CARGO SECURITY

The issue and position

A risk-based, supply chain approach to security strikes the right balance between ensuring the flow of global trade and securing air cargo.

Background information

Over the last 30 years, acts of terror targeted toward commercial aircraft have caused a wholesale change in both passenger and cargo screening requirements. The Lockerbie incident in 1988 resulted in the UK development of the principle of supply chain security – the application of security controls all along the supply chain and the validation of each actor of the supply chain. 9/11 reinforced awareness of the vulnerability of the aviation industry and led the U.S. to establish requirements for 100% screening of cargo on passenger aircraft. The 2010 Yemen incident brought more focus on in-bound cargo/extraterritorial measures and highlighted the importance of cargo data – cooperation between customs and aviation security authorities. Most recently, the threat to civil aviation via the air cargo supply chain was demonstrated by the Australia incident involving IED components hidden within air cargo shipments. While the revised regulations have improved security, they have resulted in a patchwork of differing and often redundant requirements. This in turn has impacted the industry with greatly increased cost and sometimes limited ability to respond to new requirements.

Proposed solution

IATA fully supports the concept of supply chain security. IATA further advocates a global approach to risk based supply chain security, the use of cargo data, and the introduction of new technologies. IATA developed the Secure Freight pilot program to promote the implementation of global air cargo supply chain security standards, tools and programs and following the conclusion of the Secure Freight pilot, established the Cargo Security Working Group (CSWG) to ensure critical coordination between government and industry. The CSWG is active on every issue with regard to global cargo security issues and is working closely with ICAO to further these efforts into Standards and Recommended Practices (SARPs). The CSWG will review and provide recommendations on the information for the security of the airfreight supply chain for cargo, express and mail, contained within the following:

- Industry position;

- Standards, resolutions and recommended practices;

- IATA Security Management System Manual;

- IATA Operational Safety Audit (IOSA);

- IATA Training materials;

- Cargo security capacity building tools and expertise.

In Europe, a number of specific issues dominate the cargo security agenda

In August 2011, security requirements for cargo and mail carried into the European Union (EU) from a Third Country Airport (ACC3) introduced new security requirements. Under this law, all carriers carrying cargo into the EU had to apply for an ACC3 status to their responsible EU Member States by February 2012. This requirement is now found in binding Regulation 2015/1998. During 2012, the European Commission (EC) developed further regulation in view of the independent validation required for air carriers, regulated agents and known consignors in third countries as of 1 July 2014.

IATA's focus on the ACC3 issue included a number of objectives in 2013

- In cooperation with the United Kingdom and the Netherlands, training an adequate number of independent validators to be available for airlines to proceed to their required ACC3 validations was conducted before July 2014;

- Assistance was provided to airlines to prepare for the EU independent validation of their operations, through guidelines and self-assessment tools, together with awareness training and workshops;

- Work with the EC was conducted to ensure that the validation/inspection activities of other third countries can be recognized as equivalent to EU independent validation: e.g. recognition of US Transportation Security Administration inspections at foreign stations.

Pre-Loading Advance Cargo Information (PLACI)

Since the 2010 Yemen incident, several administrations have developed PLACI pilots programs to address the threat intelligence driven risk analysis. The various PLACI programs to date are:

- USA – Air Cargo Advance Screening (ACAS)

- EU – Pre-Loading Consignment Information for Secure Entry (PRECISE)

- CA – Pre-Loading Air Cargo Targeting (PACT)

- UK – Pre-Departure Information for Cargo Targeting (PreDICT)

All of these programs remain in various degrees of pilot phases except for ACAS which became a legal requirement as of 12 June 2018 with the issuance of Interim Final Rule (IFR) 19 CFR 122.48b. The IFR makes it compulsory for all air carriers required to make entry under 19 CFR 122.41 that will have commercial cargo aboard to transmit specified air cargo data to U.S. Customs and Border Protection (CBP) prior to loading cargo at the last point of departure to the United States.

In this context, IATA has worked with industry, regulators and international organizations to ensure that PLACI programs are aligned through global standards in order to achieve the best overall security results with the least impact to the air cargo industry. PLACI global standards are now enshrined in the World Customs Organization (WCO) SAFE Framework of Standards (SAFE).

In 2018, IATA will continue to work with the both government and industry to support the expansion of additional PLACI programs and to influence the regulatory proposal to ensure that requirements are fit for purpose and are adapted to different air carriers operations (express, all cargo, and/or PAX aircraft).