Cargo Security
Fact Sheet

Air Cargo Security Screening Technology and Operations

- While there has been a focus in recent years on the development of supply chain security and risk assessment, the deployment of appropriate cargo screening equipment and methods has been sidelined.

- Air cargo screening, including the technology used, is largely based on the adaptation of passenger baggage screening methods, and has not been developed specifically to address the needs of air cargo supply chain stakeholders. This compromised approach impacts the effectiveness and efficiency of IED and IID detection in an environment constantly under the terrorism radar.

- Cargo screening technologies should detect and deter acts of unlawful interference within the global air cargo supply chain to improve air cargo security and better support and sustain the global flow of commerce.

- To support proper detection and deterrence, a rigorous and standardized training program for screeners should be globally enhanced. Training standards should not only include a collaborative instruction, but require additional on-the-job instruction, recurrent training and ongoing assessment to determine technology capability and screener proficiency.

- The timing of consultation with industry to determine cost benefit analysis, operational feasibility and commodity detection obstacles is critical during research and development, as well as prior to equipment's production.

- Industry stakeholders have recently called for action to promote innovation in air cargo screening technology, harmonization of screening methods, and standardization of regulatory requirements.

IATA is continuously working with ICAO, States, and industry stakeholders to identify gaps in air cargo screening capabilities as well as to promote the development of appropriate standards and technology solutions for the future.

e-Consignment Security Declaration (CSD/e-CSD)

- CSD and e-CSD standards have been developed by IATA to provide industry and regulators with an audit trail of who secured what consignment, how the consignment was secured (methods of screening), and by whom (secure operator).

- Industry and State Regulators have broadly supported the use of the e-CSD and CSD since 2011, and in 2015, air cargo operators adopted the IATA e-CSD/ CSD Resolution 651.

- ICAO and the EU Commission adopted a codification based on the IATA model to identify screening methods, security status, regulated agents and known consignors.

- International codes facilitate the exchange of important security data elements along the chain, allowing industry to use a standard communication for restricted information and regulators to perform their audits in a harmonized fashion.

- Following an MoU signed in 2014 between IATA and the Universal Postal Union (UPU), airlines and postal operators agreed to collaborate and ensure that airmail meets ICAO security requirements.

Advance Cargo Information

- Regulators request the provision of advance data from carriers and other parts of the supply chain. IATA supports this request as it relies on the application of risk management processes to target high risk cargo and it can further facilitate the legitimate cargo flows.

- Advance cargo electronic information requirements are now implemented or in the process of being implemented in more than 110 countries worldwide. IATA has developed relevant standard messages (Cargo-XML) that are compliant with other international standards set by regulators (WCO SAFE Framework and WCO Data Model, UN CEFACT). These assist member airlines and regulators in setting up requirements that can meet the regulators' objectives while taking into account the airline industry's capacity and constraints. In 2017, those standard messages were integrated into

- different risk assessment tools developed by the World Customs Organisation (WCO) and the United Nations, thus endorsing the capacity of these standard messages to respond to regulators' risk management needs. These tools are deployed in an increasing number of countries.

- Most of the advance cargo electronic information is required before the arrival of the aircraft. However, several countries (currently Canada, EU Member States, UAE, the UK, and the US) are also requesting some advance cargo information prior to loading (Pre-Loading Advance Cargo Information – PLACI) for additional scrutiny in order to mitigate security risks.

- In fact, the US PLACI pilot (Air Cargo Advance Screening - ACAS) program became a regulatory requirement on 12 June 2018 with the issuance of the ACAS Interim Final Rule (19 CFR 122.48b) and entered into full force on 12 July 2019.

- In EU, the Import Control System 2 (ICS2) came into force for air cargo on 1 July 2023, imposing on airlines to submit to EU Member States, from the point of non-EU origin, advance air cargo data prior to loading.

- IATA is working with Canada (Pre-Load Air Cargo Targeting - PACT), the UAE (UAE PLACI) and the UK (Pre-load Data Informed Targeting) to develop appropriate electronic targeting systems to identify high risk cargo prior to loading. The UAE requirements are currently being implemented. The Canada requirements are currently tested and are expected to come into force in November 2024. The UK requirements are also tested with a limited number of airlines, with no date of entry into force defined yet.

- IATA has already worked with the WCO to develop associated global Customs standards that were published in June 2015. Additional guidance was adopted at the WCO Council in June 2018. In 2019, work with the WCO and ICAO has led to the development of Joint Guiding Principles for PLACI. IATA has also developed guidance for the industry, including detailed business processes, to facilitate compliance with PLACI requirements. An IATA Recommended Practice was adopted in March 2019 to this effect.

- Customs authorities are also increasingly looking at developing similar pre-arrival and pre-loading requirements for mail. In fact, the EC integrated legal provisions in the EU Customs Code that require mail to be subject to pre-loading and pre-arrival information requirements. Posts are mandated to provide to EU Customs pre-loading information for incoming mail since March 2021, while airlines are expected to provide pre-arrival information on incoming mail consignments from 1 July 2023. IATA has worked with the Universal Postal Union (UPU) to develop associated global standards and guidance to ensure compliance with those legal requirements. Mail being transshipped or transited through EU are also subject to such requirements, but due to the legal and technical complexities linked with these specific incoming movements, a phased-in implementation is currently in place until 2025.