

**58th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Dhaka, Bangladesh
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AGENDA ITEM 3: AVIATION SAFETY

**COOPERATION BETWEEN COUNTRIES FOR SAFE
TRANSPORTATION OF DANGEROUS GOODS
BY SEA AND AIR**

(Presented by the Republic of Korea)

SUMMARY

It is necessary to strengthen the verification process for dangerous goods transported by sea and air.

COOPERATION BETWEEN COUNTRIES FOR SAFE TRANSPORTATION OF DANGEROUS GOODS BY SEA AND AIR

1. INTRODUCTION

1.1 There continue to be cases where cargo transported by ship from overseas is not reported or misreported and is transported by air.

1.2 Safety concerns are increasing due to safety accidents occurring in the process of transferring dangerous goods brought in by ship to air.

1.3 After transporting dangerous goods such as large-capacity lithium batteries that are difficult to obtain approval for air transport in the manufacturing country by sea, attempts are being made to obtain air transport approval in third countries where approval for air transport is not difficult.

2. DISCUSSION

2.1 It is necessary to strengthen the verification process for dangerous goods transported by sea and air to prevent the transport of dangerous goods not on the report list:

1. In the case of bulk cargo processed by the shipper at the point of departure, it is directly loaded onto the aircraft without rework at the transshipment airline, so there are cases where hazardous materials cannot be identified if the shipper does not report it.
2. Unreported dangerous goods are the responsibility of the shipper. The cargo shipper for multimodal transport (overseas ship → air) is located at the initial departure point, so if an accident occurs at the final destination, it is difficult to punish and manage the shipper.
3. Lithium batteries with a capacity of 100 watts or less are subject to the dangerous goods exception regulations at sea, so they are exempt from dangerous goods documentation and reporting and can be transported by sea with only a handling caution label attached to the packaging. However, in air transportation, lithium batteries with a capacity of 100 watts or less are also considered dangerous goods. Documentation and reporting are required, and when transshipped from sea to air, there is a high possibility that it will be treated as undeclared dangerous goods.
4. During cargo transfer by land after landing at Amsterdam Airport on a foreign airline flight departing from Incheon and arriving in Amsterdam (21.5.26), sea transshipment lithium batteries (UN3481) shipped from an undeclared third country were randomly opened and inspected by customs; has been detected as dangerous goods.
5. A fire occurred in an unreported small lithium battery (UN3480) that was stranded at sea during the cargo loading process after landing at LA Airport on a flight from Incheon to LA Airport (18.12.2).

2.2 Due to the strict air transport procedures of the manufacturing country's aviation authorities for large-capacity lithium batteries, there have been cases where air transport is attempted by detouring after transporting them by sea to a third country, so countermeasures are needed.

1. Safety management issues for manufacturers arise when the government of a third transit country approves air transport of dangerous goods, for which the reason for air transport disapproval is unclear in a large-capacity battery manufacturing country.
2. In cases where it is difficult to obtain approval for air transport from the government of the manufacturing country, attempts to transport by air to other countries may continue, and

continuous verification of aviation safety may be difficult.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) It is recommended that each contracting state establish a procedure for random sampling, opening and inspection at the transshipment warehouse for cargo transported by sea and connected by air;
- b) It is recommended that each contracting country first obtain safety approval from the manufacturing country for products that affect the safe operation of aircraft, such as large-capacity electric vehicle batteries, before transporting them by air; and
- c) ICAO, in cooperation with the International Maritime Organization (IMO), will review revising the regulations so that lithium batteries with a capacity of 100 watts or less are treated the same as aviation without applying the dangerous goods exception regulations in the first international maritime transport country. There is a need.

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