



CAR DG

DANGEROUS GOODS REGULATIONS

FOREWORD

CONTENTS

REVISION RECORD

LIST of EFFECTIVE PAGES



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FOREWORD

1. The Civil Aviation Authority Bahamas is known in these regulations as the “Authority”.
2. The Authority has implemented CAR DG (Civil Aviation Regulations – Dangerous Goods) as the technical requirements and administrative procedures applicable to the carriage and handling of dangerous goods. CAR DG replaces CAGR Schedule 18. The regulations are made under the Civil Aviation Authority Act - 2021.
3. Unless otherwise stated, applicable CAR DEF definitions and abbreviations are used throughout this document.
4. The editing practices used in this document are as follows:
 - (a) ‘Shall’ or ‘Will’ or ‘Must’ is used to indicate a mandatory requirement.
 - (b) ‘Should’ is used to indicate a recommendation.
 - (c) ‘May’ is used to indicate discretion by the Authority, the industry or the applicant, as appropriate.

Note: The use of the male gender implies all genders.

5. Paragraphs and sub-paragraphs with new, amended and corrected text will be enclosed within brackets until a subsequent “amendment” is issued.



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CHAPTER 1

DEFINITIONS

1.1 Definitions

Approval. An authorisation granted by an appropriate national authority for:

- (a) the transport of dangerous goods forbidden on passenger and/or cargo aircraft where the Technical Instructions state that such goods may be carried with an approval; or
- (b) other purposes as provided for in the Technical Instructions.

Note: In the absence of a specific reference in the Technical Instructions allowing the granting of an approval, an exemption may be sought.

Aircraft Operator is the person, organisation or enterprise (including a lessee) engaged in or offering to engage in aircraft operations.

Approval means an authorisation issued by the appropriate national authority for;

Authorised person means a person authorised under the Civil Aviation Act in writing by the Authority's Director General either generally, or in relation to a particular case or class of cases .

Carrier means any person, organisation or government undertaking the carriage of dangerous goods by any means of transport. The term includes both carriers for hire and reward (known as common or contract carriers in some countries) and carriers on own account (known as private carriers in some countries).

Consignee means any person, organisation or government which is entitled to take delivery of the consignment.

Consignment means one or more packages of dangerous goods accepted by an operator from one shipper at one time and at one address, receipted for in one lot and moving to one consignee at one destination address.

Consignor means any person, organisation or government which prepares a consignment for transport.

Crew member is a person assigned by an operator to duty on an aircraft during a flight duty period.

Dangerous Goods (DG) are articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the Technical Instructions or which are classified according to those Instructions.

Dangerous Goods Accident is an occurrence associated with and related to the transport of dangerous goods by air which results in fatal or serious injury to a person or major property damage.

Dangerous Goods Incident is an occurrence, other than a dangerous goods accident, associated with and related to the transport of dangerous goods by air, not necessarily occurring on board an aircraft, which results in injury to a person, property damage, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained. Any occurrence relating to the transport of dangerous goods which seriously jeopardises the aircraft or its occupants is also deemed to constitute a dangerous goods incident.

Dangerous Goods Transport Document (also known as Shipper's Declaration) means a document, not a waybill, which is required to accompany a consignment of dangerous goods.

Exception. A provision in these regulations which excludes a specific item of dangerous goods from the requirements normally applicable to that item.

Exemption. An authorisation issued by the Authority providing relief from the provisions of these regulations.

Flight crew member is a licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.

Freight Forwarder means an organisation specialising in arranging storage and shipping of freight on behalf of its shipper.

Ground Handling Agency is that airport service contracted by an airline to act on its behalf in fulfilling airport requirements.

Incompatible. Describing dangerous goods which, if mixed, would be liable to cause a dangerous evolution of heat or gas or produce a corrosive substance.

Munitions of War are any type of explosives and arms including ammunition.

Operator is a person, organisation or enterprise engaged in or offering to engage in an aircraft operation.

Overpack means an enclosure used by a single shipper to contain one or more packages and to form one unit for convenience of handling and stowage during transport. Examples of overpacks are a number of packages either:

- (a) Placed or stacked on to a load board such as a pallet and secured by strapping, shrink wrapping, stretch wrapping, or other suitable means; or
- (b) Placed in a protective outer packaging such as a box or crate.

Note: A unit load device is not included in this definition.

Package (Non-Radioactive Material) is the complete product of the packing operation consisting of the packaging and contents prepared for transport.

Package (Radioactive Material Only) is the packaging with its radioactive contents as presented for transport.

Packaging. Receptacles and any other components or materials necessary for the receptacle to perform its containment function.

Passenger aircraft. An aircraft that carries any person other than a crew member, an operator's employee in an official capacity, an authorised representative of an appropriate national authority or a person accompanying a consignment or other cargo

Pilot-in-command. The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.

Serious Injury is an injury which is sustained by a person in an accident and which;



- (a) requires hospitalisation for more than 48 hours, commencing within seven days from the date the injury was received; or
- (b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- (c) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or
- (d) involves injury to any internal organ; or
- (e) involves second or third degree burns, or any burns affecting more than 5 per cent of the body surface; or
- (f) involves verified exposure to infectious substances or injurious radiation.

Shipment means the specific movement of a consignment from origin to destination.

Shipper is the person/organisation held ultimately responsible for the shipment of any dangerous goods by air.

State of Destination. The State in the territory of which the consignment is finally to be unloaded from an aircraft.

State of the Operator: The country in which the operator has his principal place of business or, if he has no such place of business, his permanent residence.

State of Origin: The country in the territory of which the cargo was first loaded on an aircraft.

State of Registry: The country on whose register the aircraft is entered.

Technical Instructions means the English language edition of the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284-AN/905) as approved and published by decision of the Council of the International Civil Aviation Organisation.

Unit Load Device means any type of freight container, aircraft container, aircraft pallet with a net, or aircraft pallet with a net over an igloo.

Note: An overpack is not included in this definition.

UN number. The four-digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods to identify a substance or a particular group of substances.

Note: Further definitions may be found in CAR DEF.



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CHAPTER 2

APPLICABILITY

2.1 General Applicability

2.1.1 The requirements presented in this publication shall be applicable to all operations of civil aircraft.

2.1.2 Where specifically provided for in the Technical Instructions, the Authority may grant an approval provided that in such instances an overall level of safety in transport which is equivalent to the level of safety provided for in the Technical Instructions is achieved.

2.1.3 In instances:

- (a) of extreme urgency; or
- (b) when other forms of transport are inappropriate; or
- (c) when full compliance with the prescribed requirements is contrary to the public interest,

the Authority may grant an exemption from the provisions of the Technical Instructions provided that in such instances every effort shall be made to achieve an overall level of safety in transport which is equivalent to the level of safety provided for in the Technical Instructions.

2.1.4 For the State of Overflight, if none of the criteria for granting an exemption are relevant, an exemption may be granted based solely on whether it is believed that an equivalent level of safety in air transport has been achieved.

Note 1: For the purpose of approvals, the authorising State must be either the State of Origin or the State of the Operator, unless otherwise specified in the Technical Instructions.

Note 2: For the purpose of exemptions, the authorising State must be either the State of Origin, Operator, Transit, Overflight or Destination.

Note 3: Guidance for the processing of exemptions, including examples of extreme urgency, may be found in the Supplement to the Technical Instructions (Part S-1, Chapter A, 1.2 and 1.3).

Note 4: Refer to paragraph 4.3 for dangerous goods forbidden for transport by air under any circumstances.

Note 5: It is not intended that these regulations be interpreted as requiring an operator to transport a particular article or substance or as preventing an operator from adopting special requirements on the transport of a particular article or substance.

Note 6: CAR OPS 1 Chapter 18 (Aeroplane) or CAR OPS 3 Chapter 18 (Helicopter), as applicable, also apply to commercial air transport operators.

2.2 Dangerous Goods Technical Instructions

- 2.2.1 The Authority shall take the necessary measures to achieve compliance with the detailed provisions contained in the Technical Instructions. The Authority shall also take the necessary measures to achieve compliance with any amendment to the Technical Instructions which may be published during the specified period of applicability of an edition of the Technical Instructions.
- 2.2.2 The Authority shall inform ICAO of difficulties encountered in the application of the Technical Instructions and of any amendments which it would be desirable to make to them.
- 2.2.3 Although an amendment to the Technical Instructions with an immediate applicability for reasons of safety may not yet have been implemented, the Authority shall, nevertheless, facilitate the movement of dangerous goods in its territory which are consigned from another Contracting State in accordance with that amendment, providing the goods comply in total with the revised requirements.

2.3 Domestic civil aircraft operations

- 2.3.1 In the interests of safety and of minimizing interruptions to the international transport of dangerous goods, the Authority shall also take the necessary measures to achieve compliance with the Annex and the Technical Instructions for domestic civil aircraft operations.

2.4 Exceptions

- 2.4.1 Articles and substances which would otherwise be classed as dangerous goods but which are required to be aboard the aircraft in accordance with the pertinent airworthiness requirements and operating regulations, or for those specialized purposes identified in the Technical Instructions, shall be excepted from the provisions of these regulations.
- 2.4.2 Where articles and substances intended as replacements for those described in paragraph 2.4.1 or which have been removed for replacement are carried on an aircraft, they shall be transported in accordance with the provisions of these regulations except as permitted in the Technical Instructions.
- 2.4.3 Specific articles and substances carried by passengers or crew members shall be exempted from the provisions of these regulations to the extent specified in the Technical Instructions.

2.5 Notification of variations from the Technical Instructions

- 2.5.1 Where the Authority adopts different provisions from those specified in the Technical Instructions, it shall notify ICAO promptly of such State variations for publication in the Technical Instructions.
- 2.5.2 The Authority, as the State of the Operator, shall take the necessary measures to ensure that when an operator adopts more restrictive requirements than those specified in the Technical Instructions, the notification of such operator variations is made to ICAO for publication in the Technical Instructions.

2.6 Surface transport

- 2.6.1 The Authority shall, in accordance with the appropriate authorities, make provisions to enable dangerous goods intended for air transport and prepared in accordance with the ICAO Technical Instructions to be accepted for surface transport to or from aerodromes.



2.7 National authority

- 2.7.1 The Authority has been designated to ICAO to be responsible for compliance with ICAO Annex 18 and these regulations.



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CHAPTER 3

CLASSIFICATION

3.1 Requirements

The classification of an article or substance shall be in accordance with the provisions of Technical Instructions unless or otherwise exempted by the Authority.

Note: The detailed definitions of the classes of dangerous goods are contained in the Technical Instructions. These classes identify the potential risks associated with the transport of dangerous goods by air and are those recommended by the United Nations Committee of Experts on the Transport of Dangerous Goods.



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CHAPTER 4

LIMITATIONS ON THE TRANSPORT OF DANGEROUS GOODS BY AIR

4.1 Dangerous Goods Permitted for Transport by Air

The transport of dangerous goods by air shall be forbidden except as established in these regulations and the detailed specifications and procedures provided in the ICAO Technical Instructions (Doc 9284).

4.2 Dangerous Goods Forbidden for Transport by Air

The dangerous goods described hereunder shall be forbidden on aircraft unless exempted by the Authority under the provisions of section 2.1 or unless the provisions of the Technical Instructions indicate they may be transported under an approval issued by the State of Origin:

- (a) Dangerous goods that are identified in the Technical Instructions as being forbidden for transport in normal circumstances; and
- (b) infected live animals.

4.3 Dangerous Goods Forbidden for Transport by Air Under Any Circumstances

Articles and substances that are specifically identified by name or by generic description in the Technical Instructions as being forbidden for transport by air under any circumstances shall not be carried on any aircraft.



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CHAPTER 5

PACKING

5.1 General Requirements

Dangerous goods shall be packed in accordance with the provisions of this Chapter and as provided for in the Technical Instructions.

5.2 Packagings

- 5.2.1 Packagings used for the transport of dangerous goods by air shall be of good quality and shall be constructed and securely closed so as to prevent leakage which might be caused in normal conditions of transport, by changes in temperature, humidity or pressure, or by vibration.
- 5.2.2 Packagings shall be suitable for the contents. Packaging in direct contact with dangerous goods shall be resistant to any chemical or other action of such goods.
- 5.2.3 Packagings shall meet the material and construction specifications in the Technical Instructions.
- 5.2.4 Packagings shall be tested in accordance with the provisions of the Technical Instructions.
- 5.2.5 Packagings for which retention of a liquid is a basic function, shall be capable of withstanding, without leaking, the pressure stated in the Technical Instructions.
- 5.2.6 Inner packagings shall be so packed, secured or cushioned as to prevent their breakage or leakage and to control their movement within the outer packaging(s) during normal conditions of air transport. Cushioning and absorbent materials shall not react dangerously with the contents of the packagings.
- 5.2.7 No packaging shall be re-used until it has been inspected and found free from corrosion or other damage. Where a packaging is re-used, all necessary measures shall be taken to prevent contamination of subsequent contents.
- 5.2.8 If, because of the nature of their former contents, uncleaned empty packagings may present a hazard, they shall be tightly closed and treated according to the hazard they constitute.
- 5.2.9 No harmful quantity of a dangerous substance shall adhere to the outside of packages.



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CHAPTER 6

LABELLING AND MARKING

6.1 Labels

Unless otherwise provided for in the Technical Instructions, each package of dangerous goods shall be labelled with the appropriate labels and in accordance with the provisions set forth in those Instructions.

6.2 Markings

6.2.1 Unless otherwise provided for in the Technical Instructions, each package of dangerous goods shall be marked with the proper shipping name of its contents and, when assigned, the UN number and such other markings as may be specified in those Instructions.

6.2.2 Specification markings on packagings. Unless otherwise provided for in the Technical Instructions, each packaging manufactured to a specification contained in those Instructions shall be so marked in accordance with the appropriate provisions of those Instructions and no packaging shall be marked with a packaging specification marking unless it meets the appropriate packaging specification contained in those Instructions.

6.3 Languages to be Used for Markings

The English language shall be used for the markings related to dangerous goods.



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CHAPTER 7

RESPONSIBILITIES OF SHIPPERS AND FREIGHT FORWARDERS

7.1 General

- 7.1.1 Before a person, acting as shipper or freight forwarder, offers any package or overpack of dangerous goods for transport by air, that person shall ensure that the dangerous goods;
- (a) are not forbidden for transport by air; and
 - (b) are properly classified; and.
 - (c) are correctly packed, marked and labelled; and
 - (d) accompanied by a properly executed dangerous goods transport document, as specified in these regulations and the Technical Instructions

7.2 Dangerous Goods Transport Document

- 7.2.1 Unless otherwise provided for in the Technical Instructions, the 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.
- 7.2.2 The transport document shall be completed and bear a declaration signed by the person who offers dangerous goods for transport and it shall:
- (a) describe the dangerous goods in accordance with, and contain such information as is required by, the provisions of the Technical Instructions; and
 - (b) contain a declaration stating that the dangerous goods are:
 - (1) fully and accurately described by their proper shipping names; and
 - (2) correctly classified, packaged, marked and labelled; and
 - (3) in proper condition for carriage by air in accordance with these regulations.

7.3 Languages to be Used for Markings

The English language shall be used for the Dangerous Goods Transport Document.



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CHAPTER 8

OPERATOR RESPONSIBILITIES

8.1 Acceptance for Transport

An operator or ground handling agency, acting on behalf of an operator, shall not accept dangerous goods for transport by air;

- (a) unless the dangerous goods are accompanied by a completed Dangerous Goods Transport Document, except where the Technical Instructions indicate that such document is not required; and
- (b) until the package, overpack or freight container containing the dangerous goods has been inspected in accordance with the acceptance procedures in the Technical Instructions.

Note 1: Approval requirements for commercial air transport operators are stated in CAR OPS 1 Chapter 18, or CAR OPS 3 Chapter 18, as applicable.

Note 2: The carriage of dangerous goods must be included in the scope of the operator's safety management system (SMS).

8.2 Acceptance Checklist

An operator shall develop and use an acceptance checklist as an aid to compliance with the provisions of paragraph 8.1.

8.3 Loading and Stowage

Packages and overpacks containing dangerous goods and freight containers containing radioactive materials shall be loaded and stowed on an aircraft in accordance with the provisions of the Technical Instructions.

8.4 Inspection for Damage or Leakage

- 8.4.1 Packages and overpacks containing dangerous goods and freight containers containing radioactive materials shall be inspected for evidence of leakage or damage before loading on an aircraft or into a unit load device. Leaking or damaged packages, overpacks or freight containers shall not be loaded on an aircraft.
- 8.4.2 A unit load device shall not be loaded aboard an aircraft unless the device has been inspected and found free from any evidence of leakage from, or damage to, any dangerous goods contained therein.
- 8.4.3 Where any package or dangerous goods loaded on an aircraft appears to be damaged or leaking, the operator shall remove such package from the aircraft, or arrange for its removal by an appropriate authority or organisation, and thereafter shall ensure that the remainder of the consignment is in a proper condition for transport by air and that no other package has been contaminated.



8.4.4 Packages or overpacks containing dangerous goods and freight containers containing radioactive materials shall be inspected for signs of damage or leakage upon unloading from the aircraft or unit load device. If evidence of damage or leakage is found, the area where the dangerous goods or unit load device were stowed on the aircraft shall be inspected for damage or contamination.

8.5 Loading Restrictions in Passenger Cabin or Flight Deck

Dangerous goods shall not be carried in an aircraft cabin occupied by passengers or on the flight deck of an aircraft except in circumstances permitted by the provision of the Technical Instructions.

8.6 Removal of Contamination

8.6.1 Any hazardous contamination found on an aircraft as a result of leakage or damage to dangerous goods shall be removed without delay.

8.6.2 An aircraft which has been contaminated by radioactive materials shall immediately be taken out of service and not returned to service until the radiation level at any accessible surface and the non-fixed contamination are not more than the values specified in the Technical Instructions.

8.7 Separation and Segregation

8.7.1 Packages containing dangerous goods which might react dangerously one with another shall not be stowed on an aircraft next to each other or in a position that would allow interaction between them in the event of leakage.

8.7.2 Packages of toxic and infectious substances shall be stowed on an aircraft in accordance with the provisions of the Technical Instructions.

8.7.3 Packages of radioactive materials shall be stowed on an aircraft so that they are separated from persons, live animals and undeveloped film, in accordance with the provisions in the Technical Instructions.

8.8 Securing of Dangerous Goods Cargo Loads

When dangerous goods subject to the provisions contained herein are loaded in an aircraft, the operator shall protect the dangerous goods from being damaged, and shall secure such goods in the aircraft in such a manner that will prevent any movement in flight which would change the orientation of the packages. For packages containing radioactive materials, the securing shall be adequate to ensure that the separation requirements of 8.7.3 are met at all times.

8.9 Loading on Cargo Aircraft

Packages of dangerous goods bearing the "Cargo aircraft only" label shall be loaded in accordance with the Technical instructions and in such a manner that a crew member or other authorised person can see, handle and, where size and weight permit, separate such packages from other cargo flight.



CHAPTER 9

PROVISION OF INFORMATION

9.1 Information to pilot-in-command

The operator of an aircraft in which dangerous goods are to be carried shall provide the pilot-in-command as early as practicable before departure of the aircraft with written information as specified in the Technical Instructions.

9.2 Information and instructions to flight crew members

The operator shall provide such information in the Operations Manual as will enable the flight crew to carry out its responsibilities with regard to the transport of dangerous goods and shall provide instructions as to the action to be taken in the event of emergencies arising involving dangerous goods.

9.3 Information to passengers

The Authority will ensure that information is promulgated in such a manner that passengers are warned as to the types of dangerous goods which they are forbidden from transporting aboard an aircraft as provided for in the Technical Instructions.

9.4 Information to other persons

Operators, shippers or other organisations involved in the transport of dangerous goods by air shall provide such information to their personnel as will enable them to carry out their responsibilities with regard to the transport of dangerous goods and shall provide instructions as to the action to be taken in the event of emergencies arising involving dangerous goods.

9.5 Information from pilot-in-command to aerodrome authorities

If an in-flight emergency occurs, the pilot-in-command shall, as soon as the situation permits, inform the appropriate air traffic services unit, for the information of aerodrome authorities, of any dangerous goods on board the aircraft, as provided for in the Technical Instructions.

9.6 Information in the event of an aircraft accident or incident

9.6.1 In the event of;

- (a) an aircraft accident; or
- (b) a serious incident where dangerous goods carried as cargo may be involved;

the operator of the aircraft carrying dangerous goods as cargo shall provide information, without delay, to emergency services responding to the accident or serious incident about the dangerous goods on board, as shown on the written information to the pilot-in-command. As soon as possible, the operator shall also provide this information to the appropriate authorities of the State of the Operator and the State in which the accident or serious incident occurred.

9.6.2 In the event of an aircraft incident, the operator of an aircraft carrying dangerous goods as cargo shall, if requested to do so, provide information without delay to emergency services responding to the incident and to the appropriate authority of the State in which the incident occurred, about the dangerous goods on board, as shown on the written information to the pilot-in-command.



Note: The terms “accident”, “serious incident” and “incident” are as defined in Chapter 1.



CHAPTER 10

TRAINING PROGRAMMES

10.1 Establishment of Training Programmes

Initial and recurrent dangerous goods training programmes shall be established and maintained in accordance with the Technical Instructions.

Note: An operator shall establish and maintain staff training programmes as required by CAR OPS 1 Chapter 18, or CAR OPS 3 Chapter 18, as applicable.

10.2 Approval of Training Programmes

10.2.1 Dangerous goods training programmes for operators shall be approved by the Authority.

10.2.2 Dangerous goods training programmes for designated postal operators shall be approved by the Authority of the State where the mail is accepted by the designated postal operator.

10.2.3 Dangerous goods training programmes required for entities other than operators and designated postal operators should be approved as determined by the Authority.



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CHAPTER 11

COMPLIANCE

11.1 Inspection Systems

- 11.1.1 The Authority shall establish inspection, surveillance and enforcement procedures for all entities performing any function prescribed in these regulations for air transport of dangerous goods with a view to achieving compliance with these regulations.
- 11.1.2 An authorised person may examine, take samples of, and seize any goods, which the authorised person has reasonable grounds to suspect may be dangerous goods in respect of which the provisions of these regulations have not been complied with.
- 11.1.3 An authorised person may open, or require to be opened, any baggage or package, which the authorised person has reasonable grounds to suspect, may contain dangerous goods in respect of which the provisions of these regulations have not been complied with.
- 11.1.4 Any sample taken or goods seized by an authorised person under these regulations shall be retained or detained for so long as the Authority considers necessary in all the circumstances and shall be disposed of in such manner as the Authority considers appropriate.
- 11.1.5 Samples taken or goods seized under these regulations may be retained or detained;
- (a) for forensic examination; or
 - (b) for investigation in connection with an offence; or
 - (c) for use as evidence at a trial for an offence.
- 11.1.6 The operator of an aircraft shall, within a reasonable time after being required to do so by an authorised person of the Authority, cause to be transferred such of the following documents as may have been required by that person:
- (a) the written Exemption referred to in paragraphs 2.1.3 and 2.1.4;
 - (b) the Dangerous Goods Transport Document as referred to in paragraph 7.2;
 - (c) the completed Acceptance Check-list in respect of any dangerous goods as referred to in paragraph 8.2;
 - (d) a copy of the written information provided to the commander of the aircraft in respect of any dangerous goods as referred to in paragraph 9.1.

11.2 Cooperation

- 11.2.1 The Authority shall participate in cooperative efforts with other States concerning violations of dangerous goods regulations, with the aim of eliminating such violations.

Note 1: Cooperative efforts could include coordination of investigations and enforcement actions; exchanging information on a regulated party's compliance history; joint inspections and other technical liaisons, exchange of technical staff, and joint meetings and conferences.



Note 2: Appropriate information that could be exchanged include safety alerts, bulletins or dangerous goods advisories; proposed and completed regulatory actions; incident reports; documentary and other evidence developed in the investigation of incidents; proposed and final enforcement actions; and educational/outreach materials suitable for public dissemination.

11.3 Penalties

11.3.1 The Authority shall take such measures as it may deem appropriate to achieve compliance with its dangerous goods regulations including the prescription of appropriate penalties for violations.

11.3.2 The Authority shall take appropriate action to achieve compliance with its dangerous goods regulations, including the prescription of appropriate penalties for violations, when information about a violation is received from another Contracting State, such as when a consignment of dangerous goods is found not to comply with the requirements of the Technical Instructions on arrival in a Contracting State and that State reports the matter to the State of Origin.

11.4 Dangerous Goods by Mail

The procedures of designated postal operators for controlling the introduction of dangerous goods in mail into air transport shall be approved by the Authority for mail accepted within The Bahamas.

Note 1: In accordance with the Universal Postal Union (UPU) Convention, dangerous goods are not permitted in mail, except as provided for in the Technical Instructions.

Note 2: International The Universal Postal Union has established procedures for to controlling the introduction of dangerous goods into air transport through the postal services have been established by the Universal Postal Union (see the UPU Parcel Post Regulations and Letter Post Regulations).

Note 3: Guidance for approving the procedures established by designated postal operators to control the introduction of dangerous goods into air transport may be found in the Supplement to the Technical Instructions (Part S-1, Chapter 3).



CHAPTER 12

DANGEROUS GOODS ACCIDENT/INCIDENT REPORTING

12.1 Dangerous Goods Occurrences

With the aim of preventing the recurrence of dangerous goods accidents and incidents, the Authority shall establish procedures for investigating and compiling information concerning such accidents and incidents which occur in its territory and which involve the transport of dangerous goods originating in or destined for another State. Reports on such accidents and incidents shall be made in accordance with the detailed provisions of the Technical Instructions.

12.2 Un-Declared or Mis-Declared Dangerous Goods Occurrences

With the aim of preventing the recurrence of instances of undeclared or mis-declared dangerous goods in cargo, the Authority shall establish procedures for investigating and compiling information concerning such occurrences which occur in its territory other than those in CAR DG.12.1 and which;

- (a) involve the transport of dangerous goods.
- (b) involve the transport of dangerous goods originating in or destined for another State.
- (c) occur in its territory other than those described in (b).

Reports on such instances shall be made in accordance with the detailed provisions of the Technical Instructions.



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**CHAPTER 13****DANGEROUS GOODS SECURITY PROVISIONS****13.1 Requirements**

- 13.1.1 The Authority shall establish dangerous goods security measures, applicable to shippers, operators and other individuals engaged in the transport of dangerous goods by air, to be taken to minimize theft or misuse of dangerous goods that may endanger persons, property or the environment.
- 13.1.2 Each operator or agent, seeking Authority approval shall establish dangerous goods security measures, applicable to shippers, operators, consignors and other individuals engaged in the transport of dangerous goods that may endanger persons, property or the environment.
- 13.1.3 These above measures should be commensurate with security provisions specified in CAR SEC and the Technical Instructions.

The Director General, in exercise of the powers conferred by Section 17(1) of the Civil Aviation Authority Bahamas Act, 2021 (*No. 2 of 2021*) hereby issues the forgoing regulation.

Issued the 25th day of March 2021

**DIRECTOR GENERAL
CIVIL AVIATION AUTHORITY BAHAMAS**



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