

Translation to CCAR-276-R2

Civil Aviation Dangerous Goods Transportation Management Regulations

Note: This English translation is for AirAsia internal reference only. In case of any inconsistency between this English translation and the official Chinese version, the official Chinese version shall always prevail.

Background:

The Ministry of Transport of the People's Republic of China has formally issued Order No. 4 of 2024, enacting the "CCAR-276-R2 - Civil Aviation Dangerous Goods Transportation Management Regulations." This directive, ratified during the department's inaugural meeting on January 12, 2024, is scheduled to take effect on July 1, 2024.

The translation and meticulous review of the amended regulation were undertaken by the AAG Dangerous Goods team in collaboration with the AirAsia China Regulatory team. This comprehensive analysis culminated in several crucial observations, further supplemented by insights from the Group DG manager and their team.

The revision, designated as R2, primarily constitutes a reorganization of the content found in R1, without introducing significant alterations to the existing procedures and processes. It is verified that the details contained within R2 are in complete conformity with the international standards as outlined in IATA documents. Compared to its predecessor, R1, R2 incorporates the following additions:

Self - Management of DG organizations

1. Require carriers and ground service agents establish and maintain a safety management system specifically for the transportation of dangerous goods by air. (SMS-DG)
2. Sets forth integrity expectations for cargo shippers and their agents.
3. Demands that involve organizations clearly designate proper institutions and staff dedicated personnel to oversee dangerous goods air transport operations.

Clear Safety Obligations

4. Defines the role of shipper's agents, making clear their obligations and safety responsibilities under the relevant provisions for shippers and shipper's agents.
5. The role of freight forwarding sales agents as a subject of regulatory standards is eliminated, with airlines now responsible for their management.
6. Details the creation requirements for the dangerous goods manual by ground service agents and specifies how carriers should utilize their dangerous goods manuals.

7. Defines the accountability of dangerous goods training entities, enhancing the proficiency requirements for training instructors and establishing a mechanism for their withdrawal.

Simplified Administration Procedure

8. Cargo sales agents are no longer considered regulatory subjects and are managed by airlines themselves.
9. The requirement for airlines to file ground handling agreements with airport ground service agents has been abolished.
10. The requirement for airlines to file their approved certification bodies has been canceled.
11. The requirement to file training outlines for shippers has been canceled.
12. The filing of dangerous goods training institutions has been delegated to regional administrations.
13. The application materials for dangerous goods transportation permits have been simplified to improve work efficiency.
14. The regular and temporary permits for airlines from Hong Kong, Macao, Taiwan, and foreign airlines have been consolidated to reduce repetitive applications by airlines.
15. No longer differentiating between internal and external dangerous goods training institutions to facilitate training activities by these institutions.

ERP for DG

16. Shippers and their agents are required to provide correct emergency response measures when transporting dangerous goods.
17. Carriers and ground service agents are required to include civil aviation dangerous goods transportation emergency response plans and emergency response drill requirements in their dangerous goods transport manuals.
18. Airport management organizations are clarified to develop and manage emergency response plans for dangerous goods transportation.

Clear Legal Obligations

19. Penalties are graded according to the severity of the behavior, with different punitive requirements proposed for each level.
20. It links to the "People's Republic of China Safety Production Law" and the "People's Republic of China Anti-Terrorism Law," allowing certain behaviors to be punished under the relevant provisions of these laws.
21. It clarifies the serious misconduct in the transportation of dangerous goods, further intensifying management efforts.

Civil Aviation Dangerous Goods Transportation Management Regulations

Chapter 1: General Principles

Article 1 These regulations are devised to enhance the management of dangerous goods transportation in civil aviation, to formalize the activities related to the air transportation of hazardous materials, and to ensure the safety of civil aviation. They are formulated in accordance with the "Civil Aviation Law of the People's Republic of China," "Production Safety Law of the People's Republic of China," "Anti-Terrorism Law of the People's Republic of China," "Regulations on the Safety Management of Hazardous Chemicals," and other relevant laws and administrative regulations.

Article 2 These regulations are pertinent to carriers, airport management entities, ground service agents, dangerous goods training institutions, organizations engaged in civil aviation security inspections, and other individuals and groups involved in the transportation of dangerous goods by civil aviation within the People's Republic of China. Foreign carriers and those from Hong Kong, Macao, and Taiwan regions conducting activities specified herein, with flights originating, stopping, or destined within the mainland territory (excluding Hong Kong, Macao, and Taiwan), must adhere to these regulations.

Article 3 The Civil Aviation Administration of China (CAAC), along with the Civil Aviation Regional Administrations responsible for their respective jurisdictions, are collectively tasked with the unified supervision and management of civil aviation dangerous goods transport activities, referred to together as the civil aviation administrative authorities.

Article 4 All involved entities and individuals must comply with the stipulations of Annex 18 "The Safe Transport of Dangerous Goods by Air" and the "Technical Instructions," along with other relevant laws, regulations, and rules.

Article 5 Industry associations are encouraged to promote self-regulation, foster integrity, support lawful operations of members in the transportation of dangerous goods by air, and strive for service quality improvement.

Chapter 2 Restrictions on Transportation

Article 6 No individual or organization is permitted to carry or send through cargo, mail, or transportation, any dangerous goods that are universally prohibited for air transport as established in the "Technical Instructions".

Article 7 Except where the transport of dangerous goods meets established safety criteria and has received explicit approval or exemption from civil aviation administrative authorities according to the "Technical Instructions", no individual or organization shall carry or transport, via luggage or through cargo, mail consignment, acceptance, or carriage, the following dangerous goods:

- 1) Dangerous goods that are explicitly banned from air transport under standard conditions as per the "Technical Instructions";
- 2) Live animals that are infected.

Article 8 Transportation, acceptance, and carriage of mail containing dangerous goods must comply with relevant postal legislation, these regulations, and the "Technical Instructions".

Article 9 Objects or substances that conform to the criteria outlined in the "Technical Instructions" are exempt from the air transport restrictions on dangerous goods. This includes:

- 1) Items or substances identified as dangerous goods necessary on civil aircraft due to specific airworthiness and operational requirements, or for unique reasons indicated in the "Technical Instructions";
- 2) Particular items or substances specified in the "Technical Instructions" that are carried by passengers or crew members. The transportation of any substitute or the items or substances being replaced, unless otherwise allowed by the "Technical Instructions", must adhere to these regulations.

Chapter 3 Transport Permit Issuance

Section 1 General Regulations

Article 10 Carriers undertaking the air transportation of dangerous goods, including mail containing dangerous goods, are required to obtain a permit specifically for the air transport of dangerous goods.

Article 11 Domestic carriers seeking such a permit must demonstrate:

- 1) Possession of an operational license for public air transportation;
- 2) Their Dangerous Goods Air Transport Manual adheres to these regulations;
- 3) Their Dangerous Goods Training Program aligns with these regulations;
- 4) Establishment of management and operational procedures for dangerous goods air transport, including emergency response plans, as per their Dangerous Goods Air Transport Manual;
- 5) Training completion and successful evaluation of air transport personnel for dangerous goods as outlined in the Dangerous Goods Training Program;
- 6) A positive track record of safety in the air transport of cargo and mail.

Article 12 Carriers from Hong Kong, Macao, Taiwan, and foreign nations seeking to acquire a dangerous goods air transport permit must meet the following criteria:

- 1) Hold a dangerous goods air transport permit or equivalent issued by the civil aviation authority of their respective region or country;
- 2) Have a Dangerous Goods Air Transport Manual or equivalent document reviewed or approved by the civil aviation authority of their region or country;
- 3) Possess a Dangerous Goods Training Program or equivalent document approved by the civil aviation authority of their region or country;
- 4) Maintain a solid safety record in the air transportation of cargo and mail.

Article 13 The dangerous goods air transport permit issued by the Civil Aviation Regional Administration will include:

- 1) The scope of operations authorized for the carrier to perform dangerous goods and mail air transport activities under these regulations and "Technical Instructions";
- 2) The categories (items) of dangerous goods approved for transport;
- 3) The validity duration of the permit;
- 4) Any requisite restrictions.

Section 2 Permit Application Process

Article 14 To apply for a dangerous goods air transport permit, domestic carriers must submit the necessary documents to the Civil Aviation Regional Administration of their main operational base airport, as specified on their public air transport enterprise operating license. These documents, which must be truthful, complete, and valid, include:

- 1) An application form;
- 2) The Dangerous Goods Air Transport Manual;
- 3) The Dangerous Goods Training Outline.

Article 15 Carriers from Hong Kong, Macao, Taiwan regions, and foreign carriers must submit their application for a dangerous goods air transport permit to the Civil Aviation Regional Administration designated by the CAAC. The documents, ensuring authenticity, completeness, and validity, include:

- 1) An application form;
- 2) A dangerous goods air transport permit or an equivalent document from the civil aviation authority of the carrier's domicile;
- 3) Proof of review or approval of the carrier's Dangerous Goods Air Transport Manual or an equivalent document by the civil aviation authority of the carrier's domicile;
- 4) Proof of review or approval of the carrier's Dangerous Goods Training Outline or an equivalent document by the civil aviation authority of the carrier's domicile. The required application materials must be in Chinese or English. When using translations, the applicant must ensure and certify that the translations are consistent and equally valid as the original documents.

Article 16 Upon review, if domestic carriers meet the criteria outlined in Article 11, and carriers from Hong Kong, Macao, Taiwan, and foreign countries meet the criteria of Article 12, the Civil Aviation Regional Administration will grant the dangerous goods air transport permit. If not met, the administration will issue a written denial, citing reasons, and inform the applicant of their rights to seek administrative reconsideration or to pursue administrative litigation according to law.

Article 17 The Civil Aviation Regional Administration is required to make a permit decision within 20 working days of receiving the application. If a decision cannot be reached within this period, with the authorization of the administration's leader, a 10 working day extension may be granted, and the reason for the extension must be communicated to the applicant. The timeframe required for inspections, tests, evaluations, and organizing expert assessments for the administrative permit decision is excluded from the stipulated period.

Section 3 Permit Administration

Article 18 The duration of a dangerous goods air transport permit is capped at 24 months. In any of the following scenarios, the Civil Aviation Regional Administration that issued the permit is required to formally cancel the permit in accordance with legal procedures:

- 1) If the carrier that received the permit submits a written request for its cancellation;
- 2) If the permit is legally revoked, withdrawn, or canceled;
- 3) If the permit's validity expires without renewal;
- 4) In other instances defined by law or regulation.

Article 19 Carriers wishing to amend details specified in their permit must apply to the Civil Aviation Regional Administration, adhering to the procedures for permit modifications as outlined in this chapter.

Article 20 Carriers seeking to extend their permit's validity must submit their application to the Civil Aviation Regional Administration no later than 30 days before the permit's expiration date. Upon review, if the carrier meets the regulatory conditions for a permit, the Civil Aviation Regional Administration is obligated to issue a decision on the extension prior to the expiration of the permit. Should the Civil Aviation Regional Administration fail to issue a decision within the prescribed time frame, the extension will be automatically deemed approved.

Chapter Four: Transportation Manual Management

Article 21: National carriers and ground service agents are to prepare an air transport manual for hazardous goods in compliance with these regulations, ensuring the manual's functionality and effectiveness are maintained. National carriers must submit the hazardous goods air transport manual to the Civil Aviation Regional Administration at their main base airport prior to completing their operational qualification certification. Should there be any changes to the manual, it is required that national carriers promptly undertake its update and re-submission.

Article 22 The Dangerous Goods Air Transportation Manual for domestic carriers and ground service agents must include at least the following contents, as applicable:

- 1) General policy for air transport of dangerous goods;
- 2) Organizations responsible for the management and oversight of dangerous goods air transport and their duties;
- 3) Requirements for performing self-inspections and for auditing their agents;
- 4) Training requirements for employees and standards for dangerous goods training facilities;
- 5) Restrictions on carrying dangerous goods by passengers and crew, along with methods to inform them of these restrictions;
- 6) Integrity management requirements for consignors and their agents;
- 7) Procedures for identifying and preventing hidden dangerous goods in baggage, cargo, and mail;
- 8) Measures to inform the pilot about the loading of dangerous goods;

- 9) Emergency response plans for dangerous goods air transport and requirements for emergency drills;
- 10) Reporting procedures for incidents involving dangerous goods air transport;
- 11) Contingency plans for the air transport of dangerous goods during significant, urgent, or other special circumstances. The manual for domestic carriers and ground service agents engaged in the air transportation of dangerous goods, cargo, and mail should also incorporate the technical requirements and operating procedures for such transportation. Besides individual compilation, the contents of the manual can be integrated into other business manuals related to operations, ground services, and passenger and cargo transport, categorized by profession.

Article 23: Carriers that outsource ground services for the air transportation of dangerous goods to ground handling agents are required to mandate these agents to follow the Dangerous Goods Air Transport Manual provided by the carrier or an agent-approved manual. Manuals for use by carriers from the regions of Hong Kong, Macao, Taiwan, and foreign nations must be available in Chinese or English, and any translations must be verified for consistency and equivalence with the original documents. Should activities be conducted based on an approved manual, carriers must communicate their specific requirements to the ground service agents, who are then obligated to ensure their operations meet these specific requirements.

Article 24: Carriers and ground handling agents must implement necessary measures to guarantee that all personnel involved in the air transport of dangerous goods are well-versed with their duties as outlined in the Dangerous Goods Air Transport Manual. It is crucial that the manual is provided in a language understandable to the personnel, enabling them to efficiently perform their tasks related to dangerous goods transportation.

Article 25: The execution of dangerous goods air transport activities by carriers and ground handling agents must comply with the procedures and requirements detailed in the Dangerous Goods Air Transport Manual.

Article 26: Airport management authorities are tasked with the development of specific emergency response plans for the air transportation of dangerous goods, incorporating these plans into the airport's overall emergency management system, and executing them according to established guidelines. Additionally, the management of air transport of dangerous goods and the details of emergency response plans must be documented in the airport's user manual.

Chapter 5: Shipper's Duties

Article 27: Shippers are required to ensure that individuals tasked with the consignment and documentation of dangerous goods have received appropriate training and assessment in compliance with this regulation and the detailed Technical Instructions.

Article 28: Prior to entrusting dangerous goods to air transportation, shippers must ascertain according to this regulation and the Technical Specifications that the goods are forbidden from air transport and are properly classified, identified, packed,

marked, and labeled. Goods that are subject to transport restrictions by law or regulation must align with those respective legal and regulatory stipulations.

Article 29: When handing over goods for air transport, shippers must clearly communicate the characteristics of the dangerous goods to the carrier and provide genuine, accurate, and complete transport documentation for dangerous goods. It is the shipper's responsibility to correctly complete and sign these documents. Unless specified otherwise by the Technical Specifications, these documents must encompass the required information and a shipper's declaration confirming that the dangerous goods have been thoroughly and accurately described with transport-specific terminology, and have been classified, packaged, marked, and labeled in accordance with the Technical Specifications, ensuring they are fit for air transport.

Article 30: Shippers are obliged to provide carriers with emergency response measures for the consigned dangerous goods and, when necessary, offer proof that the consigned goods comply with air transport requirements.

Article 31: Shippers must verify that the information provided in the air waybill, dangerous goods transport documents, and any accompanying certificates accurately reflects the consigned dangerous goods.

Article 32: Shippers are mandated to keep a copy of relevant documents pertaining to the air transport of dangerous goods for a minimum of 24 months from the date of signing the transport documents. These include dangerous goods transport documents, air waybills, and any supplementary information and documents required by the carrier, this regulation, and the Technical Specifications.

Article 33: Agents acting on a shipper's behalf in the air transportation of dangerous goods must possess the shipper's authorization and abide by the shipper's responsibilities stipulated in this regulation.

Chapter 6 Duties of Carriers and Their Ground Service Agents

Section 1 Basic Provisions

Article 34 Within the jurisdiction, carriers and ground service agents must integrate the transportation of hazardous materials into their safety management frameworks or create a dedicated safety management system for hazardous materials air transport, ensuring its sustained and effective implementation.

Article 35 Local carriers and ground service agents are obliged to designate appropriate bodies and assign specialized personnel to govern the air transport activities of hazardous materials. Carriers from Hong Kong, Macao, Taiwan, and foreign carriers with authorization for hazardous materials air transport must nominate specific persons to supervise these activities.

Article 36 Carriers and ground service agents must bolster integrity management with entities or collaborators involved in the air shipment of hazardous goods, instituting and continuously refining an honesty evaluation mechanism for air transport consignors and their agents dealing with hazardous goods.

Section 2: Duties of Carriers

Article 37: Carriers are required to conduct the air transport of dangerous goods and mail strictly adhering to the prerequisites and conditions detailed in the dangerous goods air transport permit. Transport of dangerous goods that are subject to restrictions by laws and regulations must comply with the applicable legal and regulatory requirements.

Article 38: In accepting dangerous goods for air transport, carriers must ensure:

- 1) Personnel handling consignment procedures and signing dangerous goods transport documents are trained, assessed, and meet the criteria specified in the carrier's dangerous goods air transport manual;
- 2) Dangerous goods are accompanied by complete and relevant air transport documents, except where exceptions are provided by the "Technical Instructions";
- 3) Dangerous goods and mail are inspected in accordance with the "Technical Instructions" standards.

Article 39: Carriers are obligated to manage the transportation, storage, loading, securing, and segregation of dangerous goods and mail as prescribed by the "Technical Instructions" and civil aviation authorities' directives.

Article 40: According to the "Technical Instructions" and civil aviation authorities' guidelines, carriers must inspect and mitigate any damage, leaks, and contamination of dangerous goods and mail.

Article 41: Carriers are to store dangerous goods and mail in alignment with the "Technical Instructions" and civil aviation authorities' requirements, ensuring timely action on dangerously stored goods and mail beyond their storage limit. Measures must be in place to prevent theft or improper use of dangerous goods and mail.

Article 42: Post-flight carrying dangerous goods and mail, carriers are mandated to maintain relevant air transport documents for a minimum of 24 months. These documents include dangerous goods transport documents, air waybill, cargo acceptance checklist, pilot's notification, along with supplementary data and documents as required by the carrier, this regulation, and the "Technical Instructions."

Article 43: Carriers that outsource ground services for the air transportation of dangerous goods and mail to ground service agents must sign an agreement that covers the aspects of dangerous goods and mail air transportation with compliant ground service agents, clearly outlining their respective responsibilities in managing dangerous goods transportation and the safety measures to be implemented.

Article 44: Carriers must implement strategies to prevent the concealment of dangerous goods in cargo, mail, and luggage.

Article 45: Domestic carriers are tasked with periodically reviewing the dangerous goods air transport activities conducted by their ground service agents, ensuring adherence to regulations and safety standards.

Section 3: Duties of Ground Service Agents

Article 46: Ground service agents are obligated to conduct the transportation of dangerous goods and mail via air in line with the terms outlined in the ground service agency contract with the carrier.

Article 47: Before embarking on ground service activities related to air transport for the first time, ground service agents must register with the Civil Aviation Regional Administration in their area, submitting the following accurate, comprehensive, and valid documentation:

- 1) Ground service agent registration form;
- 2) Proof of legal person status;
- 3) Air transport of dangerous goods manual;
- 4) Dangerous goods training outline;
- 5) A declaration that outlines their commitment to conduct air transport of dangerous goods activities in accordance with the regulations and the registration information, including ensuring the continuous update of the air transport of dangerous goods manual and the training outline. In cases where there is a change in the scope of services related to the transportation of dangerous goods as indicated in the registration form, the ground service agent must register prior to initiating any new related services. If there are changes in the content of other registration documents, it is incumbent upon the ground service agent to register these changes promptly.

Article 48: Ground service agents engaged in the air transport of dangerous goods must meet the requirements of this regulation, as well as those set out in the registered manual for the air transport of dangerous goods and the training outline, subject to inspections by relevant carriers.

Article 49: Ground service agents representing carriers in the transport of dangerous goods by air are subject to the responsibilities of carriers as stipulated in this regulation.

Chapter 7: Information on Transport Services

Article 50: Carriers must inform passengers about the types of dangerous goods that are not allowed in air transportation when selling tickets. For online ticket sales, it is required that carriers provide detailed information on prohibited dangerous goods for passengers, using text or visuals, with the ticket purchase process contingent upon passengers' confirmation of understanding the limitations on dangerous goods in their luggage.

Article 51: At the time of check-in, passengers must be given information by carriers or ground service agents regarding the restrictions on carrying dangerous goods, as outlined in the "Technical Instructions." For passengers using self-check-in options, this information must be visually presented and check-in should only be allowed to proceed after passengers confirm their awareness of these luggage restrictions.

Article 52: Carriers, ground service agents, and airport management are obliged to post clear notices at ticket sales counters, check-in desks, security checkpoints, and boarding areas within airports, informing passengers of the categories of dangerous goods prohibited from air transport. These notices should clearly depict examples of the prohibited items.

Article 53: Notices must be displayed prominently at cargo and mail handling areas by carriers or ground service agents, informing those shipping goods and their agents about the potential inclusion of dangerous goods in their shipments, along with relevant regulations and legal responsibilities for shipping dangerous goods by air. These notices must include visual examples of dangerous goods.

Article 54: Necessary information must be provided to their personnel by carriers, ground service agents, civil aviation security inspectors, and airport management to ensure they can perform their responsibilities related to the transportation of dangerous goods, including guidelines for handling emergencies involving dangerous goods. Flight crew members should receive specific dangerous goods information and action guidelines through the operations manual or other relevant documentation.

Article 55: Prior to the departure of civil aircraft carrying dangerous goods, carriers or ground service agents must provide essential information as required by the "Technical Guidelines" to the captain and civil aircraft operations controllers.

Article 56: In emergencies during flight, if possible, the captain should immediately inform relevant air traffic control about the dangerous goods on board, as per the "Technical Guidelines," to facilitate notification to the airport.

Article 57: Reporting of incidents involving the transportation of dangerous goods by air must be carried out by carriers, ground service agents, and airport management in accordance with the "Technical Guidelines" and the demands of civil aviation authorities.

Article 58: Relevant information and data related to the air transportation of dangerous goods must be submitted by carriers, ground service agents, civil aviation security inspectors, and dangerous goods training providers, following the requirements of the civil aviation authorities.

Chapter 8: Training Management

Section 1: General Guidelines

Article 59: All entities involved in dangerous goods air transportation, including shippers and their agents, domestic airlines, ground service providers, and civil aviation security inspection organizations, must ensure their staff involved in such operations receive proper training and assessment by accredited institutions, in line with these regulations and the "Technical Guidelines." Those responsible for dangerous goods transport management and safety within airlines, airport management, ground services, and civil aviation security inspections must undergo regular training concerning the administration of dangerous goods in air transportation. Training institutions referenced here include those established by airlines, airport managers, ground service agencies, and civil aviation security bodies for training their staff, as well as third-party providers offering dangerous goods training services.

Article 60: Airlines from Hong Kong, Macao, Taiwan, and foreign countries must ensure their relevant staff's training on dangerous goods adheres to the requirements set forth in these regulations and the "Technical Guidelines."

Article 61: Entities such as dangerous goods shippers and their agents, domestic airlines, ground service providers, civil aviation security bodies, and dangerous goods training institutions are required to maintain accurate records of their staff's training and education related to dangerous goods air transport. These records should be kept for no less than 36 months and be readily accessible for review by civil aviation authorities.

Section 2: Training Syllabus

Article 62 The entities outlined below are required to develop and maintain a Training Syllabus that adheres to the regulations and "Technical Guidelines" stipulated in this document, and to carry out training activities based on this syllabus:

- 1) Domestic airlines;
- 2) Ground service agencies;
- 3) Civil aviation security inspection bodies;
- 4) Dangerous goods training institutions.
- 5) Civil aviation security inspection bodies should register their Training Syllabus with the local civil aviation regional authority.

Article 63 The Training Syllabus must be constructed around the duties of the trainees and should include:

- 1) Statements of compliance with the regulations and "Technical Instructions";
- 2) A structured setup of training courses and evaluation criteria;
- 3) The defined audience for the training and the standards expected to be met upon completion;

- 4) Specifications for the institutions and instructors conducting the training;
- 5) A description of the educational materials employed.

Article 64 To continuously meet the regulations and "Technical Guidelines," the Training Syllabus should be regularly updated and revised, ensuring it stays relevant and effective.

Section 3: Training Organizations

Article 65 Training organizations specializing in dangerous goods are mandated to file with the Civil Aviation Regional Administration of their location 30 days before the commencement of their first training program. If a training organization decides to terminate its training operations, it is required to formally inform the original filing civil aviation authority within 30 days following the cessation date.

Article 66 Dangerous goods training organizations are required to provide the following documents at the time of their filing, ensuring the truthfulness, completeness, and validity of these documents:

- 1) Registration information sheet for dangerous goods training organizations;
- 2) Legal entity verification;
- 3) Dangerous goods training syllabus;
- 4) Training management system;
- 5) Credentials for at least three dangerous goods training instructors who fulfill the criteria;
- 6) A declaration affirming the organization's commitment to conducting dangerous goods training activities according to the regulations and keeping the training syllabus updated as per the filing details. In the event of any alterations to the filing information, the training organization must promptly update its filing.

Article 67 Training organizations must execute training based on the registered dangerous goods training syllabus and the training management system, following these requirements:

- 1) Perform regular self-evaluations to ensure adherence to the regulations and the dangerous goods training management system;
- 2) The training syllabus and instructors employed during training sessions must comply with these regulations;
- 3) Training conducted must meet the stipulated requirements;
- 4) Establish and maintain a system for assessing the impact of training, periodically organizing academic discussions and evaluations of teaching quality. Dangerous goods training organizations are expected to undergo teaching quality evaluations conducted by the civil aviation authorities.

Article 68 Dangerous goods training organizations have the obligation to ensure that their instructors continuously meet the standards set forth by these regulations.

Section 4: Training Personnel

Article 69 Instructors engaged by dangerous goods training organizations are

required to fulfill the following criteria to conduct dangerous goods training sessions:

- 1) Well-versed in the aviation laws, regulations, and policies pertaining to the transportation of dangerous goods;
- 2) Having a minimum of three years' experience in aviation-related activities;
- 3) Successfully completing dangerous goods training that meets the specifications of these regulations and the "Technical Guidelines," with outstanding assessment results;
- 4) Undergoing specific training for dangerous goods instructors and demonstrating adequate instructional capabilities.

Article 70 Instructors affiliated with dangerous goods training entities must organize training according to these regulations and consistently satisfy the criteria below:

- 1) Be affiliated and registered with only one training entity at any given time for the purpose of conducting training;
- 2) Facilitate at least one full session of dangerous goods training annually;
- 3) Participate in instructor training for dangerous goods at least once every two years, including attending and successfully passing at least one relevant training session;
- 4) Meet the teaching quality assessment standards;
- 5) Participate in a minimum of one educational workshop organized by the dangerous goods training entity every year. If an instructor does not comply with the aforementioned requirements, the dangerous goods training organization is obligated to promptly find a replacement and re-schedule the training sessions.

Chapter 9: Oversight and Management

Article 71 Those involved in the transportation of dangerous goods via civil aviation must support the supervisory and inspection responsibilities legally conducted by the civil aviation authorities' inspectors, with no acts of refusal or obstruction permitted.

Article 72 Air carriers authorized to transport dangerous goods must ensure their operational standards consistently align with the requirements set at the time their transportation license was issued. If changes in operational conditions mean a carrier no longer meets the necessary safety standards, its dangerous goods air transport license will be revoked by the civil aviation regional administration according to the "Safety Production Law of the People's Republic of China."

Article 73 The civil aviation regional administration is obliged to conduct on-site verifications and material checks of ground service agents and dangerous goods training institutions within 30 days following their registration, additionally carrying out regular inspections to oversee their ongoing compliance with regulatory requirements.

Article 74 Shippers and shipping agents found guilty of any of the following will have their actions recorded as severe breaches of trust in the civil aviation industry credit system:

- 1) Falsifying air transport documents for dangerous goods;
- 2) Unlawfully shipping dangerous goods, causing accidents or significant

incidents;

- 3) Repeated unlawful shipping of dangerous goods, leading to minor incidents on more than two occasions within a 12-month timeframe.

Chapter 10 Legal Obligations

Article 75 If a carrier conceals relevant information or submits false materials when applying for a dangerous goods air transport permit, the Civil Aviation Regional Administration will neither process nor grant the permit and will issue a warning. The carrier will not be allowed to reapply for a dangerous goods air transport permit within 1 year from the date the act was discovered. If a carrier obtains a dangerous goods air transport permit through deceit, bribery, or other improper means, the Civil Aviation Regional Administration will revoke the permit, impose a fine of up to 30,000 yuan, and the carrier will not be eligible to reapply for a permit for 3 years.

Article 76 If a shipper or a shipper's agent commits any of the following acts, the Civil Aviation Regional Administration will impose a fine between 20,000 yuan and 100,000 yuan; if the act constitutes a crime, criminal responsibility will be pursued according to the law:

- 1) Transporting dangerous goods prohibited from air transport in violation of Chapter 2 of these regulations;
- 2) Transporting dangerous goods restricted from air transport without meeting the relevant legal, regulatory, or "Technical Guidelines" requirements as stipulated in Chapter 2.

Article 77 If a shipper or a shipper's agent commits any of the following acts, the Civil Aviation Regional Administration will issue a warning or impose a fine of up to 50,000 yuan; for serious cases, a fine between 50,000 yuan and 100,000 yuan will be imposed:

- (i) Failing to correctly classify, identify, package, mark, or label the transported dangerous goods as required by Article 28;
- (ii) Failing to explain the conditions of the dangerous goods to the carrier or to provide the required dangerous goods transport documents as per Article 29;
- (iii) Failing to provide correct emergency response measures for the transported dangerous goods as required by Article 30;
- (iv) The information listed on the airway bill, dangerous goods transport documents, and related certification materials does not match the actual dangerous goods transported as per Article 31. If a shipper's agent acts without the shipper's authorization in air transport of dangerous goods activities, in violation of Article 33, they will be penalized according to the aforementioned provisions.

Article 78 If a carrier commits any of the following acts, the Civil Aviation Regional Administration will impose a fine between 20,000 yuan and 100,000 yuan:

- (i) Transporting dangerous goods without obtaining a dangerous goods air transport

permit, in violation of Article 10;

(ii) Transporting dangerous goods not in accordance with the requirements of the dangerous goods air transport permit as per Article 37.

Article 79 If a carrier or a ground service agent commits any of the following acts, the Civil Aviation Regional Administration will impose a fine between 100,000 yuan and 500,000 yuan according to Article 85 of the "People's Republic of China Anti-Terrorism Law," and will also fine the directly responsible supervisors and other directly responsible personnel up to 100,000 yuan:

(i) Transporting items or substances that are prohibited under any circumstances as per Article 6;

(ii) Failing to inspect the transported dangerous goods or mail as required by Item 3 of Article 38.

Article 80 If a carrier or a ground service agent commits any of the following acts, the Civil Aviation Regional Administration will issue a warning or impose a fine of up to 50,000 yuan; for serious cases, a fine between 50,000 yuan and 100,000 yuan will be imposed:

- 1) Failing to transport mail containing dangerous goods as required by Article 8 and the related provisions of the "Technical Instructions";
- 2) Failing to formulate or update the dangerous goods air transport manual as required by Article 21;
- 3) Failing to take necessary measures to ensure their personnel involved in dangerous goods air transport are fully aware of the relevant contents of the air transport manual or to provide the manual as required by Article 24;
- 4) Conducting dangerous goods air transport activities not in accordance with the procedures and requirements specified in the air transport manual as per Article 25;
- 5) Failing to verify the shipper and transport-related documents when accepting dangerous goods or mail for air transport as required by Items 1 and 2 of Article 38;
- 6) Failing to ensure the collection, storage, loading, securing, and segregation of dangerous goods or mail comply with the requirements of these regulations and the "Technical Instructions" as per Article 39;
- 7) Failing to ensure inspections for damage or leaks and contamination cleanup of dangerous goods or mail comply with these regulations and the "Technical Instructions" as per Article 40;
- 8) Failing to properly store dangerous goods or mail, or to timely dispose of overstored dangerous goods or mail, or to take appropriate measures to prevent theft or misuse of dangerous goods or mail as per Article 41;
- 9) Failing to take measures to prevent the concealment of dangerous goods in transported goods, mail, or luggage as per Article 44.

Article 81 If a carrier commits any of the following acts, the Civil Aviation Regional Administration will order corrective action within a specified period, issue a warning, or impose a fine of up to 50,000 yuan; for serious cases or if not corrected within the specified period, a fine between 50,000 yuan and 100,000 yuan will be imposed:

- 1) Failing to inform the ground service agent of the differentiated requirements of the dangerous goods air transport manual as required by Article 23
- 2) Entrusting a ground service agent without signing a ground service agency agreement or if the agreement does not meet the requirements of Article 43.

Article 82 If a carrier or a ground service agent violates Articles 34 and 35 by failing to establish an effectively operating dangerous goods air transport safety management system or to set up an organization and staff for managing dangerous goods air transport activities, the Civil Aviation Regional Administration will order corrective action within a specified period and impose a fine of up to 100,000 yuan according to Articles 97 and 101 of the "Safety Production Law of the People's Republic of China"; if not corrected within the specified period, they will be ordered to suspend production for rectification and fined between 100,000 yuan and 200,000 yuan, with the directly responsible supervisors and other directly responsible personnel fined between 20,000 yuan and 50,000 yuan.

Article 83 If a ground service agent commits any of the following acts, the Civil Aviation Regional Administration will order corrective action within a specified period, issue a warning, or impose a fine of up to 50,000 yuan; for serious cases or if not corrected within the specified period, a fine between 50,000 yuan and 100,000 yuan will be imposed:

- (i) Failing to ensure dangerous goods air transport operations meet the carrier's differentiated requirements as per Paragraph 3 of Article 23;
- (ii) Failing to conduct dangerous goods air transport activities of goods and mail according to the safety requirements of the ground service agency agreement as per Article 46;
- (iii) Failing to file with the local Civil Aviation Regional Administration as required, or submitting false filing materials as per Article 47;
- (iv) Failing to conduct dangerous goods air transport activities according to the filing contents as per Article 48.

Article 84 If a shipper, shipper's agent, carrier, or ground service agent violates Articles 32 and 42 by failing to preserve relevant documents of dangerous goods air transport as required, the Civil Aviation Regional Administration will issue a warning or impose a fine of up to 50,000 yuan; for serious cases, a fine between 50,000 yuan and 100,000 yuan will be imposed.

Article 85 If a shipper, shipper's agent, domestic carrier, ground service agent, organization involved in civil aviation security inspections, or dangerous goods training institution commits any of the following acts, the Civil Aviation Regional Administration will order corrective action within a specified period according to Article 97 of the "Safety Production Law of the People's Republic of China," and impose a fine of up to 100,000 yuan; if not corrected within the specified period, they will be ordered to suspend production for rectification and fined between 100,000 yuan and 200,000 yuan, with the directly responsible supervisors and other directly responsible personnel fined between 20,000 yuan and 50,000 yuan:

- (i) Violating Article 59, where their personnel involved in dangerous goods air transport have not undergone the required training and assessment;
- (ii) Violating Article 61 by failing to accurately record the safety production education and training situation as required. Carriers from the Hong Kong, Macao, and Taiwan regions, and foreign carriers who violate Article 60 by failing to train their personnel involved in dangerous goods air transport activities as required, will be penalized according to the provisions mentioned above.

Article 86 If any of the following acts are committed, the Civil Aviation Regional Administration will order corrective action within a specified period, issue a warning, or impose a fine of up to 50,000 yuan; for serious cases or if not corrected within the specified period, a fine between 50,000 yuan and 100,000 yuan will be imposed:

- (i) If a carrier, ground service agent, or airport management institution violates Article 52 by failing to post dangerous goods notices at the airport as required;
- (ii) If a carrier, ground service personnel, airport management institution, or organization involved in civil aviation security inspections violates Article 54 by failing to provide their personnel with the required information or action guidelines;
- (iii) If a domestic carrier, ground service agent, organization involved in civil aviation security inspections, or dangerous goods training institution violates Articles 62, 63, and 64 by not possessing a training syllabus for dangerous goods that meets the requirements and is not timely revised and updated, or by failing to conduct training activities according to the syllabus.

Article 87 If a carrier, ground service agent, organization involved in civil aviation security inspections, or dangerous goods training institution, among other relevant entities, violates Article 58 by failing to submit the required information or data related to dangerous goods air transport, the Civil Aviation Regional Administration will order corrective action within a specified period, issue a warning, or impose a fine of up to 50,000 yuan; for serious cases or if not corrected within the specified period, a fine between 50,000 yuan and 100,000 yuan will be imposed.

Article 88 If a dangerous goods training institution commits any of the following acts, the Civil Aviation Regional Administration will order corrective action within a specified period, issue a warning, or impose a fine of up to 50,000 yuan; for serious cases or if not corrected within the specified period, a fine between 50,000 yuan and 100,000 yuan will be imposed:

- (i) Violating Articles 65 and 66 by failing to file on time or submitting false filing materials;
- (ii) Violating Article 67 by failing to conduct dangerous goods training as required;
- (iii) Violating Articles 69 and 70, where dangerous goods training instructors do not meet the related requirements.

Article 89 If the legal and administrative regulations on dangerous goods specify penalties for violations of these regulations, those provisions will apply.

Chapter 11: Ancillary Provisions

Article 90 For the purposes of these regulations, unless specifically defined within certain sections, the following terms are understood as:

- 1) (i) Dangerous Goods: Refer to substances or items listed in the "Technical instructions" or classified accordingly, which pose a hazard to health, safety, property, or the environment.
- 2) (ii) "Technical Instructions": The "Technical Instructions for the Safe Transport of Dangerous Goods by Air" (Document 9284), including its supplements, addenda, and amendments, approved and published in a routine manner by the ICAO Council.
- 3) (iii) Shipper: An individual who contracts with a carrier for cargo transport and

signs the airway bill or cargo documentation.

- 4) (iv) Shipper's Agent: A person acting under the shipper's authorization to undertake cargo transportation or sign air transport documents on behalf of the shipper.
- 5) (v) Carrier: A profit-seeking public air transport operator that conveys passengers, baggage, cargo, and mail using civil aircraft.
- 6) (vi) Ground Service Agent: An entity legally established in the People's Republic of China, engaging in airport ground services related to public air transport within China, under a contractual agreement with a carrier.
- 7) (vii) Dangerous Goods Air Transport Incident: Refers to any unsafe occurrence related to the air transportation of dangerous goods, including accidents, serious incidents, general incidents, and events.
- 8) (viii) Dangerous Goods Transport Document: Documentation prepared by the shipper or the shipper's agent to declare the details of the dangerous goods being shipped to the carrier.

Article 91 These regulations will be enforced starting July 1, 2024.

Concurrently, the "Regulations on the Transport of Dangerous Goods by Civil Aviation," released by the Ministry of Transport on April 13, 2016, as Ministry of Transport Order No. 42 of 2016, will be repealed.