

IATA Cargo Security

“The Future of Air Cargo Security”

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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



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.

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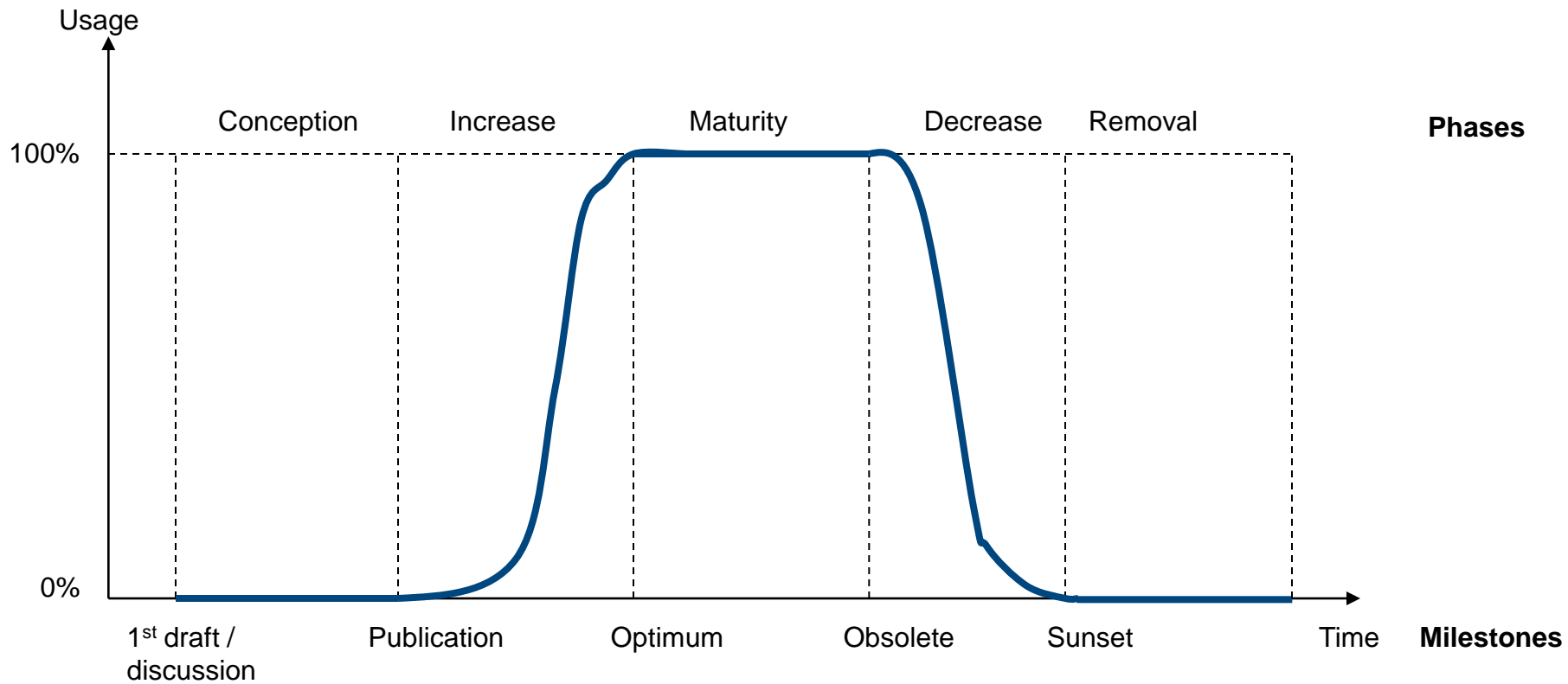
The WCO, together with ICAO, will carry out a review of its existing procedures through a newly-constituted Technical Experts Group on Air Cargo Security. They will analyze such vital issues as electronic advance data, the sharing of information at various levels (government-to-government, Customs-to-Customs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



● 2012

● 2017



Advance Electronic Information & Intelligence

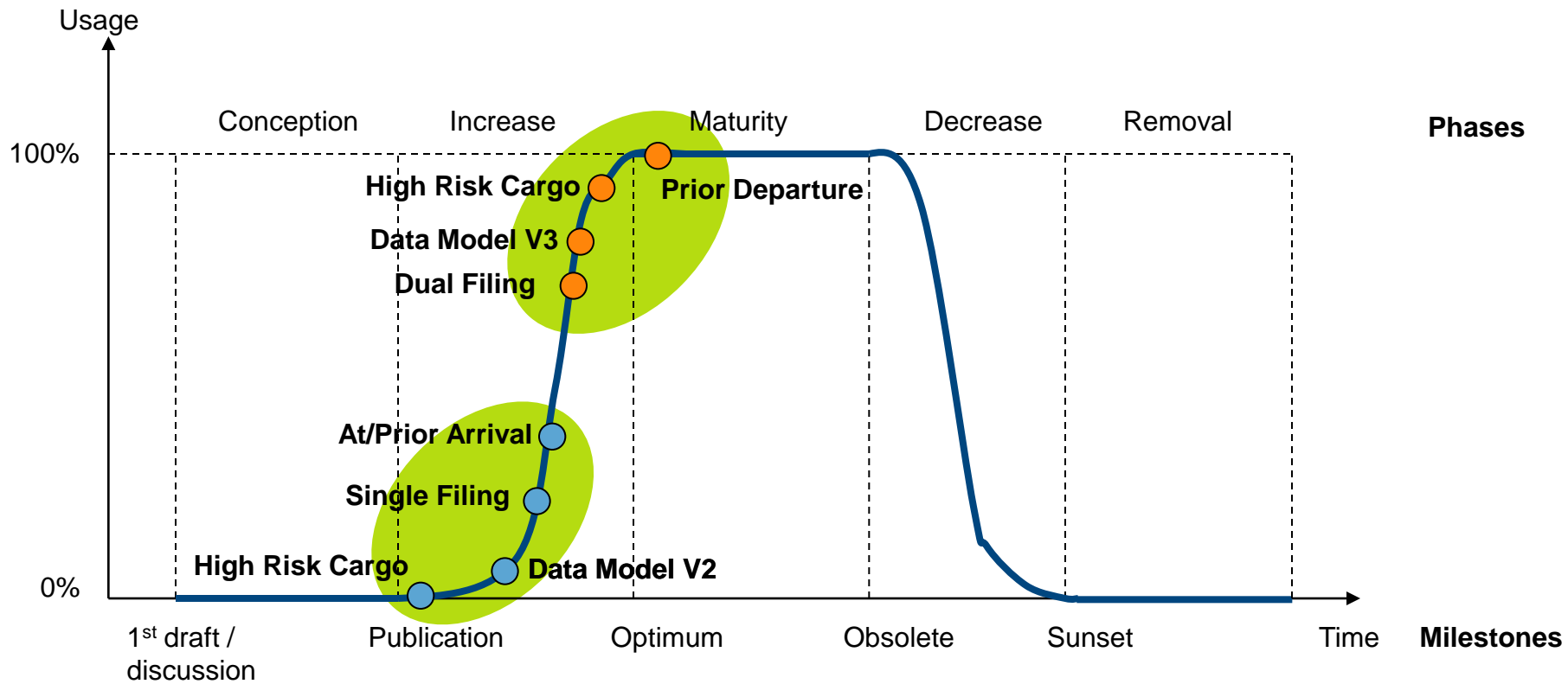
More and more Countries are implementing Advance Electronic Information (AEI)

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



● 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

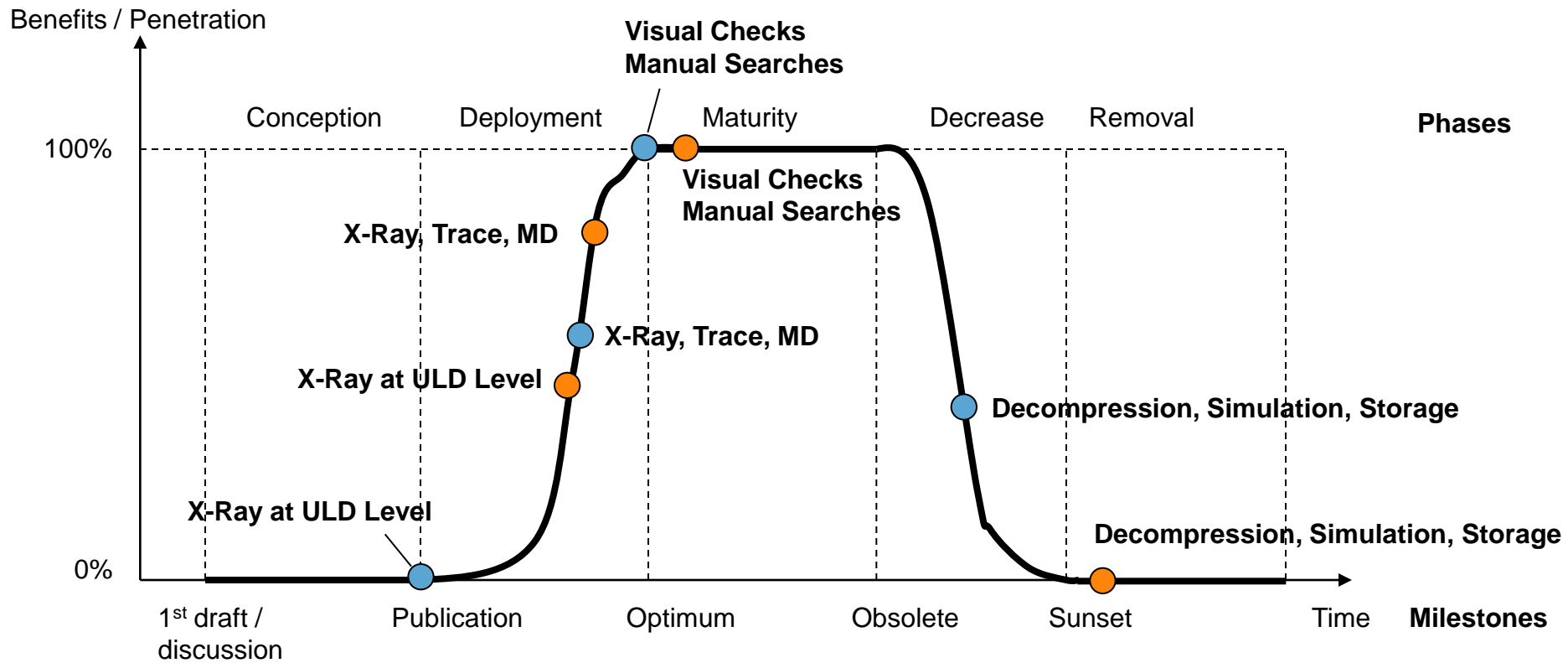
Screening methods comprise x-ray, EDS but also manual searches and visual checks

Modern technologies can help securing high risk cargo

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

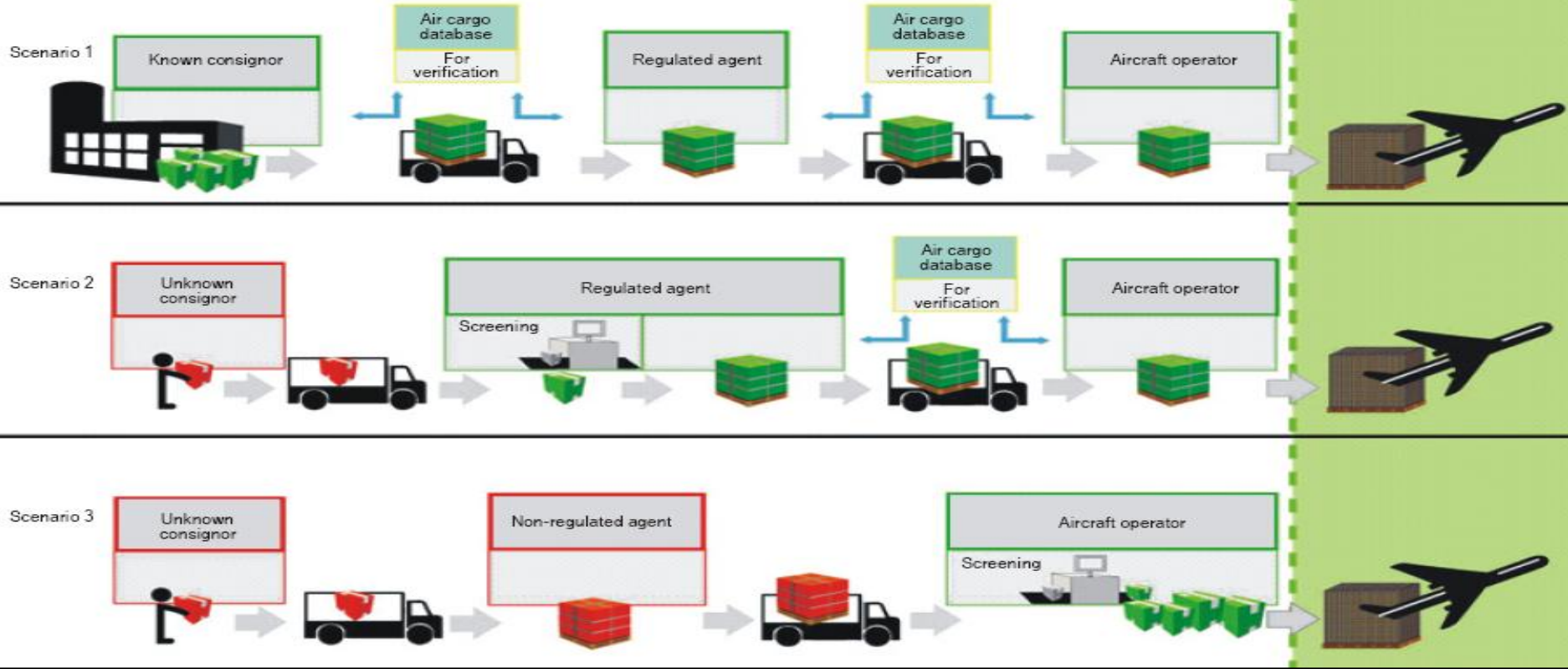
IATA standard codes such as Screening Status & Methods should be adopted

Life Cycle – Physical Screening



● 2011

● 2017



Secure Supply Chain

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

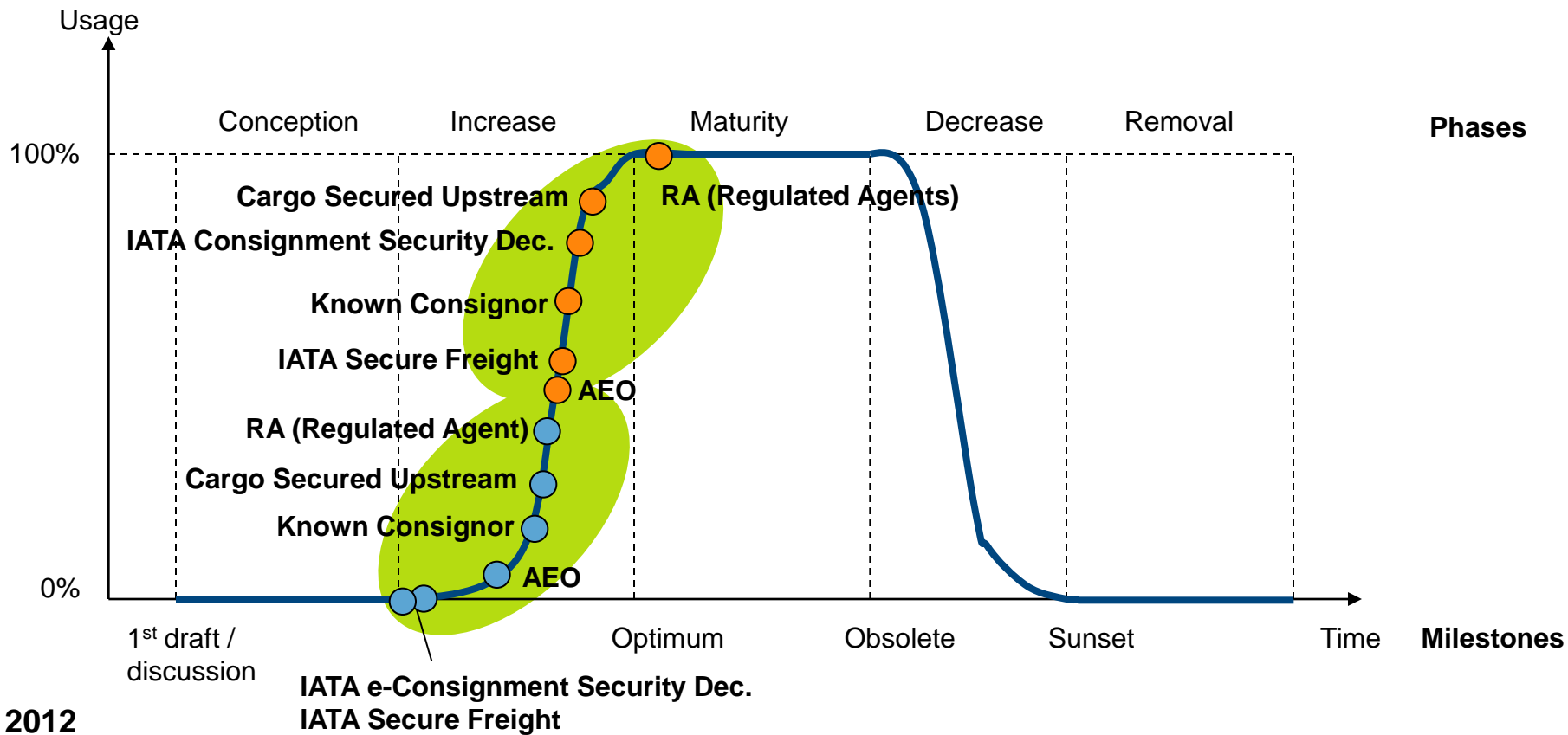
It should be aligned with ICAO Annex 17 i.e. cargo secured prior to loading

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





Mutual Recognition & Co-Operation

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

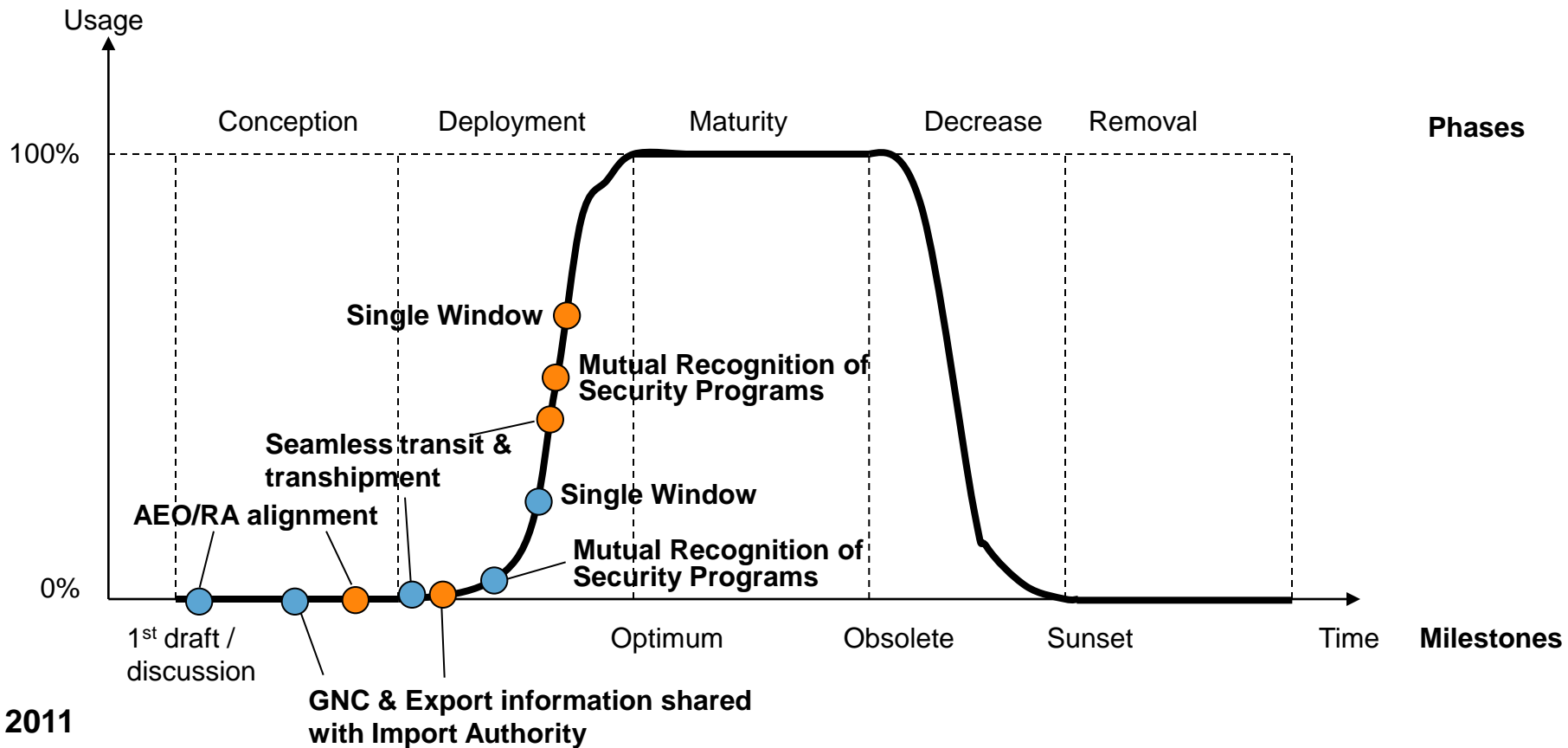
Information should be transmitted once to a single window and then accessed by all Government Agencies

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



● 2011

● 2017

More information at:

- World Cargo Symposium, 13-15 March 2012, Kuala Lumpur
- www.iata.org/security-declaration

