CBM: Air Cargo Security Programme Harmonization – AEO & Regulated Agents/Known Consignors
WCO - Only international inter-governmental organization dealing with Customs matters

180 Members dealing with 98% of global trade

Standard / rule setting

Leadership, guidance and support to Customs administrations to secure and facilitate legitimate trade, realize revenues, protect society and build capacity.

Effective and efficient Customs administration
ICAO - UN specialized agency

191 Member States

Work together to support a safe, efficient, secure, economically sustainable and environmentally responsible civil aviation sector

Standards and Recommended Practices (SARPS)

Annexes 9 (Facilitation) and 17 (Security) of the Chicago Convention
Introduction

- October 2010 - Yemen incident
- December 2010 WCO Policy Commission - issued Communiqué
- February 2011 - Technical Experts Group on Air Cargo Security (Expert Group)
  - Important principle - clear distinction between role of Customs and Transport Regulators
  - Expert Group - promote synergies between instruments, tools and programmes
- June 2011 - ICAO’s Working Group on Air Cargo Security
- July 2012 - ICAO-WCO Joint Conference, Enhancing Air Cargo Security and Facilitation-Synergy through Cooperation
Feb 2011 - identified 2 specific areas of work
- Advance Cargo Information - risk management
- Alignment of security programmes - avoid duplication and provide facilitation

April 2011 - identified pilot projects ACAS; PRECISE and PACT comparison of security programmes; advance information group

June 2011 - Signed MoU & ICAO SG at WCO Council

Oct 2011 - worked on the comparison between AEO & Regulated Agent and Known Consignor

August 2014 - Joint WCO ICAO Working Group on Advance Cargo Information (JWGACI)
Joint Conferences

- July 2012 - 1st ICAO-WCO Joint Conference in Singapore (Joint Communiqué)
- April 2014 - 2nd ICAO-WCO Joint Conference on Enhancing Air Cargo Security and Facilitation-Synergy through Cooperation
- July 2016 - 3rd ICAO-WCO Joint Conference on Enhancing Air Cargo Security and Facilitation-The Path to Effective Implementation
The Conferences saw some clear points emerging from the discussion:

- The need for cooperation, collaboration and coordination between the national agency level; between states at international level and at multilateral level between ICAO, WCO and UPU.
- The call for harmonisation, standardisation and clarity of standards, rules and process.
- Good data delivered at the right time is key to support supply chain security.
- Recognise the securing of supply chain is not the responsibility of any single agency.
- Threats are evolving and therefore there is a greater need to continue working together.
- Mutual Recognition
Describes, inter alia, the roles of AEOs and RAs/KCs

Second edition 2016
AEO vs Regulated Agent/Known Consignor

- WCO – ICAO level comparison – 80% compatible
- Members already working on comparing/aligning
- EU – legislation;
- Canada – aligning
- US – revalidation for C-TPAT airlines are conducted by TSA
- Joint Pilot – Vietnam
Similarities

- Properly trained and recruited staff;
- Secure premises;
- Protection of consignments;
- Proper documentation;
- Secure transport.
Dissimilarities

- Financial standards (for AEOs);
- IT standards (for AEOs);
- Screening standards (for RAs);
- Length of recognition period (fixed 5 year maximum for RAs and KCs)
Converging lines?

Possibilities for future developments could include:

- Length of recognition period (limits for AEOs);
- Strengthening of IT and financial requirements for RAs;
- Mutual recognition of inspection results (including for original listing).

But, although there is a good deal of overlap and some potential for further alignment, AEOs and RAs remain different systems for different purposes and could not be entirely merged.
AEOs - next steps

- Discussing with IMO - ISPS Code
- Discussing with UPU
- Potential discussion with other international certification bodies
- WCO - UNODC
Thank you for your attention