

9th Meeting of the Technical Expert Group on Air Cargo Security

(Brussels, 5 – 6 February 2015)

DRAFT EXECUTIVE SUMMARY

At its 9th Meeting held from 5 to 6 February 2015, the Technical Experts Group on Air Cargo Security (TEGACS):

- Acknowledged the opening remarks by the WCO Deputy Director, Compliance and Facilitation highlighting the increasing cooperation between the WCO, ICAO and other stakeholders.
- Acknowledged the Chairperson's welcome remarks.
- Adopted the draft Agenda by respectively substituting agenda items X and XI with presentations on the 'WCO Cargo Targeting System (CTS)' and the 'United Nations Office on Drugs & Crime (UNODC) and the WCO Container Control Programme (CCP)' for the air cargo mode and adding an item on the 'ICAO-WCO Joint Brochure' under the agenda item XIX (Other Business).
- Adopted the report of the 8th meeting of the TEGACS held from 14 - 15 May, 2014.
- Took note of the update provided by the WCO Secretariat on the draft text on 'Pre-loading Advance Cargo Information' (PLACI) developed by the TEGACS at its last meeting, which had been endorsed by the SWG in October 2014 with certain changes.
- Took note of the update by the Singapore Ministry of Transport on the 6th Meeting of the ICAO Aviation Security Panel Working Group on Air Cargo Security (WGACS) that took place in July 2014 in Singapore. Key topics of discussion at the meeting were furthering a total supply chain approach to air cargo security; areas for increased collaboration between the ICAO and WCO and other international organisations such as the UPU, as well as at national level; an in-depth discussion on the use and potential value of PLACI for aviation security purposes; and continued efforts to develop a capacity-building strategy specific to air cargo and mail security.
- Took note of a Member's recommendation that Customs Administrations should join their aviation counterparts ICAO Aviation Security Panel WGACS meetings and agreed, in principle, on Customs' participation in such meetings, on the lines of civil aviation's participation in the WCO TEGACS meetings. Details of a potential mechanism would be worked out by the two Secretariats.
- Took note of the presentation by the UPU Secretariat on their capacity building measures. The presenter provided information on updates related to the integration of the UPU Postal Export Guide (PEG) in the Customs declaration System (CDS); results of their survey on postal operators' Regulated Agent status and the UPU campaign on dangerous/counterfeit goods supported by WCO, ICAO and IATA.
- Acknowledged the update provided by the WCO Secretariat on the 34th WCO-UPU Contact Committee meeting that was held in October 2014. Several issues were highlighted including advance electronic information between post and Customs, issues

emerging from growing e-commerce, revision of CN22 declaration, security of postal supply chain and lastly the further development of a work plan for 2013 – 2016.

- Took note of the update provided by the WCO Secretariat on the ICAO-WCO Joint Training Module, which would be used next in April 2015 in Thailand during a 3 days joint workshop. The objective was primarily to make operational staff from both sides better understand the international air cargo supply chain, and each other's roles and responsibilities with a view to synergize them.
- Took note of the explanation provided by ICAO Secretariat on the ICAO Chicago Convention and its Annex 9 (Facilitation) and Annex 17 (Security).
- Acknowledged the update by the WCO Secretariat and the Netherlands on the text that was proposed to be included in Annex 9 of the ICAO Chicago Convention at the 8th ICAO Facilitation Panel that was held in Montreal from 24 to 28 November 2014. The Panel adopted the proposals on AEO and Single Window definitions as well as Recommended practices on facilitation measures in line with the provisions of the SAFE Framework of Standards and the Revised Kyoto Convention. Subsequently, these proposals were agreed to by the ICAO Air Transport Committee. They would now be considered by the ICAO Council in June 2015. In the following discussion, it was agreed to continue exploring areas for potential harmonization and referencing of respective security related provisions in each other's instruments.
- Noted the updates by the Canada Border Services Agency (CBSA) and Transport Canada (TC) on their 'Pre-load Air Cargo Targeting' (PACT) pilot which focused on passenger airlines with a view to collect and analyze pre-load air cargo data (7+1 data elements). The pilot evaluation included documenting challenges, benefits and risk mitigation strategies. The way forward involved continued data submission, communication protocols and testing of the risk mitigation processes with the involvement of more airlines and freight forwarders.
- Noted the update by the EU on their pilot/study Pre-loading Consignment Information for Secure Entry (PRECISE). The presenter described their referral test process for risk mitigation as well as process of locating the shipment in case a 'Do not Load' message. She further explained the EU's Union Customs Code (UCC) and its implementing provisions related to the PLACI, which would come into effect from 1 May 2016 with a transition period for a phased implementation.
- Noted the update by the US on the Air Cargo Advance Screening (ACAS) pilot and their proposed rule making process related to PLACI, which included inter-agency and public consultations as well as impact analysis. The presenter added that the pilot so far dealt with 206 million bills/declarations, out of which only 1.1% had undergone some kind of review/referral. To date, not one "Do Not Load" (DNL) message has been issued.
- Acknowledged the presentation on Consignment Security Declaration (CSD/eCSD) by IATA. CSD provided a documented security status in terms of who secured what consignment, how and when. In the ensuing discussion, delegates highlighted that ACI/PLACI and CSD were two different concepts/processes, the former was meant for risk analysis and profiling while the latter was focused on risk mitigation.

- Acknowledged the presentation by the Customs Co-Chair of the WCO-ICAO Joint Working Group on Advance Cargo Information (JWGACI) on the work that had been achieved at its two meetings, in particular the finalization of the Phase I report. She also informed of the preparatory work done to date, ahead of the next meeting due to take place in United States in May 2015. The TEGACS strongly supported the work done by the JWGACI and endorsed the Phase I report for moving to Phase II.
- Japan delegation expressed his keen interest in the work of the JWGACI. He also expressed interest in updates of the pilots performed by Canada, the EU and the US. He indicated that Japan was ready to participate actively in phase 2 of the JWGACI, possibly as a user of the concept of Pre-loading Advance Cargo Information in relation to Air Cargo Security.
- Took note of the presentation by TIACA on their 'Air Cargo Forum' held in Seoul, Korea in October 2014 which focused on air cargo security in particular advance data and e-commerce.
- Took note of the presentation by IATA on their 'Cargo and Mail Security Forum' held in Geneva in November, 2014 which focused on security concerns as well as trade facilitation.
- Took note of the presentation by FIATA on their 'World Congress' held in Istanbul, Turkey in October 2014, which also included freight forwarders' work relating to air cargo security, being an important link between shippers and carriers.
- Discussed the possibility of establishing a mechanism to coordinate the outcomes/issues emanating from these different forums with a view to potentially consider them while developing the agenda for the TEGACS meetings in order to avoid potential duplications and come up with collaborative solutions, if required.
- Took note of the presentation by the WCO Secretariat on the WCO 'Cargo Targeting System' (CTS) for the air mode which would enable risk assessment and targeting of import, export and transshipment cargo across all Customs risks including security from manifest data. The pilot for the air mode would take place by the end of the year.
- Acknowledged the presentation by the WCO Secretariat on the 'UNODC - WCO Container Control Programme' (CCP) for the air mode by establishing an Air Control Unit (ACU) involving police and other specialized agencies for air cargo risk profiling, on the lines of the Port Control Unit (PCU) for maritime cargo.
- Took note of the update on the ICAO-WCO Joint Action Plan and recognized the need for its further development to incorporate new opportunities of mutual cooperation.
- Acknowledged the information provided by ICAO Secretariat on the proposed review of the 'ICAO-WCO Joint Brochure on Moving Air Cargo Globally'. Both Secretariats would consult their respective Members and stakeholders to seek their suggestions and endeavor to complete the review by the year end.
- Took note of the panel discussions on 'Cooperation between Customs and civil aviation authorities, wherein representatives from New Zealand, US and Australia explained their respective cooperative arrangements.

- The New Zealand Customs described their new 'Combined Departure Processing' system for passengers through a joint working of Customs, Aviation Security and Auckland International Airport staff, essentially designing a process model where Customs, security screening and emigration took place simultaneously.
 - The US CBP made a presentation on their joint working between Customs and Border Protection (CBP) and Transport Security Administration (TSA). He explained the 'C-TPAT/TSA Joint Activity Pilot' which was primarily focused on identifying and reducing redundancies at the operational level where TSA inspections and C-TPAT revalidations occur at the same facilities. Through a gap analysis and targeted training, it has been determined that the majority of the site visit activities related to C-TPAT revalidations can and will be (as early as 2015) conducted by the TSA through an established joint work plan.
 - The Australian Office of Transport Security (OTS) explained their new air cargo security framework, in particular their focus on recognizing existing good security practices without increasing the burden to businesses. The OTS is also working closely with other Australian government regulators, focusing on commonalities of respective obligations within the air cargo supply chain. The presenter added that the OTS is working very closely with Australian Customs in developing their 'Trusted Trader Programme' which is expected to be launched in July this year.
- Congratulated Vietnam for volunteering to pilot a harmonized security programme (AEO/RA) between their Customs and Aviation security authorities. The WCO Secretariat explained potential future steps for the proposed joint pilot that would need to be taken by both the Secretariats, Vietnam authorities and other stakeholder including securing of necessary funding.
 - Acknowledged the presentation by the European Organization for Security (EOS) on new technologies relating to air cargo security such as blast resistant containers (Hardened Unit Load Device and FLY-BAG2) and track and trace equipment. The presenter also raised the issue of data integrity/quality/integration/harmonization that was important for the supply chain security.
 - Listened with keen interest to a panel discussion on 'Pre-loading/pre-arrival information in mail context'. The panelists described the new regulatory requirements and challenges relating to pre-loading/pre-arrival information in respect of postal items. Delegates underscored that importance of electronic exchange of information between Posts and Customs for an effective timely security and other risks profiling as well as speedy clearance. There were certain concerns around data protection, high investment cost in IT and related infrastructure, capacity building and potential adverse impact on small shipments.
 - Acknowledged the closing remarks by the WCO Deputy Director and the Chairperson, wherein they thanked and appreciated delegates for their active participation and the excellent outcomes.
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