



WORKING PAPER

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

Montréal, 15 to 19 April 2013

Agenda Item 2 : Development of recommendations for amendments to the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284) for incorporation in the 2015-2016 Edition

PASSENGER CHECK-IN

(Presented by G A Leach)

SUMMARY

This working paper seeks discussion in respect of the provision of dangerous goods to passengers who check-in remotely in advance of a flight.

Action by the DGP-WG is in paragraph 2.

1. INTRODUCTION

1.1 Part 7;5.1.4 allows for passengers to be provided with dangerous goods information when they “check-in” for a flight before arriving at an airport. For many years check-in generally happened at or very near the airport on the day of travel but the advent of the internet has enabled passengers to check in remotely e.g. on the internet or via the telephone.

1.2 The term “check-in” is not (as far as this Panel member is concerned) a term defined by ICAO but it has generally been accepted as the final confirmation that a passenger is intending to travel (with the passenger being provided with a boarding pass) but modern systems mean that passengers can be checked in well in advance of a flight; some operators currently offer the facility to check in 3 months before a flight and there would seem no reason why this period could not be even longer.

1.3 The requirement of the Technical Instructions to warn passengers at check in about dangerous goods in baggage is long standing and it is assumed the intent of this requirement was to provide a final opportunity for this to happen. However, the relatively new text of Part 7;5.1.4 accepted that this warning would not happen immediately prior to boarding, as would happen at an airport, but it is thought the decision to adopt the new text did not envision an open ended period before a flight when a passenger would check-in.

1.4 The ability to check-in in advance means a passenger may now receive information about dangerous goods many weeks or months before a flight and whilst the Panel would no doubt not wish to stand in the way of improved processes it is queried whether the need for information to be provided to a passenger shortly before a flight remains valid and if it does what should be done in the case of passengers who may have checked in well in advance of a flight.

2. ACTION BY THE DGP-WG

2.1 No proposal is made in the working paper, but a discussion is invited on the subject of the provision of dangerous goods information to passengers who may have checked-in in advance of a flight. Depending on the outcome of the discussion a further working paper will be produced for DGP.

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