



INSTITUTO DE CAPACITACIÓN INTERNACIONAL EN CARGA AEREA, S.C.



SYMPOSIUM IN MIAMI, FLORIDA  
REGULATORY CHANGES IN THE PIPELINE

# DANGEROUS GOODS REGULATIONS IN MEXICO

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Symposium in Miami, Florida





## DANGEROUS GOODS IDENTIFICATION BY THE AIRLINE



- Most commonly, airlines in Mexico haven't developed dangerous goods procedures
- If the airline doesn't have cargo division, they declare that they're not handling dangerous goods
- They do not appropriately handle COMAT often
- They couldn't identify hidden goods in many cases





Airlines

## ACCEPTANCE PROBLEMS

- Airlines keep on making the shippers responsible long after the dangerous goods acceptance process
- Implications (transport delay, additional charges, etc.)





## Passengers

### PASSENGER HANDLING STAFF DO NOT CONTROL THE DANGEROUS GOODS FLOW CARRIED BY PASSENGERS

- Advertisements and warnings for passengers need a new format
- Passenger handling staff training needs effective design
- Passengers do not know what is permitted and not permitted (they don't read the ticket or other documents)
- Passengers responsibility is not emphasized





- Reservations, passenger handling staff and crew members often do not know about dangerous goods regulations
- Screening staff for passengers in the airline
- They often are not able to identify dangerous goods





- False dangerous goods declarations
- Recognition of “limited quantity” packagings





### ENFORCEMENT AND COMPLIANCE PROGRAMS



- Lack of inspection by the authorities (a very small team to do the job)
- Airport screening staff is not trained in dangerous goods and use their own criteria
- Screening equipment varies according to the geographic location
- Screening equipment maintenance is deficient (example: Tijuana)



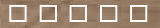
TRAINING BEFORE IMPLEMENTATION



- Sometimes airlines operate without planning, specially new airlines in Mèxico
- Staff is trained, if so, long after being working
- Not everyone involved in Dangerous Goods handling receive proper training, particularly shippers



## TRAINING PROFILE (for airlines and IATA Cargo Agents)



- Sometimes they are not trained according to their function profile
- Cargo Agents continuously send their staff for training only to comply with IATA or Government regulations and not according to their job function





- Regulatory requirements (is everyone complying with it?)
- Improvisation of Instructors and lecturers (most common case)
- Which is the regulated profile? Authorities do not have criteria
- “Training Centers” not authorized or recognized by any authority or organization, but “working”
- Fines to those “training centers” (is a “must”)
- ICAO, IATA, organizational bodies and their role





## Packagings

### MANUFACTURERS AND TESTING CENTERS

- There are not dangerous goods packagings manufacturers or packaging testing centers in Mexico and therefore these are very expensive
- Fake specification packagings in Mexico (too many)
- Fake “Limited Quantity” packagings in Mexico
- Test report
- Inner packagings identification (a hard task for the shipper)





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**Thanks!!!**

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