



## Modernised Regulations for the Transport of Dangerous Goods by Air

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Dangerous goods are articles or substances which are capable of posing a hazard to health, safety, property or the environment when transported by air. Regulating the transport of dangerous goods by air is therefore necessary to ensure that they can be safely transported on aircraft as cargo, mail and in passenger and crew baggage. The Civil Aviation Authority of Singapore (CAAS) continues to modernise its safety regulations for the carriage of dangerous goods by air, in keeping with the dynamic air transport landscape.

### Streamlined Regulations in Accordance with International Standards

CAAS has announced that it will be introducing the Air Navigation (92 - Carriage of Dangerous Goods) Regulations (ANR-92) with effect from 1 January 2023, to replace the dangerous goods regulations in Part VB and the Nineteenth Schedule of the Air Navigation Order (ANO).

As subsidiary legislation made under the Air Navigation Act (ANA), ANR-92 will contain restructured and redrafted provisions addressing key safety aspects of transporting dangerous goods by shippers and freight forwarders in cargo, by postal operators in air mail and by passengers and crew in baggage.

These regulations are based on the international standards and recommended practices of ICAO Annex 18, The Safe Transport of Dangerous Goods by Air and its associated Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO TI). In addition, ANR-92 will be supported by a suite of Advisory Circulars (ACs) which will provide additional guidance on demonstrating compliance with the regulatory requirements.



### Reduced Regulatory Burden for Industry; Tightened Training Requirements

The implementation of ANR-92 brings with it two significant enhancements.

First, to avoid duplication and reduce regulatory burden, Singapore air operator certificate (AOC) holders will no longer be required to apply for a dangerous goods permit to transport dangerous goods as cargo on their aircraft under ANR-92. This is because they would have been required under ANR-121 (Commercial Air Transport by Large Aeroplanes) or ANR-135 (Commercial Air Transport by Helicopters and Small Aeroplanes) to seek authorisation to carry dangerous goods cargo as part of their AOC. Singapore AOC holders authorised by CAAS to transport dangerous goods cargo on their aircraft will have this authorisation directly reflected in the operations specifications of the AOC. Consequently, it is not necessary for AOC holders to have an additional dangerous goods permit.

Second, the new ANR-92 regulations require that dangerous goods training programmes of ground handling and aviation security screening service providers be approved by CAAS as well, in addition to Singapore AOC holders and the public postal operator.

This is to ensure that ground handling staff responsible for accepting, loading and handling cargo, mail and baggage, as well as security screening staff responsible for screening such articles, are trained and assessed to be competent prior to fulfilling their responsibilities.



### Greater Clarity on Training Responsibilities of Foreign Air Operators

The new ANR-92 regulations also serve to provide further clarity on the responsibilities of air operators with respect to dangerous goods training.

In particular, all foreign air operators must ensure that their crew members and relevant personnel undergo dangerous goods training and competency assessments in accordance

with the ICAO TI prior to deployment. This is regardless of whether the State of the Operator has authorised the transportation of dangerous goods as cargo on the operator's aircraft.

ANR-92 additionally takes into consideration that foreign air operators who are not authorised to transport dangerous goods as cargo may still allow dangerous goods, such as spare lithium batteries and portable electronic devices containing such batteries, to be carried by passengers and crew as baggage.

However, such air operators must also have the necessary mitigation measures in place, including procedures to identify and prevent prohibited or undeclared dangerous goods from inevitably being accepted and loaded on their aircraft. In addition, crew members have to be trained and proficient in handling inflight incidents involving dangerous goods carried by passengers in the cabin or undeclared dangerous goods loaded in cargo compartments.

To verify that crew members and relevant personnel have acquired the necessary dangerous goods related competencies through training and assessments, foreign air operators must maintain dangerous goods training records of its staff in accordance with the requirements of the ICAO TI.

ANR-92 comes into effect on 1 January 2023. CAAS will continue to engage and work with stakeholders to ensure that dangerous goods are transported by air in a safe manner.



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