ICAO and the Safe Transport of Dangerous Goods by Air

Mitch Fox
Chief, Flight Operations, ICAO

FIATA World Congress
16-21 October 2011
Overview

- Introduction to ICAO
- Regulatory framework for safe transport of dangerous goods
  - Multimodal
  - Air
- ICAO training policy
- Concluding remarks
ICAO — Where do we come from?

- International Civil Aviation Organization
- Specialized agency of the United Nations
- 1944 — the Chicago Convention
  - 11 September, President Roosevelt invited the world to work on a new convention for international aviation
  - 7 December 1944 Convention on International Civil Aviation signed by signed by 52 States
  - Currently 190 Contracting States
  - ICAO preceded the United Nations
ICAO — What do we do?

• ICAO’S raison d'être — the **safe** and orderly development of international civil aviation
• States work through ICAO to form agreements on the minimum Standards that must be met for safe, secure, efficient and green international aviation
• Eighteen Annexes to Chicago Convention
• Annex 18 — *The Safe Transport of Dangerous Goods by Air*
ICAO Structure

ICAO Contracting States

ICAO Assembly

ICAO Council

ICAO Secretariat

Air Navigation Commission

Panels
DG Regulatory Framework
United Nations and Dangerous Goods

- United Nations Economic and Social Council
- Sub-Committee of Experts on the Transport of Dangerous Goods
- IAEA Safety Standards Series Requirement TS-R-1 (ST-1 Revised)

**UN Recommendations on the Transport of Dangerous Goods — Model Regulations**
### Dangerous Goods and Other UN Specialized Agencies

<table>
<thead>
<tr>
<th>Acronyms</th>
<th>Flag</th>
<th>Agency</th>
<th>Headquarters</th>
<th>Established</th>
</tr>
</thead>
<tbody>
<tr>
<td>IAEA</td>
<td><img src="image" alt="IAEA Flag" /></td>
<td>International Atomic Energy Agency</td>
<td>Vienna, Austria</td>
<td>1957</td>
</tr>
<tr>
<td>ICAO</td>
<td><img src="image" alt="ICAO Flag" /></td>
<td>International Civil Aviation Organization</td>
<td>Montreal, Canada</td>
<td>1947</td>
</tr>
<tr>
<td>IMO</td>
<td><img src="image" alt="IMO Flag" /></td>
<td>International Maritime Organization</td>
<td>London, United Kingdom</td>
<td>1948</td>
</tr>
<tr>
<td>UPU</td>
<td><img src="image" alt="UPU Flag" /></td>
<td>Universal Postal Union</td>
<td>Bern, Switzerland</td>
<td>1947 (1874)</td>
</tr>
<tr>
<td>WHO</td>
<td><img src="image" alt="WHO Flag" /></td>
<td>World Health Organization</td>
<td>Geneva, Switzerland</td>
<td>1948</td>
</tr>
</tbody>
</table>
Multimodal harmonization

ICAO and the Safe Transport of Dangerous Goods by Air
ICAO and Dangerous Goods
Annex 18

• **The Safe Transport of Dangerous Goods by Air**

• “The Standards and Recommended Practices of this Annex shall be applicable to all international operations of civil aircraft.”

• Chapter 7: Shipper’s responsibilities
Technical Instructions

- Issued every two years to reflect UN cycle
- “Each Contracting State shall take the necessary measures to achieve compliance with the detailed provisions contained in the Technical Instructions.” *(Annex 18, 2.2.1)*
ICAO Supplement to the Technical Instructions (Doc 9284SU) 2011/2012
Emergency Response Guidance

USOAP and dangerous goods

• Dangerous goods audit results
• ALL entities involved in the transport of dangerous goods subject to oversight
  – Shippers and packers
  – Freight forwarders
  – Operators and ground handling agents
  – Security staff
• How do we make States more vigilant?
ICAO and the Safe Transport of Dangerous Goods by Air
ICAO civil aviation training policy

• In compliance with Assembly Resolution A36-13
• Addresses all areas of aviation safety and security
• Rigorous standards for the design and development of training courses
• Endorsement criteria
  – ICAO standards and methodological requirements
  – Competency-based approach to training and assessment
What is competency based training?

• Performance orientation
• Emphasis on standards of performance and their measurement
• Development of training to specified performance standards
• Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868)
• PANS-TRG specifies the actual procedures to be applied by training organizations in providing training for aeronautical personnel
• Competency frameworks
Dangerous goods and training

• DGP developing competency frameworks for:
  – State employees (dangerous goods inspectors)
  – Shippers
  – Freight forwarders

• Input from FIATA
Concluding remarks
Safety: everyone’s responsibility

- Action-oriented approach
- Promote the highest quality training that can be achieved
- Work together
Freight forwarders

A critical element of a safe supply chain
ICAO and FIATA working together

- ICAO/FIATA Freight Forwarder Dangerous Goods Training Programme
- Collaboration
- Shared expertise
- Competency-based approach to training
Transitional arrangements

- Present course restructured to Technical Instructions format
- Additional industry requirements identified
- ICAO will recognize FIATA approved training centres
Post transition

• ICAO endorsement of new training programme
  – Technical Instructions
  – Competency-based
  – Internationally-agreed upon standards
Let’s work together!
Questions?