



HM Revenue
& Customs

Is advance information part of the solution?

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17th April 2014

Agenda

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2. EU PRECISE Overview
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1. Introduction

In common with many other countries the Yemen incident in 2010 precipitated a major review of advanced information on air cargo in the EU

- The EU already had an advanced information system in place called the Import Control System (ICS). For air this required advanced information on consignments prior to arrival
- The problem statement for the EU was that in order to be effective advanced information was required prior to loading

Following on from an earlier pilot involving the 4 major express couriers the EU launched a study involving traditional carriers and freight forwarders in 2013. This study was called PRECISE

- **Pre-Loading Consignment Information for Secure Entry**



2. EU PRECISE Overview

- A data study with air carriers and freight forwarders to see what information was available prior to loading, what the quality of that data was and whether it was suitable for a first layer of customs risk analysis
- The data – A minimum data set of “raw data” - consignor, consignee, goods description, weight, piece count and consignment identifier AWB. 3 filing options were examined
- 8 Member states, Belgium, Germany, France, Italy, Luxembourg, Netherlands, Sweden and UK worked with 10 air carriers, 8 freight forwarders and IATA, FIATA, AEA, CLECAT, TIACA and EEA
- The study ran between April and November 2013
- Close cooperation was maintained with other similar projects like US ACAS and Canada PACT



3. EU PRECISE findings

- “Raw Data” prior to loading is normally available in the traditional air cargo business model. In many instances this data is available well in advance of loading
- Existing Industry standard IATA messages contain the data items and may therefore be a means of delivering the data to customs
- The data tested by PRECISE was sufficient for a first layer of customs risk analysis
- Industry representatives were keen to have multiple filing options



4. Key Messages

- Data = Minimum set of key data elements
- Data submission to customs as early as possible, but not later than before loading onto the aircraft to allow time for customs to perform a risk analysis
- Data submission by the most appropriate source with the least impact on the supply chain taking into account different business models and filing options
- Ensure data quality
- Security risk analysis before loading onto the aircraft
- Air cargo security specific risk criteria to be developed jointly with other competent authorities, e.g. Customs, Civil Aviation and Interior Authorities to identify and mitigate “high risk cargo”



4. Key messages continued

Risk mitigation measures include:

- Data quality
- High risk cargo screening (ICAO rules as minimum standard)
- Do Not Load

Key goals regarding legislative rulemaking:

- Avoid conflicting rules for trade
- Strive for global standards
- Ensure coherency and alignment between Customs and Civil Aviation Security Legislation to the fullest extent possible
- Include in WCO SAFE and ICAO framework

- Customs has a supporting role in air cargo security



5. Forward look

Close collaboration and cooperation between customs and aviation authorities is critical





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Thank you

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