

2nd Member Coordinators Meeting
Issue Identification Paper
DANGEROUS GOODS TRAINING FOR COSCAP-NA MEMBERS
(Presented by CTA)

SUMMARY

The purpose of this paper is to identify an issue related to the provision of initial and recurrent Dangerous Goods training for inspectors in COSCAP-NA.

1. Background

1.1 COSCAP-NA has been providing Dangerous goods training to Members for the past 10 years using Mr. Daniel Sylvestre from Transport Canada.

1.2 The venues for the training have been Beijing and Bangkok respectively with Mr. Sylvestre delivering the training back to back. Traditionally recurrent training (6 days) has been provided in Beijing with initial and recurrent training being provided in Bangkok.

1.3 In 2011 a template Dangerous Goods training package (initial and recurrent) was presented to Singapore Aviation Academy (SAA) the development costs (\$23000USD) having been absorbed by the three APAC COSCAP programmes.

1.4 Subsequently the SAA did not deliver the initial course and now only deliver recurrent through the APAC Regional Office in Bangkok. This has made it difficult for some COSCAP-NA Members to participate.

2. Current Status

2.1 The CTA COSCAP-NA attempted to organize training for January 2017 using Mr. Sylvestre but was told by TCB that the continuous use of Mr. Sylvestre by COSCAP-NA was not acceptable and that a new Dangerous Goods instructor had to be found. The CTA provided TCB Montreal with a Job Description and instructed them to locate a suitable instructor. After four months TCB notified the CTA that the only instructor available was Mr. Sylvestre.

2.2 The CTA developed a course package for the delivery of Dangerous Goods Recurrent Training here in Beijing in November of 2017. The course was attended by 36 participants from COSCAP-NA the majority of which were from China. It was also noted that the majority of participants actually followed the IATA requirements as service providers.

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2.3 Funding for the training came from the core budget of the COSCAP-NA programme as our major donors (Airbus and Boeing) have previously declined to support the training outside of Bangkok. The approximate cost of the 6 day recurrent course provided by Mr. Sylvestre is \$17,000USD all inclusive.

2.4 Since there hasn't been a CTA in place in the COSCAP-SEA, no Dangerous Goods training has been organized for Bangkok by the COSCAP programme for almost two years.

2.5 With the cost of Dangerous Goods training coming from the programme core budget with no donor support, it has become a financial weight that needs to be addressed.

3. Options:

3.1 The options below are not exhaustive but merely items for consideration.

Do nothing and continue supporting Dangerous Goods training using the core funds from the programme.

a) Participate in Dangerous Goods training provided by the Regional Office however this is usually only recurrent training.

b) Approach our main donors (Airbus and Boeing) to seek funding even if partial in nature.

c) Use the ICAO Global Aviation Training (GAT) section at an estimated cost of \$50000USD.

d) Develop the training expertise here in COSCAP-NA.

4. Action of the meeting:

1) Discuss options for the provision of Dangerous Goods Initial and Recurrent Training for COSCAP-NA.

2) Recommend an option(s) for the consideration of the CTA.

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