



DANGEROUS GOODS PANEL (DGP)

TWENTIETH MEETING

Montréal, 24 October to 04 November 2005

DEVELOPMENT OF COMPETENCY STANDARDS FOR DANGEROUS GOODS PERSONNEL

(Presented by the Secretary)

1. INTRODUCTION

1.1 This paper briefly describes how potential performance gaps in the safe transport of dangerous goods can be addressed through the use of a competency-based approach. One of the outcomes of a competency-based approach are competency standards which can be instrumental in enhancing safety.

2. DISCUSSION

2.1 As an outcome of safety oversight audits, a number of potential performance gaps related to the safe transport of dangerous goods could be identified. A causal factor of these gaps may be the lack of competency standards for personnel involved in the transport of dangerous goods.

2.2 The safe transport of dangerous goods is a highly dynamic process involving a broad range of personnel. Part 1, Chapter 4 of the Technical Instructions clearly outlines the knowledge that various categories of personnel should have to carry out the safe transport of dangerous goods. Paragraph 4.2.3 further indicates that tests “verify understanding following training”. While this conventional approach is useful in determining the degree to which dangerous goods personnel may understand material, it is not effective in determining how well dangerous goods personnel can perform their specific function. The application of a competency-based approach to determine the expected standards of performance of dangerous goods personnel is necessary. Once established, these “competency” standards drive performance-based tests which ensure that, not only do personnel understand the subject matter involved in their job, they have the required skills and knowledge to carry out their function in compliance with safety standards.

2.3 The development of competency standards involves the use of well proven methodologies that have been applied extensively in the ICAO TRAINAIR programme. Such methodologies have also been successfully used for other safety critical functions in ICAO, such as flight crew and flight procedure designers.

2.4 While, ideally, competency standards should be established for all dangerous goods transport function, it may be necessary to prioritize them so that the more serious safety and performance gaps are addressed initially.

3. **PROPOSAL**

3.1 The DGP is invited to:

- include the development of competency standards for dangerous goods personnel on its programme for the next biennium; and
- establish a training group to discuss the establishment of competency standards for dangerous goods personnel and establish a workplan

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