Cargo Safety Session: ICAO’s Perspective

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Problem Statement

• Billions of lithium batteries are carried safely every year. However, these create a risk never experienced before in aviation safety. There are a number of actions that are needed by regulators, airlines and freight handlers to improve safety in the future.
Background

- Up to 10 years ago, DG in cargo – very small percentage
- Now – some aircraft 80% DG cargo, largely lithium batteries
- Large format batteries now being designed, manufactured and transported
- Unique hazard
  - Difficult if not impossible to extinguish fire
- Complicated manufacturing process
  - Expensive therefore increase in counterfeit batteries
- Fires – on board aircraft, on the ramp, in warehouses
- UN Committee of Experts on the Transport of DG treats small batteries as “unregulated”
  - No hazard communication (documentation or label)
What has ICAO done?

- **Major change in regulations**
  - **2009:**
    - Major reduction in quantities allowed (especially lithium metal)
    - Development of handling label
    - Development of guidance material explaining new restrictions
  - **2012:**
    - Introduction in the mail – but with approval of postal organizations by CAAs and mandatory training of postal workers
    - Joint ICAO/FIATA training programme
  - **2013:** Removal of pallet loads of small “unregulated” lithium batteries with no documentation/ labelling/NOTOC
    - Acceptance checks by the operator
    - NOTOC (location and quantity) for pilots to know LI batteries on are board
      - UPS accident in DXB was a factor
    - Training on requirements
- **Annex 18 amendment** – inspection and surveillance of all involved in transport chain – increased oversight by States
Where do we go from here?

• It’s complicated - No one solution
• Systematic approach to mitigate problem
• Layered safety provisions involving not just DG
  – Cargo/aircraft systems
  – Even more effective than Halon replacement
  – Packaging to withstand/delay fire
  – Possible improved industry standards for manufacturers
  – Simplification of regulations
  – Specialised training/public awareness
  – Increased oversight by ICAO, possibly surveillance of manufacturing States
  – Potential further restrictions
  – UN Committee of Experts being asked by ICAO to consider new label or new classification
Thank You