



International Civil Aviation Organization

ICAO and the Safe Transport of Dangerous Goods by Air

Mitch Fox

Chief, Flight Operations, ICAO

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Overview

- Introduction to ICAO
- Regulatory framework for safe transport of dangerous goods
 - Multimodal
 - Air
- ICAO training policy
- Concluding remarks

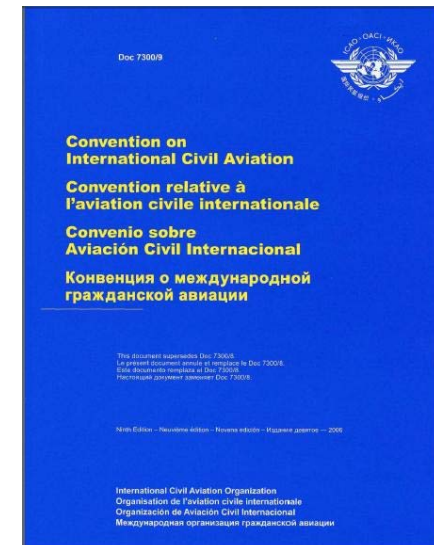
ICAO





ICAO — Where do we come from?

- International **C**ivil **A**viation **O**rganization
- 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

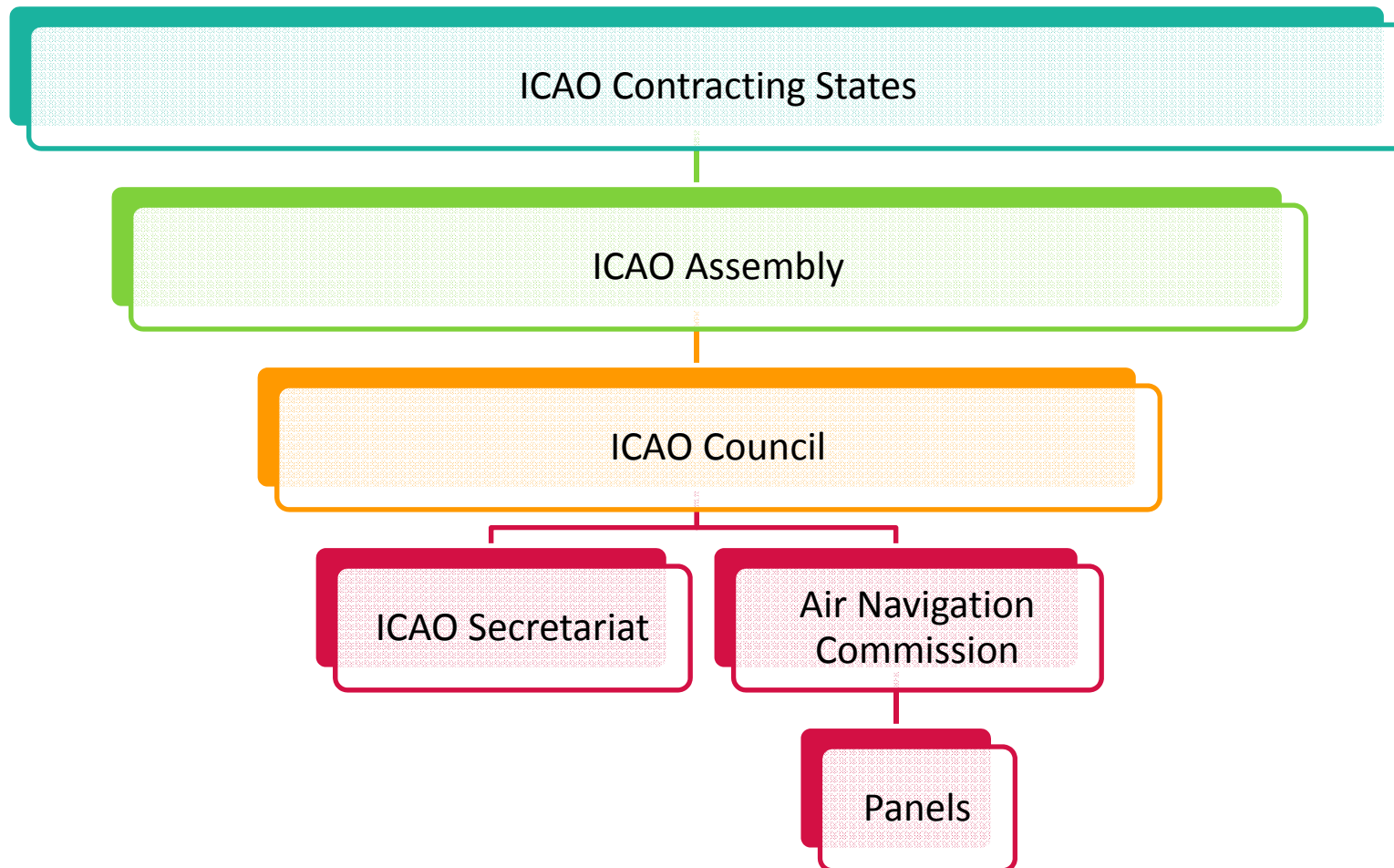




ICAO — What do we do?

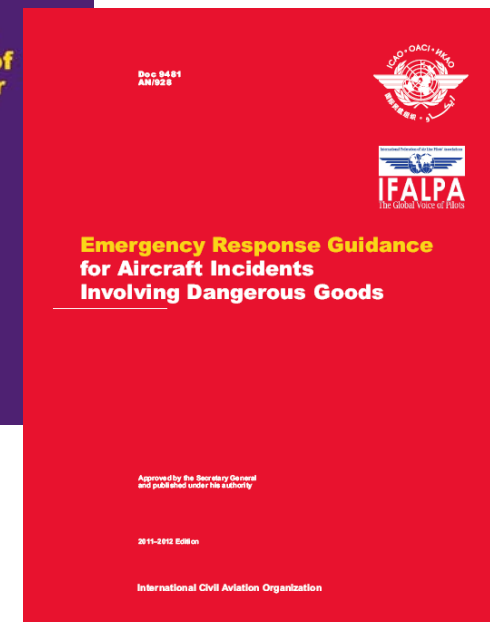
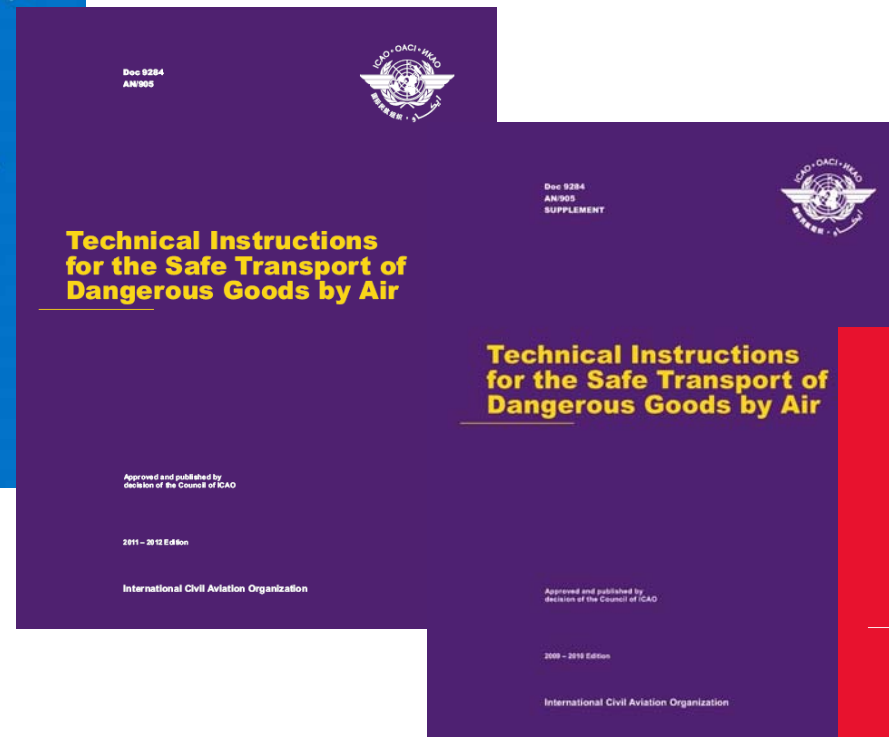
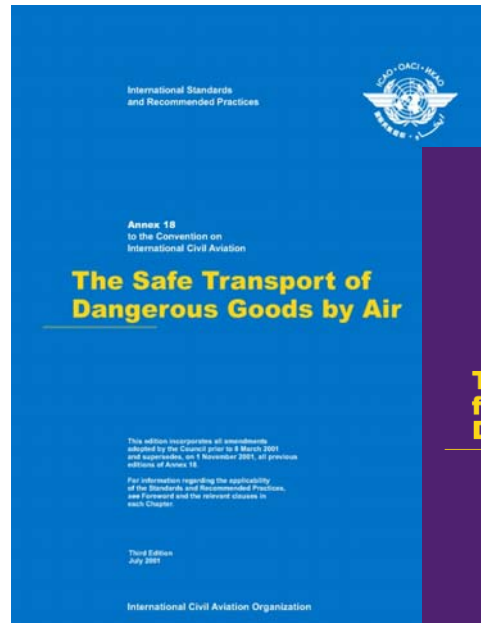
- ICAO'S raison d'être — the **safe** and orderly development of international civil aviation
- States work through ICAO to form agreements on the minimum Standards that must be met for safe, secure, efficient and green international aviation
- Eighteen Annexes to Chicago Convention
- Annex 18 — *The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

ICAO Structure





ICAO Dangerous Goods Documents



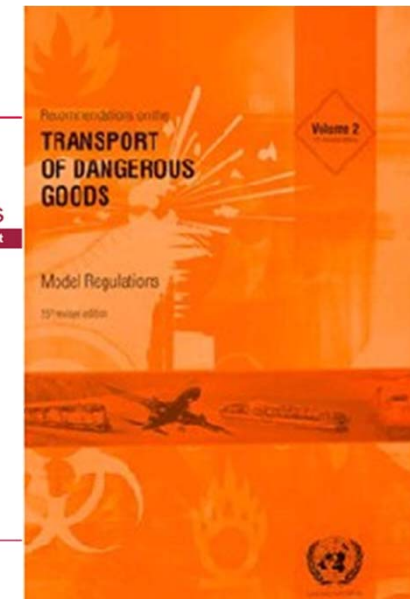
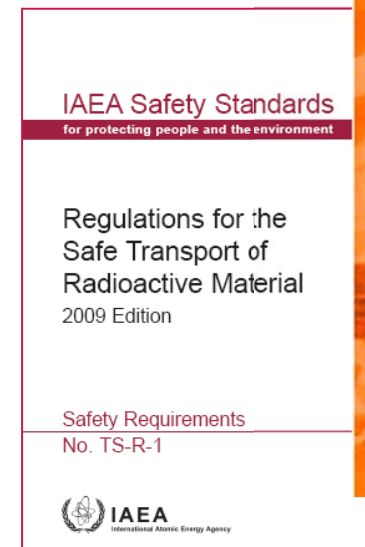
DG Regulatory Framework



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

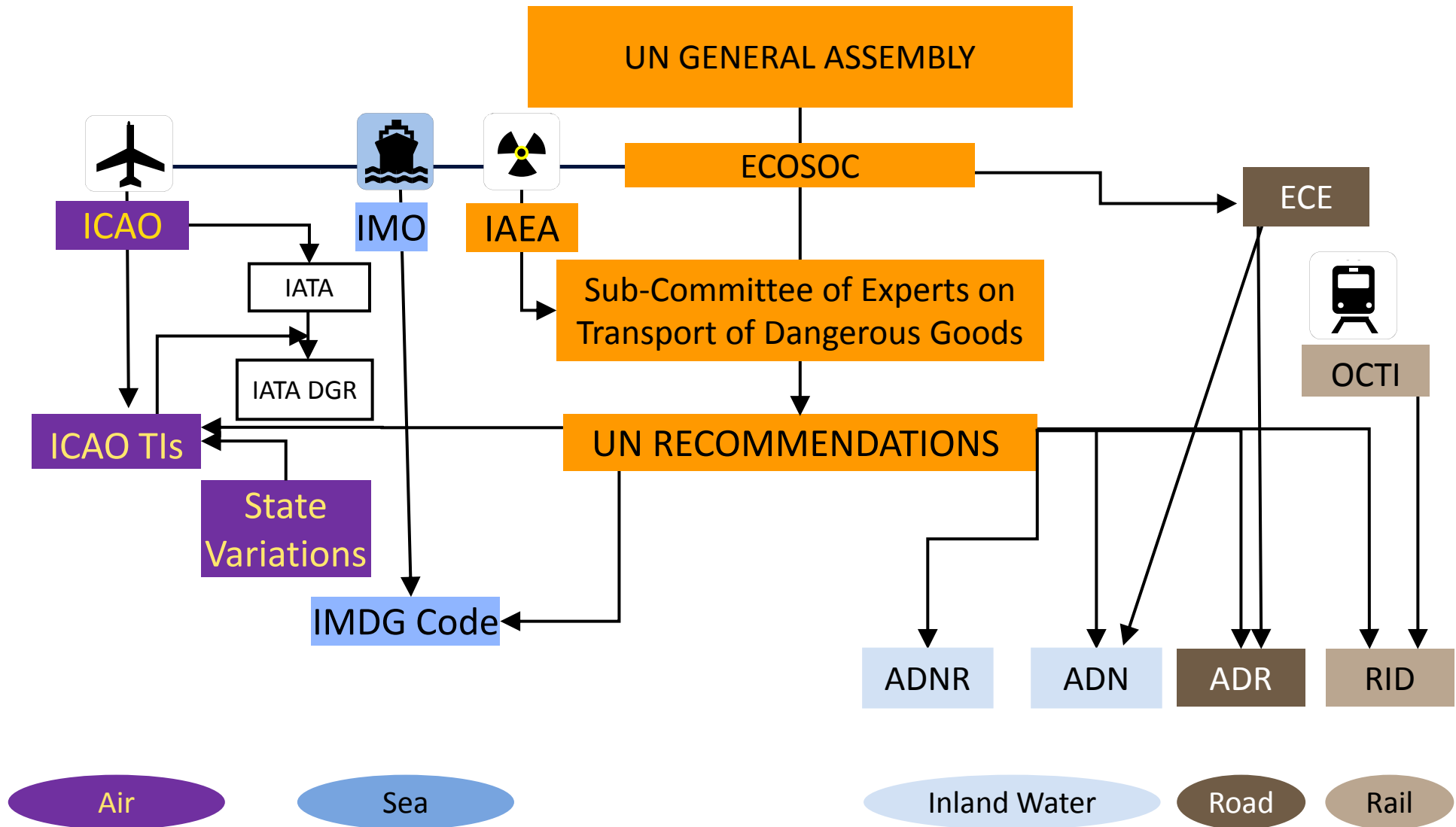


Acronyms	Flag	Agency	Headquarters	Established	
IAEA		International Atomic Energy Agency		Vienna, Austria	1957
ICAO		International Civil Aviation Organization		Montreal, Canada	1947
IMO		International Maritime Organization		London, United Kingdom	1948
UPU		Universal Postal Union		Bern, Switzerland	1947 (1874)
WHO		World Health Organization		Geneva, Switzerland	1948

Multimodal harmonization



International Transport



ICAO and Dangerous Goods



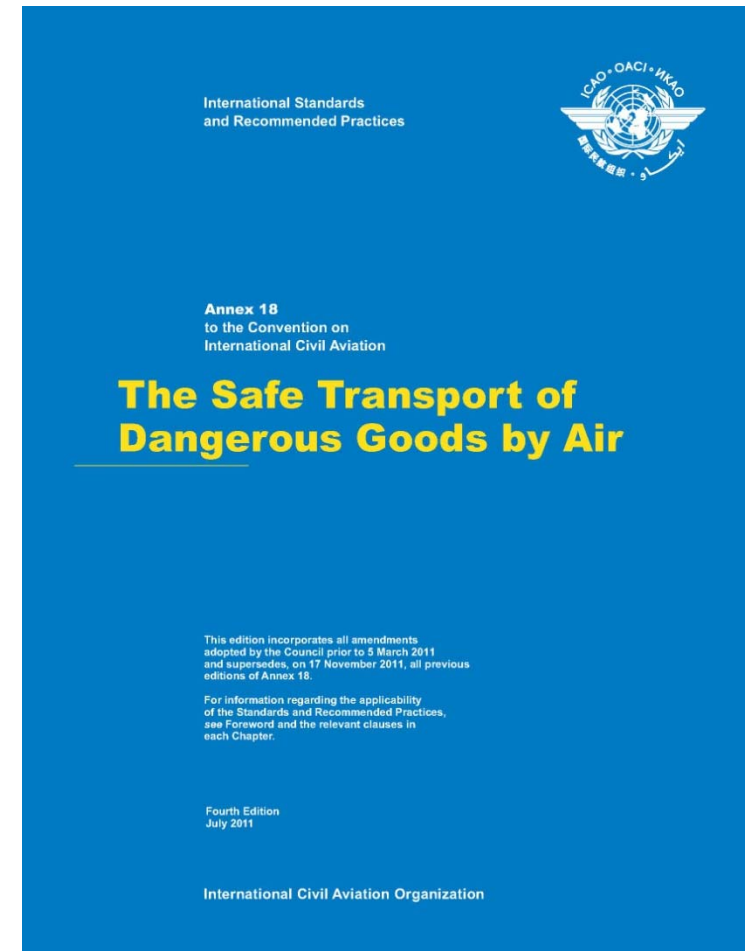
Dangerous Goods Panel (DGP)



Annex 18



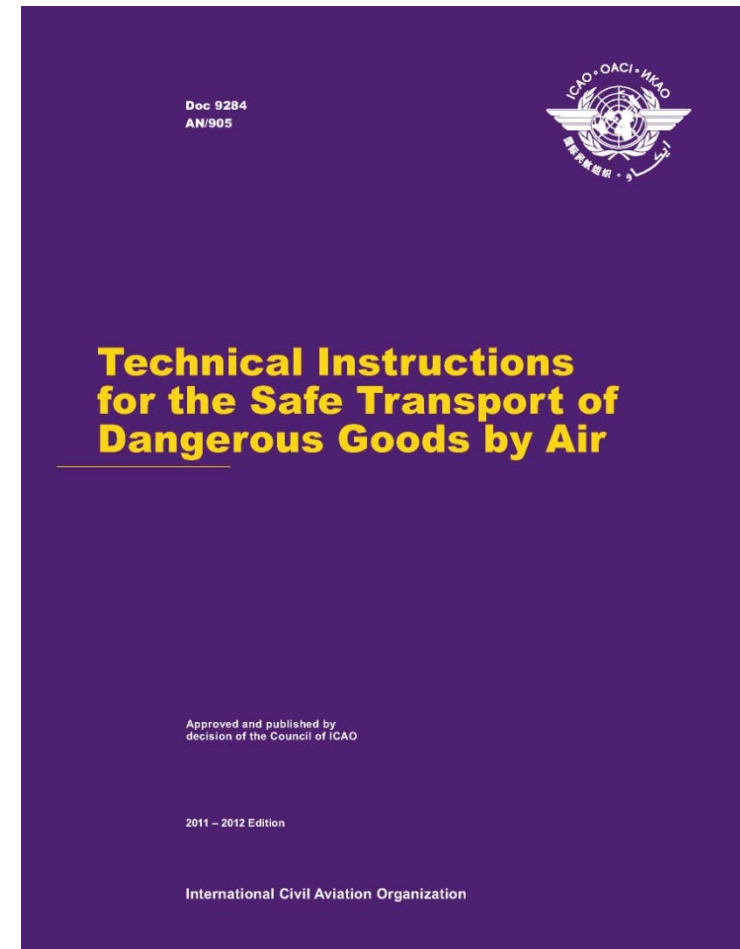
- *The Safe Transport of Dangerous Goods by Air*
- “The Standards and Recommended Practices of this Annex shall be applicable to all international operations of civil aircraft.”
- Chapter 7: Shipper’s responsibilities



Technical Instructions



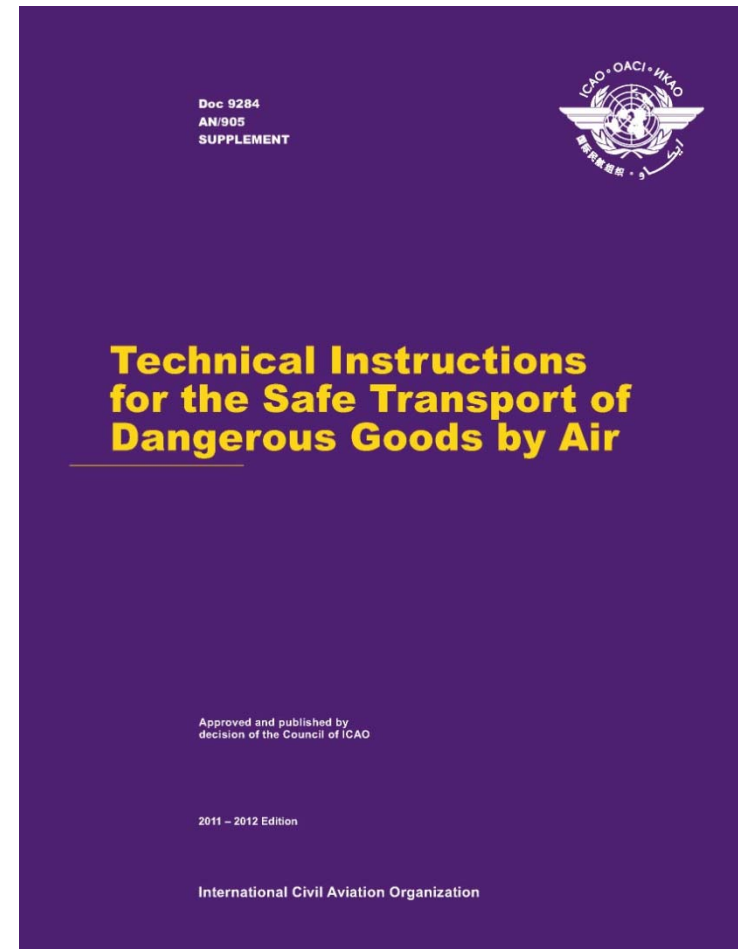
- *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284)
- Issued every two years to reflect UN cycle
- “Each Contracting State shall take the necessary measures to achieve compliance with the detailed provisions contained in the Technical Instructions.” (*Annex 18, 2.2.1*)



Supplement to the Technical Instructions

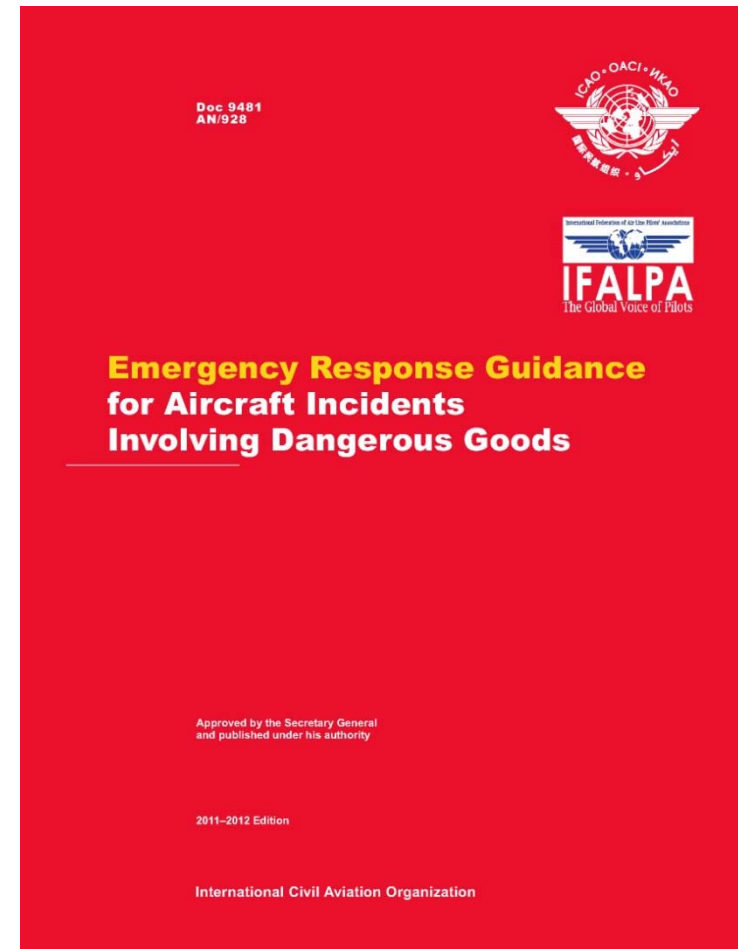


- ICAO Supplement to the Technical Instructions (Doc 9284SU) 2011/2012



Emergency Response Guidance

- *Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods* (Doc 9481) 2011/2012





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 Training Policy





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



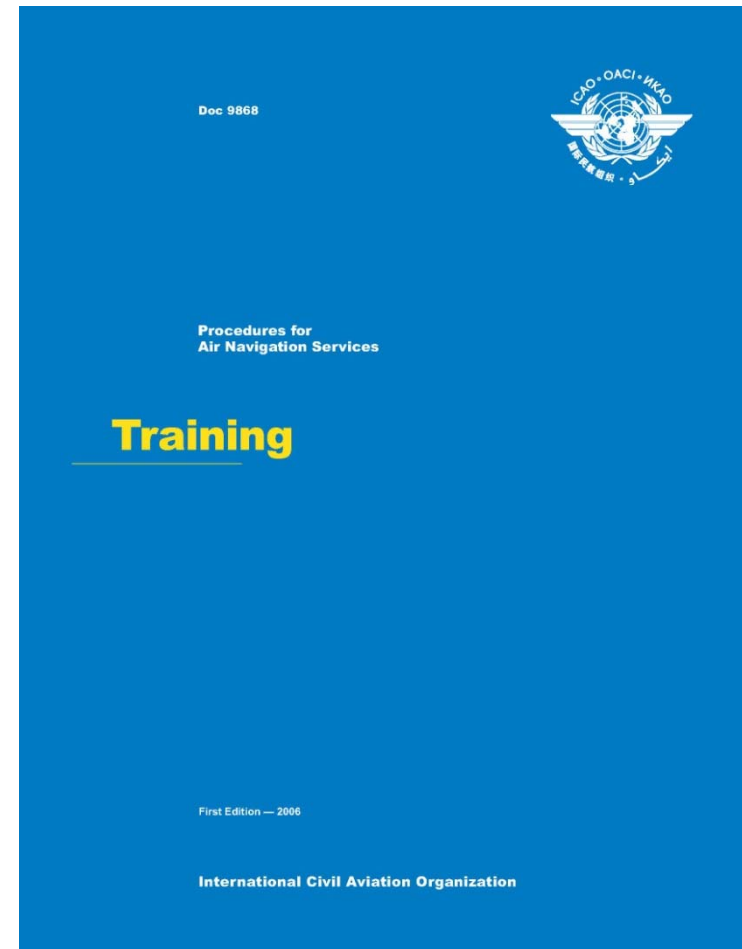
What is competency based training?

- Performance orientation
- Emphasis on standards of performance and their measurement
- Development of training to specified performance standards

PANS-TRG



- *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

Safety



Let's work together!



International Civil Aviation Organization

Questions?