Multi-sector all hazards PHE response

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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?
Forecast for Plume’s Path Is a Function of Wind and Weather

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.
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
ICAO Transport Task Force

Weekly teleconference call

ICAO
IAEA
IMO
WHO
WMO
UNWTO
ILO
IATA
ACI
New ICAO emergency operations room
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).
ICAO Role

- 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 IACRNE to establish:
  - Ad-hoc Working Group on Air and Maritime Transportation (WG-AMT)
  - Agreed December 2011
• Under Development – anticipated implementation 1 January 2013

• Objectives
  – facilitate preparedness and response amongst concerned international organizations and trade associations for events that have an impact on the international air navigation and/or international 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 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 offered to provide secretarial support
• TORs discussed 8-10 Oct 2012
  – More work to be done......
  – Anticipated effective 1 January 2013
IAEA ‘JPLAN’
(Inter-Agency Committee on Radiological and Nuclear Emergencies)
Separate initiative

- JPLAN and proposed ad hoc Working Group
  - Relevant only to nuclear accidents
- 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
• Corona virus – widespread media interest
• Minimal risk – management of anxiety
• ICAO & WHO considering communication policy
• Initial procedure most important
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
• http://www.youtube.com/watch?v=fCGCCYznewI
“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 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 is proposing new procedures for
  – radionuclear events
  – any event affecting transport
• Communicable Disease most important for planning (default)
• Further consideration required by CAPSCA:
  – Radionuclear
  – Chemical
  – Bioterrorism
• Communication procedures (especially early in event) need formalising
New name for CAPSCA-from 1 January 2013-scope expanded

• **Cooperative Arrangement for the Prevention of Spread of Communicable Disease through Air Travel**

Will change on 1 January to:

• **Collaborative Arrangement for the Prevention and Management of public health events in Civil Aviation**
Our Disaster Recovery Plan Goes Something Like This...
Multi-sector all hazards Public Health Emergency response

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