

CARGO

Joint Safety Implementation Team as Modified by JIMDAT

Implementation Plan for Safety Enhancement 125R1 Hazardous Materials – HazMat Processing

Statement of Work:

To reduce the occurrence of hazmat-related accidents and incidents and to prevent undeclared hazardous materials from entering the shipping system, a multi-tier system should be developed and implemented by regulators, manufacturers (of packaging material) and shipping companies (air and ground) to identify and safely process undeclared hazardous material. This system should include: (1) education, (2) identification, (3) inspection, and (4) regulation and oversight.

Education: Shipping companies should ensure their education program teaches their employees and customers how to recognize hazardous material and the consequences of shipping undeclared hazardous material.

Identification: Shipping companies should develop a system to explicitly query customers as to the nature of the material being shipped and should develop and implement packaging that is easier to inspect after sealing.

Inspection: Shipping companies should develop and implement a program to search packages.

Regulation and Oversight: Regulators and shipping companies should coordinate industry-wide implementation of electronic tracking of hazardous materials.

Regulators should increase oversight inspections to detect and prosecute shippers and customers who fail to identify hazardous material.

Lead Organization for Overall Safety Enhancement Completion (LOOSEC):

Airline Transport Association (ATA)

Safety Enhancement:

Safety Enhancement 125 Cargo – Hazardous Materials – HazMat Processing

JIMDAT Score:

DIP Stand Alone Fatality Risk Reduction:
2020 - (1.06) 100% - (1.14)

Differential beyond original 46 SE CAST plan:
2020 - (0.08) 100% - (0.08)

Total Resource Requirements:

\$290,000

Completion Date:

3 years following CAST approval.

Output 1:

Develop best practices for a comprehensive system including education, identification and inspection to prevent shipping undeclared hazardous materials.

Resources:

(LOOC) Airline Transport Association (ATA)

International Air Transportation Association (IATA)

Regional Airline Association (RAA), Cargo Airline Association (CAA), National Air Carrier Association (NACA), Airline/Operators, US Postal Service. (COSTA)

The Council on Safe Transportation of Hazardous Articles (COSTHA)

(See Work Products from Cargo Strategic Action Plan Team)

(See AC 120-27E, "Aircraft Weight and Balance Control"; AC120-85, "Air Cargo Operations")

The cost of this output is estimated to be \$45,000 primarily for administration costs, meetings and travel.

Timeline:

24 months following CAST Approval.

Actions:

ATA coordinate an interagency group to survey, develop and publish best practices for a comprehensive system including education, identification and inspection to prevent shipping undeclared hazardous materials

Output 2:

Shipping companies incorporate best practices from Output 1.

Resources:

(LOOC) Airline Transport Association (ATA)

International Air Transportation Association (IATA)

Regional Airline Association (RAA), Cargo Airline Association (CAA), National Air Carrier Association (NACA), Airline/Operators, US Postal Service.

The Council on Safe Transportation of Hazardous Articles (COSTHA)

Costs dependant on outcome from Output 1.

Timeline:

1 year following completion of Output 1

Actions:

ATA coordinate with COSTHA and shipping companies to incorporate best practices from Output 1 for a comprehensive system including education, identification and inspection to prevent shipping undeclared hazardous materials.

Output 3:

Coordinate the industry implementation of electronic tracking of declared hazardous materials.

Resources:

FAA, ASH, Office of Security and Hazardous Material, (LOOC)
Airline Transport Association (ATA)
International Air Transportation Association (IATA)
Pipeline and Hazardous Materials Safety Administration (PHMSA)
Regional Airline Association (RAA), Cargo Airline Association (CAA), National Air Carrier Association (NACA), Airline/Operators, US Postal Service, Federal Railroad Administration (FRA)
The Council on Safe Transportation of Hazardous Articles (COSTHA)

The cost of this output is estimated to be \$45,000 primarily for administration costs, meetings and travel.

Timeline:

12 months following CAST approval.

Actions:

ASH work with the Pipeline and Hazardous Materials Safety Administration (PHMSA) to charter an industry/government working group involving representatives from the above agencies.

Determine baseline industry standards for electronic tracking of hazardous materials.

Develop a plan to implement industry standards for electronic tracking of hazardous materials.

Output 4:

FAA coordinates the development of procedures to improve regulatory oversight to detect and prosecute shippers and customers who fail to identify hazardous material.

Resources:

(LOOC) FAA ASH
Pipeline and Hazardous Materials Safety Administration (PHMSA) (Formerly Research and Special Projects Administration (RSPA))
PHMSA Derivatives
Department of Transportation Office of Investigations (OIG)

The cost of this output is estimated to be \$200,000

Timeline:

1 year following CAST approval.

Actions:

Improve regulatory oversight to detect and prosecute shippers and customers who fail to identify hazardous material.

Relationship to Current Aviation Community Initiatives

Impact on Non - Part 121 or International Applications: