

## ***SAFETY INFORMATION 3/2022***

*20 January 2022*



### ***UNDECLARED OR MISDECLARED DANGEROUS GOODS IN CARGO***

#### **Purpose:**

This SI serves to alert all shippers and Cargo Terminal Operators about the threats from undeclared or misdeclared dangerous goods.

#### **Background:**

There is an increasing trend of suspicious cargo shipment held during acceptance at cargo operation terminal containing undeclared or misdeclared dangerous goods.

#### **Discussion:**

Some shippers do not declare or wrongly declare dangerous goods either due to ignorance or wilfully to avoid certain charges or avoid being rejected.

Undeclared Dangerous Good are dangerous goods that is subject to any hazard communication requirements including those pertaining to documentation, marking, labelling, placarding, and/or packaging, that is offered for transport without any visible indication to the person accepting the dangerous good for air transport that an item of dangerous good is present, on either an accompanying shipping document, or package, or ULD (Unit Load Device).

Misdeclared Dangerous Good are dangerous goods offered for transport in a manner not meeting the provisions of the Technical Instructions that is not considered to be an undeclared item of dangerous goods.

An improperly prepared shipment increases the risk to everyone in the supply chain. Lives, safety, property, and the environment all rely on the safe transportation of dangerous goods.

Before a person offers any package or overpack of dangerous goods for transport by air, that person shall ensure that the dangerous goods are not forbidden for transport by air and are properly classified, packed, marked, labelled and accompanied by a properly executed dangerous goods transport document, as specified in the Civil Aviation Directive 18 – National Transport of Dangerous Goods Programme (CAD 18 – NTDGP) and the Technical Instructions.

Any person who offers dangerous goods for transport by air shall complete, sign and provide to the operator a dangerous goods transport document, which shall contain the information required by those Instructions. The transport document shall bear a declaration signed by the person who offers dangerous goods for transport indicating that the dangerous goods are fully

and accurately described by their proper shipping names and that they are classified, packed, marked, labelled, and in proper condition for transport by air in accordance with the relevant regulations.

**Recommended Action:**

The shipper or his agent shall comply with the Directives stated in the CAD 18 – NTDGP. Para 2.3 of CAD 18 provides the shippers responsibilities as listed below:

- a) ensure that the dangerous goods are not forbidden for carriage by air in any circumstances under the provisions of the Technical Instructions;
- b) ensure that dangerous goods are properly classified, packed, marked, labelled and accompanied by a properly executed dangerous goods transport document, as specified in Annex 18 to the Chicago Convention and the Technical Instructions;
- c) provide to the operator on which the dangerous goods are to be carried, or to any agent of the operator, the duly executed dangerous goods transport document, which shall contain the information required by the Technical Instructions;
- d) sign a declaration that the dangerous goods
  - 1. are fully and accurately described by their proper shipping names; and
  - 2. are classified, packed, marked, labelled, and in proper condition for carriage by air in accordance with the Technical Instructions;unless the Technical Instructions provides otherwise that the dangerous goods are not required to have such declaration;
- e) provide to their employees such information as will enable them to carry out their responsibilities with regard to the carriage of dangerous goods and instructions as to the action to be taken in the event of emergencies arising involving dangerous goods; and
- f) ensure that the English language is used for all dangerous goods transport documents.


Any person who violates the above directive shall be subjected to penalties as stated in Regulation 206 of the Civil Aviation Regulations 2016.

For further information, please refer to the following documents available in the CAAM website:

1. CAAM Civil Aviation Directives 18 – National Transport of Dangerous Goods Programme
2. Civil Aviation Regulations 2016

The following links provide some of the more notable aviation incidents and accidents in which dangerous goods were onboard the aircraft.

1. [Extensive fuel contamination of aircraft interior and wiring](#)
2. [Aft cargo compartment fire](#)
3. [Crash into The Sea After an In-Flight Fire](#)
4. [Uncontained Cargo Fire Leading to Loss of Control Inflight and Uncontrolled Descent into Terrain](#)



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