

those States that do have a training programme do not conduct recurring training. This raises causes for concern on what is being loaded and how it is being loaded on many States aircrafts.

1.4 Loading dangerous goods cargo is an important step in transporting dangerous goods safely. Personnel should be checking for leaks, or damage done to the dangerous goods package. However, just over 30% of those audited do not have specific procedures on how to load dangerous goods, what to check for as well as what to do should a package be damaged. **In fact only 32% of States even certificate their operators to carry dangerous goods.**

1.5 Lastly, in an event of an emergency or dangerous goods incident, only about 70% of the States audited had findings in this area that were adequate. This means that almost 30% did not reach this level. Dangerous goods incidents do occur and it is our mission to ensure safe transportation. This can be done by helping those States who have limited resources. Creating guidance for them to base their own program off is an effective task that will have a significant outcome. Everyone can benefit from a more secure global system of dangerous goods transportation.

1.6 These are just a few examples demonstrating the need for a guidance document that will provide a basic outline for States to follow when they are establishing a programme. This guidance could also be used by States with an established program as a tool for self audits.

1.7 We would like to propose that guidance for States to use during the development process in the course of the ICAO Universal Safety Oversight Audit Programme be added to the future work items for the next biennium.

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