EU Air Cargo Security Action Plan

Customs security risk analysis
- One layer of the multilayered risk based approach
- Based on advance electronic data provision
- Data quality and availability
- Review of exemptions for goods moved under the UPU

Alignment of AEO and RA /KC programmes
- To further integrate the validation process
- To avoid duplication of administrative burden
- To close potential gaps
Advance Cargo Information

Need for enhanced data quality and availability
- Conducting Pilots
- Different air cargo business models
- Identifying least disruptive implementation options
- Synergies with Civil aviation authorities
- Liaising with international partners conducting pilots

WCO SAFE Framework of Standards (FoS)
- Security risk analysis standard embedded in WCO SAFE
- WCO SAFE Review – takes account of Pilot findings / risk mitigation measures
- WCO / ICAO Focus Group
Advance Cargo Information (cont.)

Different EU Pilots / Study to test the feasibility of data submission prior to loading in the different air cargo business models:

- EU Express pilot (2012)
- EU Postal Pilot (commenced in 2012)
- EU PRECISE study on general air cargo (2013)

Demonstrated the key importance of cooperation between Customs and Civil aviation by identifying areas for which respective instruments, if they complement each other, can be more efficient and effective.
“Joint principles of EU PRECISE, US ACAS, CAN PACT”:

Derived from the different air cargo pilots / study experiences and evaluation:

- minimum data; data submission; security risk analysis; risk mitigation measures; key goals regarding legislative rulemaking

Joint Principles specific to cooperation:

- High risk cargo screening (ICAO rules as minimum standard) & DNL
- Ensure coherency and alignment between Customs and Civil aviation legislation to the fullest extent possible &
- include in WCO SAFE and ICAO framework
Alignment of AEO and RA/KC programmes

Alignment of relevant EU Customs legislation with Civil aviation legislation

- Regulation (EEC) No 2454/93 establishing provisions to implement Regulation (EEC) No 2913/92

Alignment of respective Guidance material

- EU AEO Guidelines
- EU and national data bases

Customs / Civil aviation cooperation

- EC: MOVE/TAXUD; MS level: national Customs and Civil aviation authorities’ level
To conclude:

- Potential synergies to avoid duplication and close potential gaps through alignment of AEO and RA/KC programmes

Enhance multilayered risk based approach through security risk analysis based on jointly developed and tailored security risk criteria and building upon risk mitigation measures standards

- Cooperation at national – regional – global level
Thank you for your attention. Any questions?

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