Multi-sector all-hazard approach

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What if:
• An aircraft flies through the plume?
• An aircraft is parked overnight downwind?
• An exposed individual wants to fly for treatment?
• Should Japan be screening departures?
  Cargo?
  People?
• Should other countries be screening for arrivals?
  Cargo?
  People?
• What levels are acceptable?
• What equipment/training/PPE is needed?
Predicted atmospheric spread

A forecast by the Comprehensive Nuclear Test Ban Treaty Organization shows how weather patterns this week might disperse radiation from a continuous source in Fukushima, Japan. The forecast does not show actual levels of radiation, but it does allow the organization to estimate when different monitoring stations, marked with small dots, might be able to detect extremely low levels of radiation. Health and nuclear experts emphasize that any plume will be diluted as it travels and, at worst, would have extremely minor health consequences in the United States.

By THE NEW YORK TIMES | Send Feedback

CAPSCA - Manila, April 2013
The 1984 Bhopal gas disaster

The human cost (estimates)

- Up to 10,000 deaths in first three days
- Additional 25,000 people died of related injuries by 1994

December 3, 1984
A cloud of methyl isocyanate gas leaks from the Union Carbide pesticide plant

Source: AFP/EPA/AI/ICMR
031209 AFP
Weekly teleconference call
- ICAO
- IAEA
- IMO
- WHO
- WMO
- UNWTO
- ILO
- IATA
- ACI
New ICAO emergency operations room
Crisis Management

ICAQ Crisis Management

Humanitarian and Complex Emergencies
- NATO
- Military
- AMIS providers
- OSCE
- EU
- INTERPOL
- Logistics Cluster
- DOD
- U.S. Army
- UNDP
- UNHCR
- WHO
- UNICEF

Radiation Emergencies
- Joint Radiation Emergency Management Plan
- IAEA
- CICU
- IAEA
- IAEA
- IAEA
- UN
- IAEA
- WHO
- humanitarian

Industry and Air Space Contingencies
- ICAO
- ICAO
- AMIS
- ATSBCC

Environmental Emergencies (i.e. Volcanic ASH)
- ICAO
- States

Public Health Emergency
- U.S. Department of Health and Human Services
- WHO
- ICHP
- ICAO
- UNICEF
- States
Emergency and Incident Response (EIR) Process

Issue: Final.

Process Contacts

<table>
<thead>
<tr>
<th>Role</th>
<th>Name</th>
<th>Job title</th>
<th>Contact details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Process Owner</td>
<td>Nancy Graham</td>
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<td>Telephone: Email: <a href="mailto:ngraham@ICAO.int">ngraham@ICAO.int</a></td>
</tr>
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<td>Process Point of Contact</td>
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</tr>
</tbody>
</table>

1 Objective

The objective of this document is to define the ICAO Emergency and Incident Response (EIR) activation procedure.

1.1 Scope
H7N9 Outbreak information

Sent: 5-Apr-13 4:58 PM
To: Awan, Mokhtar; Belayneh, Meshesha; Dalton, Chris; Elamiri, Mohamed; Evans, Anthony; Faqir, Jehad; Firican, George; Fonseca de Almeida, Luis; Fox, Mitchel; Galán Martínez, Ivan; Gabbi, Vincent; Gaoussou, KONATE; Graham, Nancy; Hoyer, Franklin; Imawaka, Yoshiki; Khorji, Mohamed; Mam Saïd, JALLOW; Martin, Loretta; Noad, Peter; Philbin, Anthony; Quesada, Oscar; Sekwati, Boitshoko; Vreedenburgh, Michiel
Cc: Office of the President; Office of the Secretary General
Subject: Influenza A (H7N9) outbreak

Please be advised that Phase One (Monitoring) of the ICAO Emergency and Incident Response (EIR) Process has been activated (see attached).

The recent outbreak of influenza A(H7N9) in China has resulted in 16 cases, including 6 deaths. At this stage, the World Health Organization (WHO) does not advise special screening at airports, nor does it recommend that any travel or trade restrictions be applied. An ICAO News release has been posted: http://www.icao.int/Pages/default.aspx which has links to the WHO and CAPSCA (Collaborative Arrangement for the Prevention and Management of Public Health events in Civil Aviation) websites. Updates will be provided as the situation develops.

Although any animal influenza virus that develops the ability to infect people poses a theoretical pandemic risk (because humans are unlikely to have any resistance to it) it is unknown whether the influenza A(H7N9) virus could actually cause a pandemic. Investigations are ongoing. Other animal influenza viruses that have been found to occasionally infect people have not gone on to cause a pandemic.

The number of cases at the moment is very small and no specific action is required, other than monitoring. If the outbreak becomes more serious, future actions would include advising airport and aircraft operators, and air navigation service providers, to review their public health emergency preparedness plans to ensure that contact lists are up to date.

Emergency Manager: Dr Tony Evans (Work) +1 514 954 8150 (Cell) +1 514 758 7895
WHO initiative for H7N9

- WHO Travel, Tourism and Transport informal group for H7N9
- One meeting so far (teleconf call)
- Invitees: ICAO; IATA; ACI; UNWTO + WHO experts
- Plans to add to the group:
  - CDC; ECDC; FAO/OIE; ILO
- Next meeting after three weeks (or earlier if necessary)
ICAO role in nuclear accidents

• Prior to Fukushima - provide information to aircraft/operators concerning radionuclear clouds i.e. limited

• Current arrangements found inadequate to manage the Fukushima accident

• Fukushima -> ICAO recommendation for Inter-Agency Committee on Radiological and Nuclear Emergencies (IACRNE) to establish:
  – Ad-hoc Working Group on Air and Maritime Transportation (WG-AMT)
International Atomic Energy Agency

- Inter-Agency Committee on Radiological and Nuclear Emergencies (IACRNE)
  - European Commission (EC)
  - European Police Office (EUROPOL)
  - Food and Agriculture Organization of the United Nations (FAO)
  - International Atomic Energy Agency (IAEA)
  - International Civil Aviation Organization (ICAO)
  - International Maritime Organization (IMO)
  - United Nations Scientific Committee on the Effects of Atomic Radiation (UNSCEAR)
  - International Criminal Police Organization (INTERPOL)
  - Nuclear Energy Agency of the Organisation for Economic Co-operation and Development (OECD/NEA)
  - Pan American Health Organization (PAHO)
  - United Nations Environment Programme (UNEP)
  - United Nations Office for the Co-ordination of Humanitarian Affairs (UN/OCHA)
  - United Nations Office for Outer Space Affairs (UN/OOSA)
  - World Health Organization (WHO)
  - World Meteorological Organization (WMO).
IAEA agreed

- Establish *ad-hoc* Working Group on Air and Maritime Transportation (WG-AMT)
- Reports to IAEA’s Inter-Agency Committee on Radiological and Nuclear Emergencies (IACRNE)
WG-AMT Terms of Reference

• Implented: 1 April 2013

• Objectives
  – “facilitate coordinated and consistent preparedness and response amongst concerned international organizations and international trade associations in the event of a radiation incident or emergency that is having or that is perceived to have an impact on the international air and/or maritime navigation”.
Members

- Airports Council International (ACI)*
- International Air Transport Association (IATA)*
- International Atomic Energy Agency (IAEA)
- International Civil Aviation Organization (ICAO)
- International Labour Organization (ILO)*
- International Maritime Organization (IMO)
- World Health Organization (WHO)
- World Meteorological Organization (WMO)
- World Nuclear Transport Institute (WNTI)*
- World Tourism Organization (UNWTO)*

*Not member of IACRNE (Inter-Agency Committee on Radiological and Nuclear Emergencies)
Ad-hoc Working Group on Air and Maritime Transportation (WG-AMT)

• Meet on notification of radiation incident or emergency – as required
  – Teleconferences, videoconferences
• ICAO to provide secretarial support
<table>
<thead>
<tr>
<th>Task No.</th>
<th>Task Lead</th>
<th>Description</th>
<th>Deliverable</th>
<th>Progress report date(s)</th>
<th>Expected completion</th>
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<tbody>
<tr>
<td>01</td>
<td>ICAO</td>
<td>Emergency contact point coordinates of the Members of the ad-hoc WG-AMT</td>
<td>Emergency contact list</td>
<td>—</td>
<td>28 March 2013</td>
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<tr>
<td>02</td>
<td>IAEA</td>
<td>Share-point portal for documentation/correspondence relating to the ad-hoc WG-AMT</td>
<td>Share-point portal</td>
<td>—</td>
<td>28 March 2013</td>
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<td>03</td>
<td>WMO</td>
<td>Identification of environmental data collection needs and capabilities for analysis and modeling applications, as necessary</td>
<td>Recommendations and/or guidance</td>
<td>2 Oct 2013; 8 Jan 2014</td>
<td>2 Apr 2014</td>
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<tr>
<td>04</td>
<td>ICAO</td>
<td>Qualitative and/or quantitative criteria triggering the issuance of a SIGMET for a radioactive cloud</td>
<td>Procedures, recommendations and/or guidance</td>
<td>2 Oct 2013; 8 Jan 2014</td>
<td>2 Apr 2014</td>
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<tr>
<td>05</td>
<td>IAEA</td>
<td>Criteria for screening of potentially contaminated passengers and/or cargo or other countermeasures</td>
<td>Procedures, recommendations and/or guidance</td>
<td>2 Oct 2013; 8 Jan 2014</td>
<td>2 Apr 2014</td>
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<tr>
<td>06</td>
<td>ICAO</td>
<td>Communication network between media/communication departments of the Members of the ad-hoc WG-AMT</td>
<td>Contact list/network of Public Information Officers (PIOs)</td>
<td>—</td>
<td>3 Jul 2013</td>
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<tr>
<td>07</td>
<td>ICAO</td>
<td>Media release templates for application by the Members of the ad-hoc WG-AMT, as necessary, during a radiation emergency</td>
<td>Media templates</td>
<td>3 Jul 2013</td>
<td>2 Oct 2013</td>
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<tr>
<td>08</td>
<td>ICAO</td>
<td>Standard operating procedure (SOP) for approval of media releases by the Members of the ad-hoc WG-AMT</td>
<td>SOP</td>
<td>3 Jul 2013</td>
<td>2 Oct 2013</td>
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</table>
Separate initiative

- IAEA propose a new UN wide Inter-Agency Committee to facilitate:
  - Closer cooperation with UN bodies covering *all* transport issues
    - Facilitate and ensure visibility of harmonisation within and between modes
    - More modal interface on security
  - Now awaiting discussion at UN level
Suspicious powder:
November 2011 – Palm Beach International Airport
http://www.youtube.com/watch?v=fCGCCYznewI

Recent events at Palm Beach (from media reports)
• December 2011
• January 2012
• May 2012
• August 2012
Suspicious white powder

- [http://www.youtube.com/watch?v=fCGCCYznewI](http://www.youtube.com/watch?v=fCGCCYznewI)
- 16 November 2011
- West Palm Beach, Florida
“Suspicious white powder might be something a lot of people take seriously. But at this point, it's pretty clear that we can't freak out over every spilled bottle of Goldbond [antifungal powder] that arrives through baggage claims. But, living in *The Age of Fear*, we're just going to have to keep calling the Fire Rescue people, and they're just going to have to keep throwing on their Walter White gear so they can tell us grandma's spilled Hazel Nut Coffee Mate is harmless.”
Summary

• Fukushima accident highlighted importance of multi-sectoral approach
• IAEA has developed new procedures for
  – radionuclear events (in place)
  – any event affecting transport (under consideration)
• Communicable Disease most important for planning (default)
• Further consideration required by CAPSCA:
  – Radionuclear
  – Chemical
  – Bioterrorism
• Communication procedures (especially early in event) need formalising
Multi-sector all-hazard approach

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