IATA Cargo Security

“The Future of Air Cargo Security”

Frederic Leger
Head Cargo Process & Standards
IATA

WCO Forum
Technology & Innovation
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The International Standards – Air Cargo Security

WCO Safe Framework of Standards

ICAO Annex 17 “Cargo Security”
The International Standards – ICAO & WCO Collaboration

ICAH, DACC, WMA

ICAO and WCO agree to firm up cooperation on global air cargo security

Brussels/Montreal, 15 March 2011

Press Release

The Secretary General of the World Customs Organization (WCO), Kunio Mikuriya and his counterpart at the International Civil Aviation Organization (ICAO), Raymond Benjamin, today agreed to expand cooperation between their two agencies in tackling threats to global air cargo security.

The WCO, together with ICAO, will carry out a review of its existing procedures through a newly-constituted Technical Experts Group on Air Cargo Security. They will analyze such vital issues as electronic advance data, the sharing of information at various levels (government-to-government, Customs-to-Customs and Customs-to-industry) and risk management.

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Cargo Security – Four Core Elements

1. Advance electronic information and intelligence to risk-assess cargo

2. Physical screening and the use of technology equipments to secure cargo

3. Secure supply chain with operators preserving the integrity of the cargo until departure

4. Mutual recognition of controls and operators as well as co-operation between Authorities
Life Cycle

Phases:
- Conception
- Increase
- Maturity
- Decrease
- Removal

Milestones:
- 1\textsuperscript{st} draft / discussion
- Publication
- Optimum
- Obsolete
- Sunset

Time

Usage

0% to 100%

INTERNATIONAL AIR TRANSPORT ASSOCIATION 2012
More and more Countries are implementing Advance Electronic Information (AEI)

Alignment with WCO SAFE is critical in terms of who sends what data how and when

Harmonization of risk management and criteria to define High Risk Cargo is a must

Governments and Industry collaboration is paramount when implementing AEI
Life Cycle – Advance Electronic Info. (AEI) & Intelligence

Usage

100%

0%

1st draft / discussion  Publication  Optimum  Obsolete  Sunset  Removal

Time

Phases

Milestones

Conception  Increase  Maturity  Decrease

High Risk Cargo

Prior Departure

Data Model V3

Dual Filing

At/Prior Arrival

High Risk Cargo

Data Model V2

Single Filing

2012

2017
Physical Screening

It should detect IEDs and IIDs concealed inside the consignments.

It should be performed by operators recognized by States and complement AEI.

Screening methods comprise x-ray, EDS but also manual searches and visual checks.

Modern technologies can help securing high risk cargo.

Screening technologies need to be fast, reliable and able to handle large volumes.

IATA standard codes such as Screening Status & Methods should be adopted.
Secure Supply Chain

It should be the heart of any cargo security regime and IATA Secure Freight can help.

It should be aligned with ICAO Annex 17 i.e. cargo secured prior to loading.

Secure operators should be recognized by States and AEO/RA alignment is needed.

Cargo should be secured upstream and its integrity maintained throughout the chain.

The IATA standard electronic Consignment Security Declaration should be recognized by states as an audit trail.
Life Cycle – Secure Supply Chain

**Phases**
- Conception
- Increase
- Maturity
- Decrease
- Removal

**Milestones**
- Optimum
- Obsolete
- Sunset

**Usage**
- 100%
- 0%

**1st draft / discussion**
- IATA Secure Freight

**2012**
- Cargo Secured Upstream
- RA (Regulated Agent)
- Known Consignor
- IATA Secure Freight

**2017**
- RA (Regulated Agents)
- AEO

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Mutual Recognition & Co-Operation

States should have comparable security programs based on international standards that they mutually recognize.

Information should be transmitted once to a single window and then accessed by all Government Agencies.

Information and control results at export should be shared with the Importing Authority (Globally Network Customs).

Secure Operators should be recognized outside of their country and AEO & Regulated agent programs should be aligned.

Origin screening should suffice at transit and transshipment points to avoid unnecessary unloading and rescreening.
Life Cycle – Mutual Recognition & Co-Operation

- **Usage**
  - Conception
  - Deployment
  - Maturity
  - Decrease
  - Removal

- **Phases**
  - 100%
  - 0%

- **Milestones**
  - 1st draft / discussion
  - AEO/RA alignment
  - Seamless transit & transhipment
  - GNC & Export information shared with Import Authority
  - Mutual Recognition of Security Programs
  - Single Window

- **Time**
  - 2011
  - 2017

- **INTERNATIONAL AIR TRANSPORT ASSOCIATION 2012**
More information at:
• World Cargo Symposium, 13-15 March 2012, Kuala Lumpur
• www.iata.org/security-declaration