AIR CARGO : SECURE SUPPLY CHAIN OR SCREENING?

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What is Air Cargo?
ICAO’s regulatory framework

Annex 17 to the Chicago Convention

- Standards and Recommended Practices (SARPS)
- Last amended November 2014
- Legally binding

Aviation Security Manual (Doc 8973, Restricted)

- 9th edition November 2014
- Detailed guidance on implementation
What are the legal options?

- Screening (Standard 4.6.1)

- Secure supply chain - from point of origin/point of screening until loaded on to an aircraft (Standard 4.6.2)

- Not mutually exclusive.
What is screening?

- **Screening is the application of technical or other means which are intended to identify and/or detect weapons, explosives or controls that are accepted or required by the appropriate authority in respect of cargo or mail.**

- For cargo this really means - techniques to detect viable explosive devices which could endanger an aircraft.
Options for screening

- Manual search
- X-ray
- Explosive trace detection
- Metal detection
- Neutron scanners
- Explosives detection dogs

- Requirement to select the most appropriate method, taking into consideration the nature of the cargo.

Standard 4.6.10
Some States require 100% screening

- Typically, takes place at an airport
- Facilities may be owned by State, airport or a third party
- After screening, cargo must be kept secure until loading on to an aircraft
May be preferred because:

- Simpler for industry – no long supply chain to protect, lower level of investment required upstream

- Simpler for Appropriate Authority - fewer State resources required to ensure compliance
Issues which may arise

- Possible bottlenecks and delays at the facility
- Freight may be difficult to screen
- Shipper has to pay for screening, even when the goods come from a secure environment (e.g. high value items)
What is a Supply Chain?

Doc 8973 Fig 13-1
How is it secured?

- Approved entities
- Secure premises
- Proper procedures
- Good quality screening
- Properly recruited and trained staff
- Secure transport
- Compliance monitoring/quality control
Links in the Chain

- Regulated Agent (RA)
- Known Consignor (KC)
- Aircraft operators (AO)
- Packers, Warehousing companies
- Transport companies
- Groundhandlers

A secure supply chain will normally include RA and KCs, which must be approved by the Appropriate Authority.

Standard
What is a Regulated Agent?

- Entity that conducts business with an aircraft operator
- Must provide security controls which are accepted or required by the appropriate authority in respect of cargo and/or mail
- *Can accept secured or unsecured freight, because security controls will include screening*
- *May be a freight forwarder, warehouse handling agent or aircraft operator.*
What is a Known Consignor?

- Entity that originates cargo or mail for its own account
- Must have procedures which meet common security rules and standards sufficient to allow the carriage of cargo or mail on any aircraft
- Does not provide security controls
- May be a manufacturer, assembler
Role of Appropriate Authority

- Set requirements to be met by RAs and KCs
- Set up application and approvals process
- Set up database or listing of approved entities
- Carry out compliance monitoring
Approval process – RA and KC

- Approvals are carried out in two stages:
  - Evaluation of the application and the written security programme
  - On site visit to verify standards of implementation

- RA and KC approvals are site specific.
Applications

- Expected to include:
  - Name and any registration number
  - Tax references (*to establish bona fides, not viability*)
  - Registered address
  - Contact information
  - Ownership of the company
  - Description of core business
  - Person responsible for security and senior manager

Signed and dated
Security programmes – RAs and KCs

- General issues:
  - legal and regulatory framework, national and international
  - internal organization and responsibilities
  - description of operations

- May include charts, plans, contact lists
Site visit – RAs and KCs

- Verify all aspects of the security programme by physical inspection and examining documents (e.g. training records).
- Allocate RA/KC with a unique reference number specific to the site and listed on a database, or equivalent.
- Revalidate after expiry, maximum of 5 years, monitor compliance in the interim.
May be preferred because:

- Can avoid delays at screening facility
- Can save costs of screening
- Avoids issues with screening (equipment available, effectiveness, time)
- Fosters a security culture and may meet other regulatory requirements, for e.g. AEO
Issues which may arise

- Requires more State resources to implement
- Requires more initial investment upstream
- Complex supply chain, may be more open to insider threat, illegal interference
- Screening may still be involved, with the attendant issues
Summary

• Implemented properly, both screening and secure supply chain can provide effective and efficient security
• Neither can offer a 100% guarantee
• 100% screening may cause challenges with complex freight, increase costs for industry and give rise to delays where cargo volumes are substantially increasing
• States and industry should maintain a dialogue
ICAO assistance

- **Aviation Security Manual** including:
  - Process charts, model forms
  - Detailed security requirements for RAs/KCs
- **AVSECPaedia**
  - guidance on selection of equipment
  - lists of equipment approved by Contracting States
- **Air cargo training courses**
Thank you for your attention

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