



WORKING PAPER

DANGEROUS GOODS PANEL (DGP) WORKING GROUP MEETING (DGP-WG/19)

Montréal, 1 to 5 April 2019

Agenda Item 2: Managing air-specific safety risks and identifying anomalies

2.2: Develop proposals, if necessary, for amendments to the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284) for incorporation in the 2021-2022 Edition

CLARIFICATION ON REPORTING

(Presented by D. Brennan)

SUMMARY

This working paper proposes the deletion of the requirement for the operator to report to the authority of the State of Origin dangerous goods occurrences as described in Part 7;4.6.

Action by the DGP-WG: The DGP-WG is invited to consider the proposal as set out in the appendix to this working paper.

1. INTRODUCTION

1.1 Part 7;4.6 sets out the reporting requirements for dangerous goods occurrences. These dangerous goods occurrences include instances where dangerous goods were carried on a flight without information being provided to the pilot-in-command and where dangerous goods were loaded into an aircraft without the applicable segregation requirements having been applied.

1.2 Where these occurrences are identified the operator is required to report to their authority and to the authority of the State of Origin.

1.3 In looking at these occurrences and based on the experience of operators when these occurrences happen, often the failure did not occur in the jurisdiction of the State of Origin. An example of this is where the dangerous goods are transhipped from one operator to another, and the failure occurs at the point of transhipment. In this example, reporting the occurrence to the authority in the State of Origin provides no value.

1.4 In the discussions of the Dangerous Goods Panel (DGP) Working Group on Reporting (DGP-WG/Reporting) there has been consideration that these dangerous goods occurrences, given that they represent a breakdown in the procedures of the operator or their ground handling agent and therefore should be addressed under the operator's safety management system (SMS), may become a voluntary report, rather than mandatory as currently applies.

1.5 Given that the work of DGP-WG/Reporting in developing proposed revisions to Annex 18 and the Technical Instructions may take beyond the end of this biennium and for the reasons described above it is proposed to delete reference to the reporting to the authority of the State of Origin for dangerous goods occurrences.

1.6 It is also proposed to include reference to "the authority of" prior to "the State of the Operator" as this is missing from Part 7;4.6.

2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to revise Part 7;4.6 as shown in the appendix to this working paper.

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APPENDIX

PROPOSED AMENDMENT TO PART 7 OF THE TECHNICAL INSTRUCTIONS

OPERATOR'S RESPONSIBILITIES

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Chapter 4

PROVISION OF INFORMATION

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4.6 REPORTING OF DANGEROUS GOODS OCCURRENCES

An operator must report to the authority of the State of the Operator ~~and the State of Origin~~ any occasion when: |

- a) dangerous goods are discovered to have been carried when not loaded, segregated, separated or secured in accordance with Part 7;2; or
- b) dangerous goods are discovered to have been carried without information having been provided to the pilot-in-command in accordance with Part 7;4.1.

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