



香港特別行政區政府  
民航處

**Civil Aviation Department**

**The Government of the Hong Kong Special Administrative Region**

## **Dangerous Goods Advisory Circular DGAC 1/2026**

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### **Fulfilling Shippers and Freight Forwarders' Responsibilities**

The Civil Aviation Department (CAD) appreciates the air cargo industry for its continued effort in contributing to the robust growth of cargo throughput at the Hong Kong International Airport (HKIA). Nevertheless, there were still a notable number of dangerous goods occurrences reported in recent years. While the CAD is cognizant of the importance of growing air cargo traffic, we would also like to emphasize that safety remains paramount to the aviation industry and to the sustainability of air cargo business.

2. Among others, shippers and freight forwarders are responsible for remaining vigilant and exercise due care when handling consignments in accordance with the Technical Instructions for the Safe Transport of Dangerous Goods by Air ("TI") published by the International Civil Aviation Organization to ensure the safe carriage of dangerous goods by air.

3. Collaboration is the key to ensuring safety. With a view to supporting compliance by stakeholders and raising awareness of the relevant requirements, this circular reiterates the applicable legal requirements concerning the handling of dangerous goods for air transport and provides a summary of relevant prosecution cases concluded in 2025.

#### The Dangerous Goods (Consignment by Air) (Safety) Regulations

4. In Hong Kong, the regulation governing shippers and freight forwarders in respect of the proper handling of dangerous goods before offering them for air transport is stipulated in the Dangerous Goods (Consignment by Air) (Safety) Regulations (Cap. 384A). Proper handling of dangerous goods includes their classification, packing, marking, labelling and declaration, as well as complying with training requirements for air transport of dangerous goods in accordance with the TI.

5. The consignment of undeclared or mis-declared dangerous goods constitutes a contravention of Cap. 384A. The shipper and/or freight forwarder involved are liable for prosecution and, on conviction, subject to a fine of \$250,000 and imprisonment for up to 2 years.

6. Shippers and freight forwarders involved in dangerous goods occurrences may also be subject to increased regulatory scrutiny and additional inspection requirements imposed by the CAD. To prevent recurrence, a corrective action plan must be submitted, along with relevant supporting evidence to demonstrate the actions taken, to the satisfaction of the CAD.

#### Case sharing

7. In 2025, a number of prosecution cases relating to breach of Cap. 384A were concluded. All freight forwarding companies concerned either pleaded guilty or were convicted of contravening Cap. 384A, and were fined by the court accordingly.

8. The CAD has summarized the above-mentioned prosecution cases in *Attachment I* of this circular, aiming to raise awareness among all stakeholders and personnel; and remind all again of their responsibilities in properly classifying, packing, marking, labelling, declaring dangerous goods and complying with training requirements for air transport of dangerous goods in accordance with the TI. The air cargo industry is encouraged to share this information with their employees and business partners and use it for case study purpose to guard against similar occurrences.

9. Carriage of non-compliant, undeclared or mis-declared dangerous goods consignments poses potential threats to aviation safety that may result in serious consequences. In this connection, the CAD would like to reiterate the importance of vigilance by all stakeholders and personnel during the cargo handling and acceptance process to ensure aviation safety.

10. Should there be any queries regarding this circular, please contact the Dangerous Goods Office at 2910 6855, 2910 6856 or 2910 6857.

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An electronic version of this circular can be downloaded at  
<http://www.cad.gov.hk/english/DGAC.html>