

FLIGHT QUALITY, SAFETY AND SECURITY BUREAU

Special DGR Safety Bulletin

No. 01/2025



Events related to the transport of dangerous goods

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Dear Ladies and Gentlemen,

Observing the recent incidents with dangerous goods occurring in the LOT fleet, we decided to share some observations and information. For this purpose, this bulletin summarizing the last quarter of 2024 has been created.

To avoid fatal consequences, packages containing dangerous goods must be protected from damage, interaction, spontaneous change of position or movement:

- in storage,
- during transport from/to the aircraft,
- during unloading/loading from/to aircraft and ULD,
- in the aircraft.

Inspect hazardous materials shipments for markings, damage, and possible leaks prior to loading into aircraft.

If loads are handled improperly, the packages, and thus the contents, can be damaged.

Shipments with hazardous materials must be secured in a manner that prevents uncontrolled movement.

When securing the shipment with ropes, remember not to use too much force, which could result in damage to the packaging.

On airplanes, shipments of hazardous materials should be placed only in locations and in the manner permitted by DGR and carrier regulations.

In case of rain or inclement weather, the shipment should be properly secured on the cart.

Thank you for all the reports submitted and I encourage you to add the following information to your protocols:

- **Basic risk**
- **Subsidiary Risk**
- **Total Number of Packages and inner Packages**
- **Type of Outer Packaging and inner Packaging**
- **Quantity per inner Pack**
- **Packing Group**

In addition, I would like to remind you that the report should be emailed to **flight.safety@lot.pl** and **dgor@lot.pl** within the **next 72 hours after the event**. Please also send the AWB, NOTOC and checklist as an attachment to each report. In case of irregularities detected during unloading, please **send photos from the luggage hold**.

If the fire department or other chemical rescue personnel are called, request that a copy of the confirmation be attached.

Below is a brief description of hazardous materials incidents.

1. Passenger baggage

During the check-in of checked baggage, airport security staff discovered the undeclared carriage of brake disc spray. The item was refused for carriage and removed from the baggage. During check-in, the passenger's check-in agent asked a set of safety questions and pointed out the DGR LSAS poster expanding on other hazardous materials. The passenger answered all questions in the negative.

The item was packed in a cardboard box, with no GHS markings to indicate the carriage of a hazardous substance.

The security barrier worked. Dangerous good was detected before the baggage were handed over to be loaded onto the aircraft.

2. 080-37711450



After unloading the cargo from the luggage compartment, a torn cardboard box with RFL substance was noticed. The damage was probably caused by a poorly secured consignment - a cardboard box tied too tightly.

Pay more attention when tying up shipments in the cargo hold.

3. 080-37841635



During the unloading of flight pallet from flight, damage to two parcels was noticed (tear in packaging foil and individual cartons).

Pay more attention to shipments and the time at which the incident may have occurred.

Be more careful when unpacking or building pallets.

4. 080-37653243

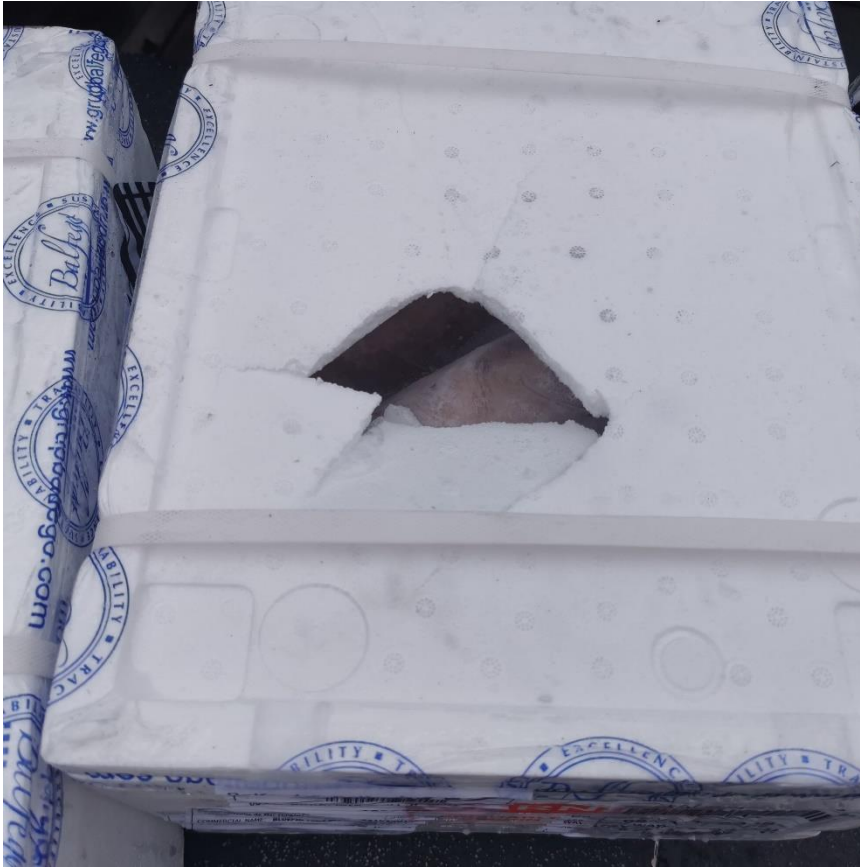


During the cargo inspection prior to departure, the cruise coordinator noticed damaged packaging of the DGR consignment - the consignment has the underside of the cardboard packaging broken, with no access to the contents.

The security barrier worked. Torn package was detected before it was loaded onto the aircraft.

More carefully protect shipments from precipitation for the period of transport to the plane for its loading. Pay attention to whether the trailer or conveyor belt is contaminated.

5. 080-37326236



Damaged 2 polystyrene packs of dry ice on arrival with access to contents.

On the part of the port of shipment, staff did not detect any incident or broken box during loading.

Pay more attention to the handling of packages and whether damage is being done to them.

6. 080-37626175



Report from Cargo Hauler of a consignment (RRY) that fell from the trailer onto the ramp while passing under the aircraft. Consignment strapped to trailer, but during transit attachment loosened due to unevenness on slab. In the trailer one cable securing the tarpaulin is broken.

Consignment withdrawn from flight. Returned to storage.

Check if shipments are properly secured on the trailer and transport them with care.

7. 080-37311610



A shipment of Class 8 hazardous material was damaged during warehouse work. An employee driving a pole of pallets hit a trailer and one of the pallets struck a cardboard box leading to the damage. The consignment was isolated. The fire brigade found no leaks.

Deal with parcels with care.

8. 080-37539202

On flight undeclared DG and irregularities in documentation.

W&B agent did not receive information from the handling agent in DXB about the transported DGs nor the cargo manifest, so no system NOTOC was generated. The crew only received a manual NOTOC on the handling agent's printout.

During the investigation it was found that the consignment was declared only the handling agent did not include it in the documentation.

Please check your shipments carefully with the necessary documentation.

9. 080-37379392



While loading the aircraft, it was noticed that one box containing dry ice food (category 9) had a damaged bottom. The reason was probably due to soaking. Styrofoam primary packaging not damaged.

More carefully protect shipments from precipitation for the period of transport to the plane for its loading. Pay attention to whether the trailer or conveyor belt is contaminated.

10. 080-37672876



While receiving shipments at the Import unloading site, it was noticed that stickers with UN, PSN, Shipper, Consignee and AWB were missing

I would like to remind you to carefully inspect the outer packaging to detect irregularities.

11. 080-37626234



During the safety inspection, an employee noticed a discrepancy between the MAWB and the packaging. The consignment had the hazard label UN3481 embossed on it.

The security barrier worked. The irregularity was detected before it was handed over to be loaded onto the aircraft.

Check the outer packaging carefully to remove unwanted markings and/or labells.

12. 080-37681136



While loading shipments for a flight, one of the packages fell off the pallet. This resulted in damage to the carton, no access and a leak. The consignment was returned to the warehouse for repacking.

Be more careful when lifting shipments, they may be heavier than you assume.



Report from coordinator of wet packaging of DGR class 9 consignments (UN1845 and UN3373). Two shipments wet, cardboard soaked, ice visible on packages. Only outer cartons soaked, inner packaging (polystyrene) with no visible damage.

Shipments withdrawn from flight, returned to cargo.

More carefully protect shipments from precipitation for the period of transport to the plane for its loading. Pay attention to whether the trailer or conveyor belt is contaminated.

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If the fire department or other chemical rescue personnel are called, request that a copy of the completion confirmation be attached.

We would like to draw your special attention to loading, accepting and transporting on the apron in unfavourable conditions such as rain. Thank you very much.