Dangerous Goods

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Human Chemistry, Human Solutions
Chairman Opening Remarks

Koen Boendermaker
Senior Business Development Manager
Teijin Aramid BV
Changes to Annex 6 – Operation of Aircraft

David Brennan
Assistant Director Cargo Safety & Standards
IATA
Changes to ICAO Annex 6 – Operation of Aircraft
Cargo Compartment Safety
Background

- ICAO Air Navigation Commission raised concerns that the risks posed by the transport of cargo by air may not be sufficiently mitigated. In particular that lithium batteries may overwhelm aircraft systems in the event of a fire.

- Cargo Safety Sub-Group (CSSG) established in Feb 2017 under the ICAO Flight Operations Panel:
  - develop requirements in Annex 6 for operators to conduct safety risk assessments on the carriage of cargo;
  - develop associated guidance material on conduct of safety risk assessment and identifying appropriate mitigations.
Composition

- Representatives from:
  - Dangerous Goods Panel – Canada, Germany, Italy, Spain, UK, US, IATA, ICCAIA (Airbus) & IFALPA
  - Flight Operations Panel – Austria, EASA, FAA, IATA & ICCAIA (Airbus and Boeing)
  - Airworthiness Panel have a separate job card from the ANC to address the design capabilities of the aircraft.
Objective

- Annex 6 – Requirements for operators to conduct safety risk assessments on carriage of cargo, including the carriage of dangerous goods;

- New ICAO Document – Guidance material on conducting safety risk assessment, including the carriage of dangerous goods.
Considerations

- Cargo compartment fire suppression systems are certified to suppress fires that are likely to occur:
  - Typically Class A fires – common combustible materials, e.g. paper, wood, clothing.

- Certification and limitations of aircraft cargo compartment fire suppression systems:
  - What information is provided to the operators by the aircraft manufacturers on the capabilities of the aircraft systems?
Considerations (cont.)

- Expectation by Flight Operations Panel members that the operator understands what cargo (and baggage and mail) is being offered for transport and the associated risks that may be introduced.
  - this position was supported by aircraft manufacturers and IFALPA
Proposed Chapter 15 – Cargo Compartment Safety
- transport of “items” in the cargo compartment, the State of the Operator shall ensure that the operator establishes policy and procedures, which includes a specific safety risk assessment.
Outcome (cont.)

- the safety risk assessment must consider:
  - specific hazard of items being carried;
  - capabilities of the operator;
  - operational considerations;
  - capabilities of the aeroplane and its systems;
  - containment characteristics of ULDs;
  - packing and packaging;
  - safety of the supply chain; and
  - quantity and distribution of dangerous goods.
Outcome (cont.)

- Fire protection, elements of cargo compartment fire protection system and summary of demonstrated cargo compartment fire protection certification standards shall be provided in aircraft documentation.
  - this recognizes that the operators have not been provided with sufficient information on the fire suppression capabilities of the aircraft by the manufacturers.
- The operator shall establish policies and procedures that address items to be carried in the cargo compartment. Ensure to a reasonable certainty that a fire can be detected and suppressed, until the aircraft makes a safe landing.
Where are we?

- Proposed amendment to Annex 6 to include Chapter 15 sent out to ICAO Member States in a State letter, closing date for comments 24 November 2018.
- Comments being considered by Air Navigation Commission 5 March 2019.
- Chapter 15 becomes effective November 2020.
eDGD – What is the Value and What’s the Way Forward

Moderator:
  • Paul Horner, Manager Dangerous Goods Standards, IATA

Panelists:
  • Emlyn Arrocha, Director, Global Product Compliance, Expeditors
  • Philipp Billion, Senior Manager eFreight, Lufthansa Cargo
  • Vincent Koh, Head (Dangerous Goods), Civil Aviation Authority of Singapore
  • Simon Linder, Director Sales Department, DAKOSY
INFr8 – eDGD Collaboration Platform

The eDGD Community Portal

INFr8

DGD Validation
Dash-board
Doc-Cloud

Data Entries

Data Interfaces

Shipper
Forwarder
Airline / CHA

Parties involved in eDGD process
eDGD – What is the Value and What’s the Way Forward

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• Vincent Koh, Head (Dangerous Goods), Civil Aviation Authority of Singapore
• Simon Linder, Director Sales Department, DAKOSY
Networking Break
10:30 to 11:15 in Roselle Simpor Ballroom
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Dangerous Goods

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Human Chemistry, Human Solutions
Looking at the Impact of the Annex 6 Changes on the Supply Chain

Moderator:
• David Brennan, Assistant Director Cargo Safety & Standards, IATA

Panelists:
• Emlyn Arrocha, Director, Global Product Compliance, Expeditors
• Vincent Koh, Head (Dangerous Goods), Civil Aviation Authority of Singapore
• Cameron Mann, Global Head of Aviation, Smiths Detection
• Gajandran Sokayan, Asst. Manager Dangerous Goods & Special Cargo, Singapore Airlines
• Peregrine Storrs-Fox, Risk Management Director, TT Club
Operator Safety Risk Assessment

- specific hazards of the items to be transported;
- capabilities of the operator;
- operational considerations (e.g. passenger/cargo, area of operations, diversion time);
- capabilities of the aeroplane and its systems (e.g. cargo compartment fire suppression capabilities);
- containment characteristics of unit load devices;
- packing and packaging;
- safety of the supply chain for items to be transported; and
- quantity and distribution of dangerous goods items to be transported.
Regulations view of the supply chain

Shipper → Operator → Consignee
Responsibilities

- **Shippers**
  - classification
  - packing
  - marking
  - labelling
  - documentation.

- **Operators**
  - acceptance validation
  - handling
  - loading/unloading
The actual supply chain

Shipper → Origin Forwarder → Origin GHA → Operator → Import Customs/Regulators → Import GHA → Destination Forwarder → Consignee
Responsibilities

- **Shippers**
  - classification
  - packing
  - marking
  - labelling
  - documentation

- **Forwarders**
  - ????

- **GHAs**
  - ????

- **Operators**
  - acceptance validation
  - handling
  - loading / unloading
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Chairman Closing Remarks

Koen Boendermaker
Senior Business Development Manager
Teijin Aramid BV
Networking Lunch
12:30 to 14:00 in Roselle Simpor Ballroom
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