



DANGEROUS GOODS PANEL (DGP)

TWENTY-EIGHTH MEETING

Virtual, 15 to 19 November 2021

Agenda Item 6: Coordination with other panels

SAFE CARRIAGE OF GOODS SPECIFIC WORKING GROUP (FLTOPSP/SCG-SWG) UPDATE

(Presented by the Chair of the Flight Operations Panel (FLTOPSP) Safe Carriage
of Goods Specific Working Group (SCG-SWG))

SUMMARY

This information paper contains the presentation given at DGP/28 on the
activities of the Flight Operations Panel (FLTOPSP) Safe Carriage of Goods
Specific Working Group (SCG-SWG)



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FLTOPSP/8 Safe Carriage of Goods Specific Working Group (FLTOPSP/SCG-SWG) Update

November 2021





Background

- Following the excellent work carried out by the Cargo Safety Sub-Group(CSSG) the ANC recognised the need for a more permanent cross-domain group to be established.
- On 13 November 2018, the Air Navigation Commission (ANC) (209-6) agreed to establish a Cargo Safety Specific Working Group (CS-SWG) of the Flight Operations Panel (FLTOSP)
- The ANC felt that adopting the name of the CSSG might unintentionally narrow the scope of work of the group to address multi-disciplinary issues (AN 2019 WP9315 DP1).
- A similar concern was raised with using the term cargo so this was amended to “Goods” which are described as anything other than passengers and crew, carried aboard an aircraft.
- This led to the FLTOSP Specific Working Group to be named the “Safe Carriage of Goods Specific Working Group” (SCG-SWG)





Inception

Ahead of our inaugural meeting the work of the multidisciplinary Cargo Safety Group was consolidated and the ToR of the DG and AIR Panels was reviewed to ensure there was no duplication

The Safe Carriage of Goods-Specific Working Group (SCG-SWG) met for the first time in March 2021 following a 13 month hiatus as a result of the COVID-19 pandemic

As a specific working group the SCG-SWG reports directly to the ANC, however, final reports and amendment proposals are provided to the FLTOPSP for review and comment which accompany the SCG-SWG report to the ANC

The working methods of the SCG-SWG were agreed at the inaugural meeting. Two key conditions were established at the first meeting: decisions would be reached by consensus not by a vote with any dissension that cannot be resolved captured in the report to the ANC and there would be extensive collaboration with affected Panels before the report is finalised



SCG-SWG





Collaboration

We have agreed to ensure that there should be a high level of coordination with all the other affected panels with members and advisors being invited to join the Group when appropriate

We have representation from the DGP, FLTOPSP, AIRP, SMP, AVSECP and ADOP with the intention to include the Cabin Safety Sub-Group and FALP

Members of the SCG-SWG are invited to bring along any specialist advisors they deem appropriate and each meeting begins with an introduction of new advisors/observers and a short description of their specialist knowledge



Ways of Working



As the subject matter may be new to many of the participants we have adopted an informal approach to encourage contributions from all areas



Due to the wide variety of specialists required, our main focus to date has been to ensure there is a common level of understanding of the remit of each specialist domain and the issues that need to be resolved



It is acknowledged that there are areas and industries beyond aviation that we might need to include and/or influence



The actions on the Job Cards have been split into smaller working groups (WG) to progress the work which is then brought back to the main Group for review



Job Cards

Three Job Cards have been allocated to the Group with a total of 6 actions

Job Card	Title	Source
SCGSWG.001.01	Structure of the dangerous goods provisions	ANC 209-6
SCGSWG.002.01	Dangerous goods risks introduced by entities in the cargo supply chain	DGP-WG/18 and FLTOSP/5
SCGSWG.003.01	Procedures for preventing and responding to incidents involving lithium batteries carried by crew, passengers and the operator aboard the aircraft	DGP006.01 and FLTOSP/5



JC 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')

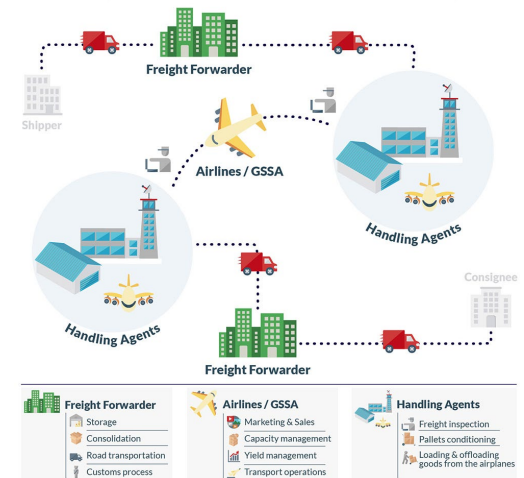
The aim is to conduct an in-depth structured and multidisciplinary analysis of the Technical Instructions (TI's) and Supplement including identification of material that would be appropriately situated in other documentation in order to improve visibility, clarify roles and responsibilities related to dangerous goods and allow for easier review by the required expertise.



Job Card SCGSWG.002.01 Dangerous goods risks introduced by entities in the cargo supply chain

There are three actions to complete this JC:

- **Action 10145** Complete an analysis to determine the need to develop provisions related to DG responsibilities and training for entities in the cargo supply chain – the scope of this work with regard to the responsibility of freight forwarders is limited to items carried in the hold
- **Action 10147** Explore how current and future screening technologies can support detecting both safety hazards and security threats
- **Action 10146** Based on the outcome of the analysis, develop provisions as necessary





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

The aim of this job card is to develop procedures to handle incidents involving lithium batteries which may be in carry-on baggage, on the person, or, when contained in the equipment they power, in checked baggage as well as lithium battery incidents from devices such as Electronic Flight Bags (EFBs), PEDs and power banks carried on board the aircraft by the flight crew

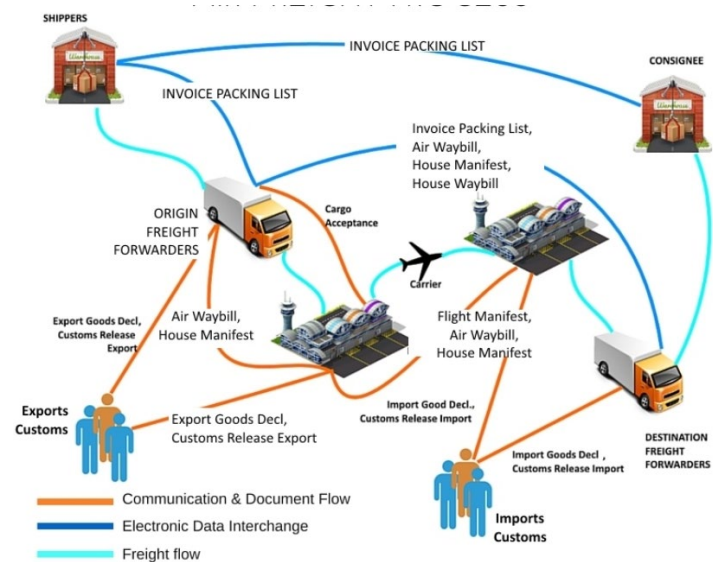
- **Action 10148** Develop provisions for preventing and responding to incidents from lithium batteries
- **Action 10149** Develop guidance on procedures for preventing and responding to incidents from lithium batteries in the aircraft – new ICAO manual (###)





Action 10145 Challenges

- Mitigating the hazards associated with DG introduced by entities in the cargo supply chain, is challenging because aviation is only one link in the chain and the only one over which we have any direct control
- Close collaboration and liaison with other regulatory bodies and agencies may be necessary to fill in the gaps
- We have invited guest speakers from the freight forwarding industry and the marine industry to help us understand their roles in the supply chain and how they manage the risks posed





Action 10147 Challenges

- The Group feels the use of the term screening technology is too narrow in scope. A recommendation to change the JC to use a broader term, screening methods, will be put forward to the ANC. This view was borne out during a briefing by the AvSec Secretariat on screening methods employed by security staff
- The use of screening technology to detect safety threats is an area to be explored as one potential barrier to undeclared and misdeclared DG ending up on aircraft
- Artificial Intelligence (AI) will also be considered although it has been made clear that the algorithms to detect DG would be far more complex than might be used in the security arena
- A presentation by the CEO of Exis technology, demonstrated how their company have developed a system of identifying DG in marine traffic but it was acknowledged that this is based on the declarations made by shippers. It would be unlikely for the technology to be able to identify misdeclared or undeclared DG





Action 10148 Challenges

- The SG working on this action have made the most progress to date and have identified several issues with the text of the JC. A number of amendments will be proposed
- One such issue is the on-going discussions regarding Electro Magnetic Interference (EMI) from data loggers/trackers attached to ULDs and inside packaging. Data loggers in cargo compartments are not limited to ULDs and not all data loggers use lithium batteries as a power source. The issue is not the lithium batteries as power source but EMI itself. The AIRP has been working on the EMI issue and a Working Paper will be presented to the SCG-SWG by the end of 2021
- A significant amount of work has been done by the DG Panel in collaboration with the Cabin Safety SG to develop procedures to deal with a lithium battery incident in the cabin but the response to one in the cockpit requires a different approach





Action 10148 Challenges (2)

- The JC problem statement details are missing some operator-specific use of lithium batteries. The current job card details must be expanded to align with the problem statement, or addressed in a separate job card for unoccupied spaces (i.e. cargo compartment)
- Cargo and devices installed in the airplane are beyond the scope of this JC which is limited to baggage carried by passengers or crew
- Other potential areas for guidance include cabin and operational configurations (single pilot without CC, helicopter operations etc.)





Plenary Meetings

- Held monthly to date with sub-group meetings held in between
- Intention to reduce frequency of plenary meetings going forward
- Face-to-face meeting anticipated Autumn 2022



In summary

Timelines and some descriptions on the JC's will need to be amended

3 actions in progress with 3 on hold until work is more mature

Some elements are beyond the control of the aviation authorities

Frequency of plenary meetings will reduce to facilitate work in the SG's

Aim to hold a face-to-face meeting Autumn 2022



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Questions, comments or suggestions are welcome!



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