IATA Cargo Security & Facilitation Forum

29 – 30 October 2019, Amsterdam, Netherlands

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Welcome Back for Day 2

Gordon Wright
Head, Cargo Border Management
IATA

#IATA_Cargo

IATA AIR CARGO OPERATIONS CONFERENCE

IATA

IATA Competition Law Compliance

Do not discuss:

- Pricing, including fares, service charges, commissions, etc.
- Bids on contracts or allocation of customers
- Geographic/Product market allocations and marketing plans, including
  - Expanding or withdrawing from markets
  - Group boycotts
  - Your commercial relations with agents, airlines or other third parties

Any discussion aimed at influencing the independent business decisions of your competitors

You will be asked to leave the meeting, and the meeting may be terminated, if the above-mentioned discussions occur.

Remember: All discussions count, even informal ones outside the meeting room!

Thank you to all our sponsors!

Keynote Speech

Kester Meijer
Director Operational Integrity, Compliance & Safety
KLM

IATA
CARGO SECURITY
& FACILITATION
FORUM

Amsterdam, Netherlands
29-30 October 2019

IATA

The 5 Compliance Commitments
Integrated Security and Safety approach

Kester Meijer
Director Operational Integrity, Compliance & Safety, KLM Cargo

Customer Needs – Air Cargo Delivers

- **Speed , 24 /7**
- **Transparency**
- **Real Time**
- **Efficiency**
- **Reliability**
- **Cost reduction**

In a globalization and e-commerce context, shippers and business customers hold a higher standard for the air freight industry than before

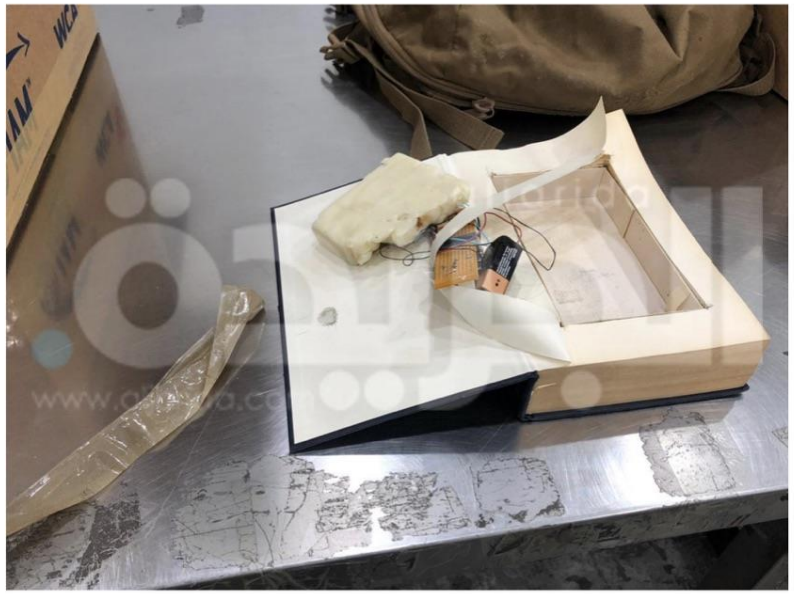
The world is in turmoil – the need for commitment

arabtimesonline.com

EXPLOSIVE DEVICE SENT BY PARCEL SEIZED AT KUWAIT AIRPORT

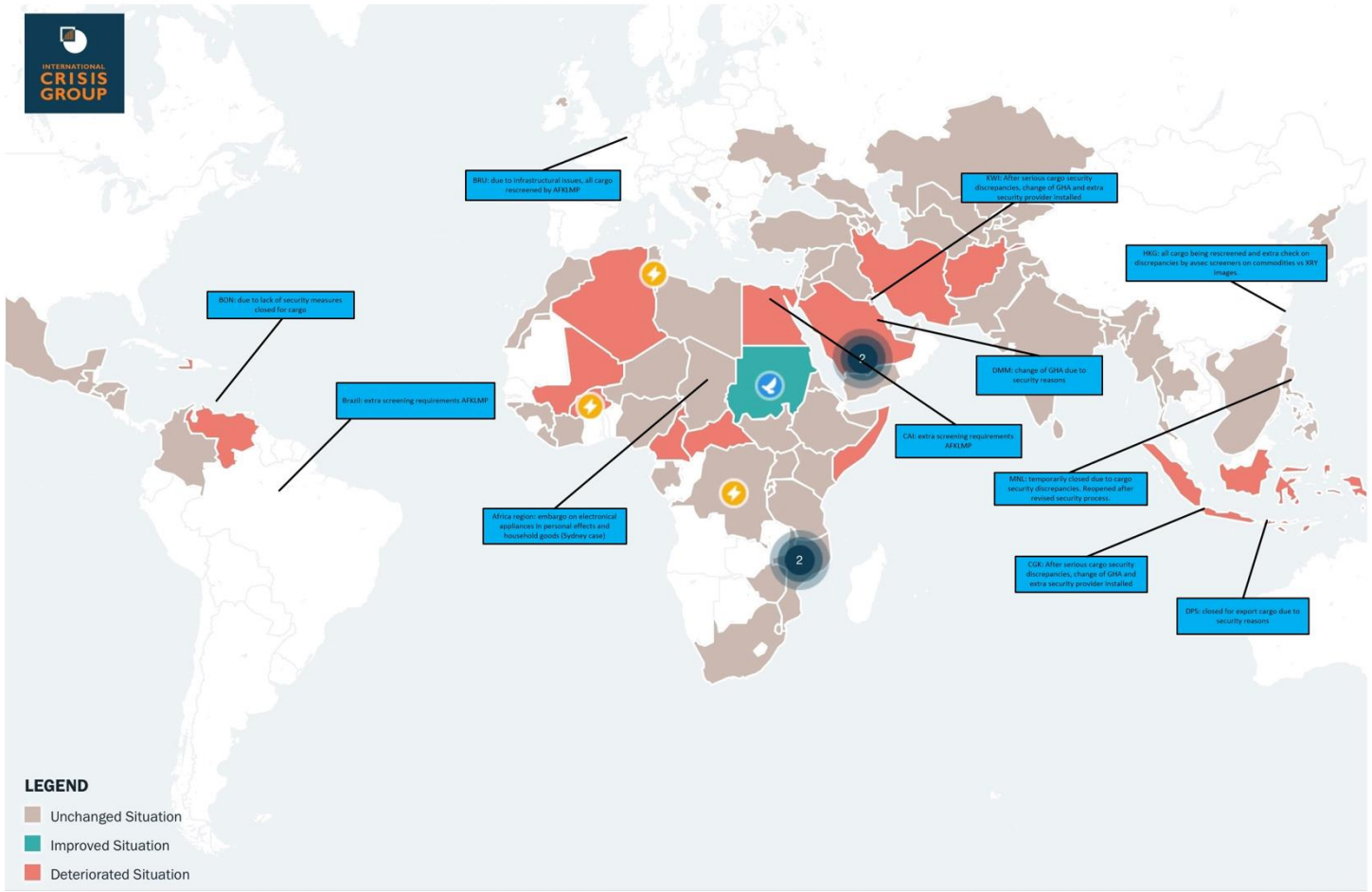
12/04/2019

KUWAIT CITY, April 12: Kuwait airport security seized a parcel containing explosives which was being sent through courier to Washington reports Al Jarida. Sources said that customs department detected the explosive material using xray devices and searched the parcels in which one of the parcel contained a book with batteries and TNT explosive material.



The parcel was suppose to be delivered to one of the military offices in USA. Sources explained that detectives are working on the case to find the owner of the content.

Sources informed that hence forward all outbound freight items will be scanned through X-ray machines



1 KNOW WHAT YOU TRANSPORT

Know what you transport – postal

- Inspection of Postal traffic is incidental at best
- Backtracking of small parcels is hardly possible
- Cooperation of companies is fragmented

Know what you transport – parcels as cargo

- Visual checks hampered by colored plastic
- Shipper – Consignee data hidden in consolidation
- Self Filing significantly limits effectiveness of Risk Profiling

Know what you transport

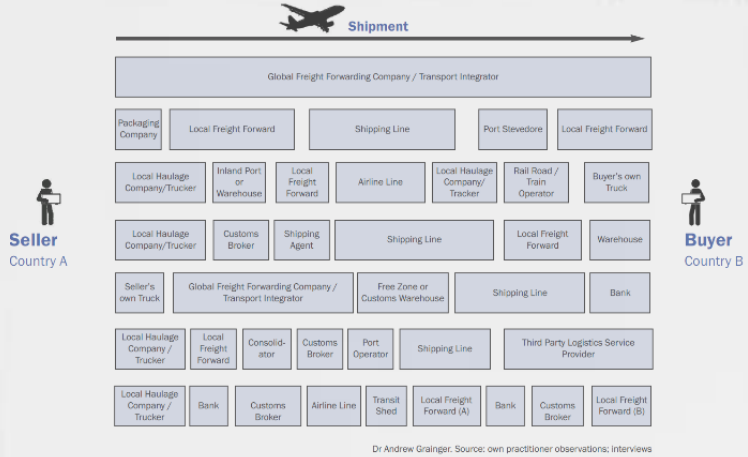
- Improper Packaging and mis-declaration
- Wrong handling exacerbates present risk
- Complacency is our enemy

The duty to investigate

Supply chain Supply chain

Transit and the transport service providers – victims or facilitators?

Transport companies are the backbone of global supply chains, carrying our goods around the world. But should they be liable for compliance with export controls when often they are unaware of the true nature of the goods they are carrying, ask Gerard Kreijen and Martin Palmer with reference to recent Dutch enforcement actions.



Dr Andrew Grainger. Source: own practitioner observations; interviews

The duty to investigate

If one contrasts this risk with the developments in international trade – especially the limited transactional

The extensive scope of the applicable regulation in combination with the wilfulness criterion applied by the Dutch court, effectively resulted in a kind of strict liability for TSPs failing to obtain the required licence.

AIRFRANCE KLM Martinair CARGO

2

CATCH DISCREPANCIES

AS EARLY AS POSSIBLE

PRE LOADING
ADVANCE CARGO INFORMATION

ACAS PACT PRECISE PREDICT

RISK ASSESSMENT

BOOKING
AUTOMATE

CONFIRMATION
AUTOMATE

ONLY ACCEPT WHEN GREEN LIGHT

ACCEPTANCE
WORKFLOW

CQOACI
MONITOR

AIR CARGO

KEEP THE CARGO MOVING ALWAYS SAFE & SECURE!

MANUFACTURER SHIPPER CUSTOMS FORWARDER

AS EARLY AS PRACTICABLE

PARTNER AIRLINES

REROUTE VIA AMS

SENDS VIA AMS

NEED MORE INFO

CSO

SALES

CARGO CONTROL CENTER

SD DCM NP FP

COMPLIANCE & SAFETY

PRIOR TO LOADING

EXPORT DOCS BUILDUP CUSTOMS

HUB AMS/CDG

GHA ORIGIN

GHA DEST

RFS

WORLDWIDE OPERATIONS

BOOKING

FWB FHL

FWB FHL

HOLD XCSN

DNL RFS RFI

ASSESSMENT COMPLETE

REFERRALS

ACAS SYSTEM

PER PSN

AFLS IBS EML CARGO SPOT

1. OPTIMAL LOGISTIC SOLUTIONS
2. COMPLY WITH RULES, REGULATIONS & POLICIES
3. WHEN IN DOUBT DO NOT TRANSPORT

CGOACI

AIRFRANCE KLM

Monitor | Shipment | Messages | Administration | PLACI | Military/Strategic

Monitor Filter | High / Low Risk Shipments | Carrier : ALL | Regulator : ALL

25 | Expand All | Collapse All

Last message date	Awb reference	Origin	Destination	Agent Name	Commodity	Reason	Regulator
2019-08-09 07:50:11	07478106265	ACC	VNO		HYDRAULIC ACTUATOR	Freight containing military goods confirmed	MIL
2019-08-09 06:56:09	05780508761	CDG	KUL		ELECTRONIC EQUIPMENTNDA	Freight containing military goods confirmed	MIL
2019-08-08 14:32:58	07427091212	ICN	LIM		CONSOLIDATION	Freight containing military goods confirmed	MIL
2019-08-08 08:17:47	00603220755	ATL	BLL		CONSOLIDATION AS PERATTACHED LISTCONSOLIDATION	Freight containing military goods confirmed	MIL
2019-08-07 19:10:44	07423364062	HAM	ICN		CONSOLIDATION	Freight containing military goods confirmed	MIL
2019-			HAM		CONSOLIDATION AS PERATTACHED LIST SLAC 3 NDA	Freight containing military goods confirmed	MIL
2019-			JNB		CONSOLIDATION	Freight containing military goods confirmed	MIL
2019-			CAI		CONSOLED MANIFEST	Freight containing military goods confirmed	MIL
2019-			ICN		CONSOLT PER ATTACHED MANIFESTNOT RESTRICTED SLAC	Freight containing military goods confirmed	MIL
2019-			ORY		ECHANTILLONS DE SANGNON CONTAMINE	Freight might contain military goods	MIL
2019-			ORY		UN3373 BIOLOGICAL SUBSTANCE CATEGORY BUN1845 DRY I	Freight might contain military goods	MIL
2019-			IAH		CONSOLCONSOLIDATION	Freight might contain military goods	MIL
2019-			IAH		CONSOLCONSOLIDATION	Freight might contain military goods	MIL
2019-			ORY		BIOLOGICAL SUBSTANCECATEGORY B UN 3373CLASS 6.2NET	Freight might contain military goods	MIL

Shipment on HOLD

XCSN Message sent

Additional Security Measures

- Elevated Risk Program on Station Level and Inspections
- Monitor Cargo Screening and Access Control
- Change of Ground Handler
- Personal effects and Household Goods
- Screening at the Ramp
- Close for Export

3

NO MEANS NO

Tone at the top, awareness and training

Compliance KEYNOTE

Strategic Goods Awareness

8th July, 2019

WHAT HAPPENED

From 17 to 23 June 2019 the International Paris Air Show took place. During this event all kind of exhibitors displayed their goods. Materials and equipment such as airplanes, fighter jets, (attack) helicopters and (models of) weapons and missiles.

Since several mayor suppliers of this industry are located in the United States, it's explainable that the abovementioned material and equipment are transported by air – since these goods are in general high value and have to move fast.

Several goods destined for the air show were transported via our AFKL network and were booked via (or with assistance of) our CSO organization without the mandatory licenses and without approval from an AFKL compliance expert.

Fortunately compliance experts recognized and stopped these shipments based on electronical AWB data. The commodities of these shipments were 'missile models' and 'rocket models' from/to military entities. If these shipments had not been stopped, the AFKL organization would have risked lawsuits for transporting military/strategic goods without the necessary licenses.

HOW TO SOLVE THIS

Prior to shipping (possibly) military/strategic goods, an approval from a compliance expert is required (see instruction on MyGuide). You can file a request for an approval via the compliance Approval Tool on the AFKL SharePoint.

Without an approval (OK2FWD) shipments of military items may not be transported within the AFKL network. If such shipments are transported without the necessary licenses and approvals, (local) authorities can file a lawsuit against the AFKL organization. This is of course something we want to avoid at all costs.

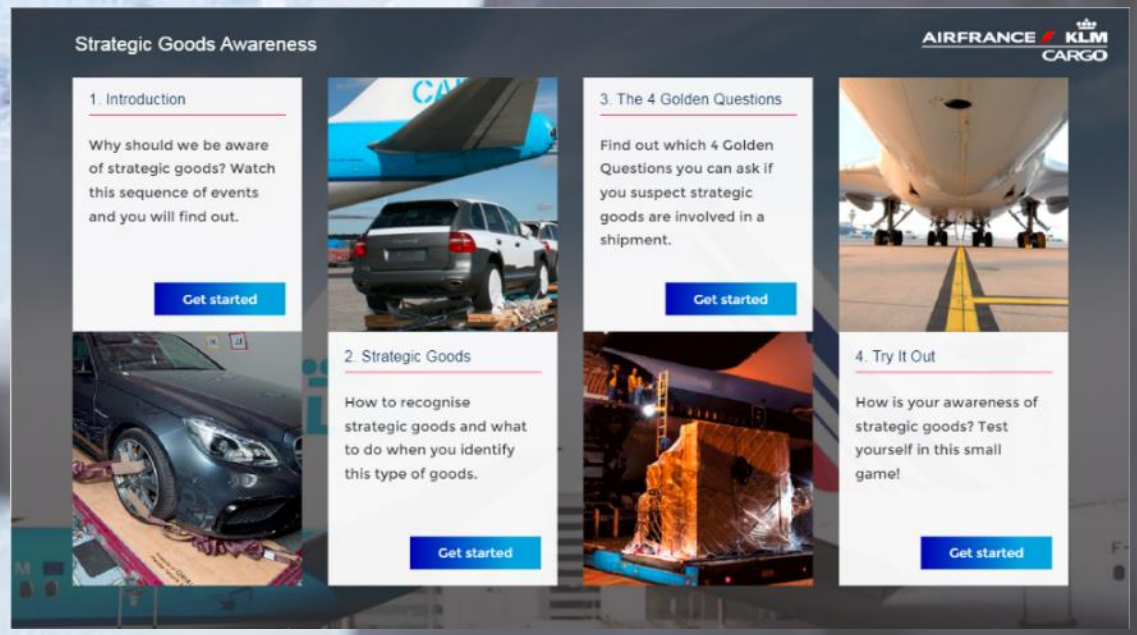
The 'Strategic Goods Awareness Training' offered to all commercial staff, emphasized the importance of identifying (possibly) military/strategic goods. During booking you may be triggered by the commodity description (for example weapons or vehicles for warfare) and the shipper/consignee (for example weapon manufacturers or defence/armed forces). As we all know, you should ask yourself the following four questions to verify if the booking contains (possibly) military/strategic goods. The four questions are as followed:

'What is it?'
'Where is it coming from?'
'Where can or will it be used for?'
'Where is it going to?'

When you identified military/strategic goods you should obtain all necessary information and documents such as licenses from the customer in order to start the Approval Workflow. Once the shipment is approved, the shipment can be accepted, booked and continue its way within our air cargo supply chain.

NOW YOU KNOW

During booking a CSO employee should always ask the customer the abovementioned four questions. In this way you can recognize



Targeting and Stop Capacity building

Technology

- XCSN message deployment
- CGOACI tool improvements
- Compliance Approval Tool
- Go Paperless on AWB's
- Entity screening
- Deepdive AI on alerts

People

- Timely FWB/FHL entry prior to Dep
- Active Monitoring and Follow-up at Cargo Control Centers
- Alliances & Interline awareness
- Communicate Shipper & Forwarder duty to investigate
- Provide Pro-active customer feedback

Concept of Operations

- Joint Regulatory Watch AFKL connected to corporate Legal, Safety, Security and to Partners
- Multi Layer risk barriers
- Pro-active approach upstream, origin, sales, customers
- Connect to innovative enforcement agencies

4 PREPARE

FOR CONTINUOUS CHANGE

Geopolitical tension and logistics

UNDER EMBARGO

Libya: "It is nothing new that France is violating the arms embargo"

By Arianna Poletti

Posted on Thursday, 11 July 2019 16:56

Members of forces allied to Libya's internationally recognized government look at the American Javelin anti-tank missiles, which were confiscated from eastern forces led by Khalifa Haftar in Gharyan, displayed for the media in Tripoli, Libya. REUTERS/Ismail Zitouny

According to a Pentagon investigation released Tuesday evening by the New York Times, a batch of US-made Javelin-type missiles found in Gharyan, 8km south of Tripoli, belonged to France.

Lack of equipment means some Dutch soldiers can't patrol in Mali: AD

Society December 27, 2016

- Many armed forces movements
- Impacting France & The Netherlands regulatory context
- Impacting our partners as well

5 INTEGRATE & INNOVATE

Integrated Compliance & Safety

Lack of equipment means some Dutch soldiers can't patrol in Mali: AD

Society December 27, 2016

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The duty to investigate

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The extensive scope of the applicable regulation in combination with the wilfulness criterion applied by the Dutch court, effectively resulted in a kind of strict liability for TSPs failing to obtain the required licence.

Digital Challenges for supply chain stakeholders

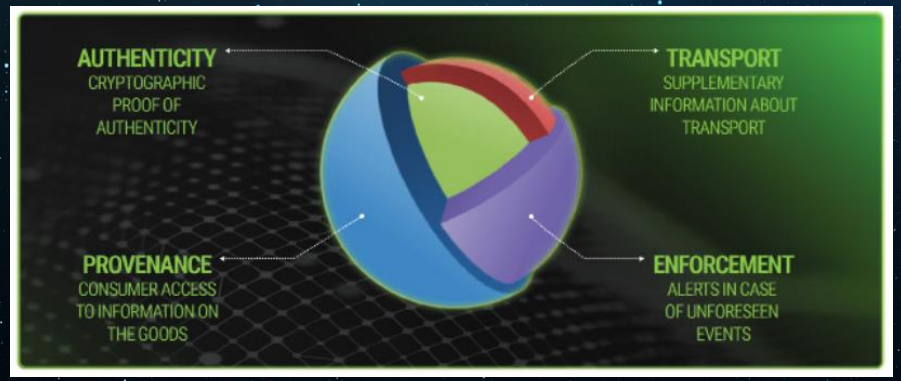
- Data silo’s, gaps, incorrectness
- Unable to share data in a transparent, trusted manner
- Accountability, quality assurance, efficiency (value creation and waste) and chain integrity are under mounting pressure
- Transport service providers are increasingly accountable for what they ship

Innovate

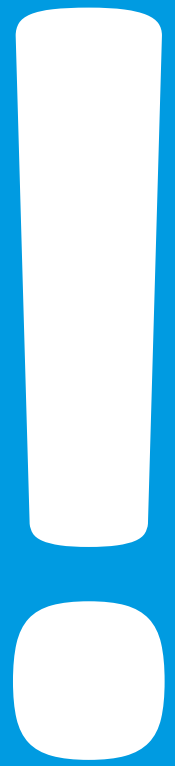
Co-create a protocol for authentication throughout the supply chain

This trusted ecosystem agent will bridge the gap on trust in the air cargo market

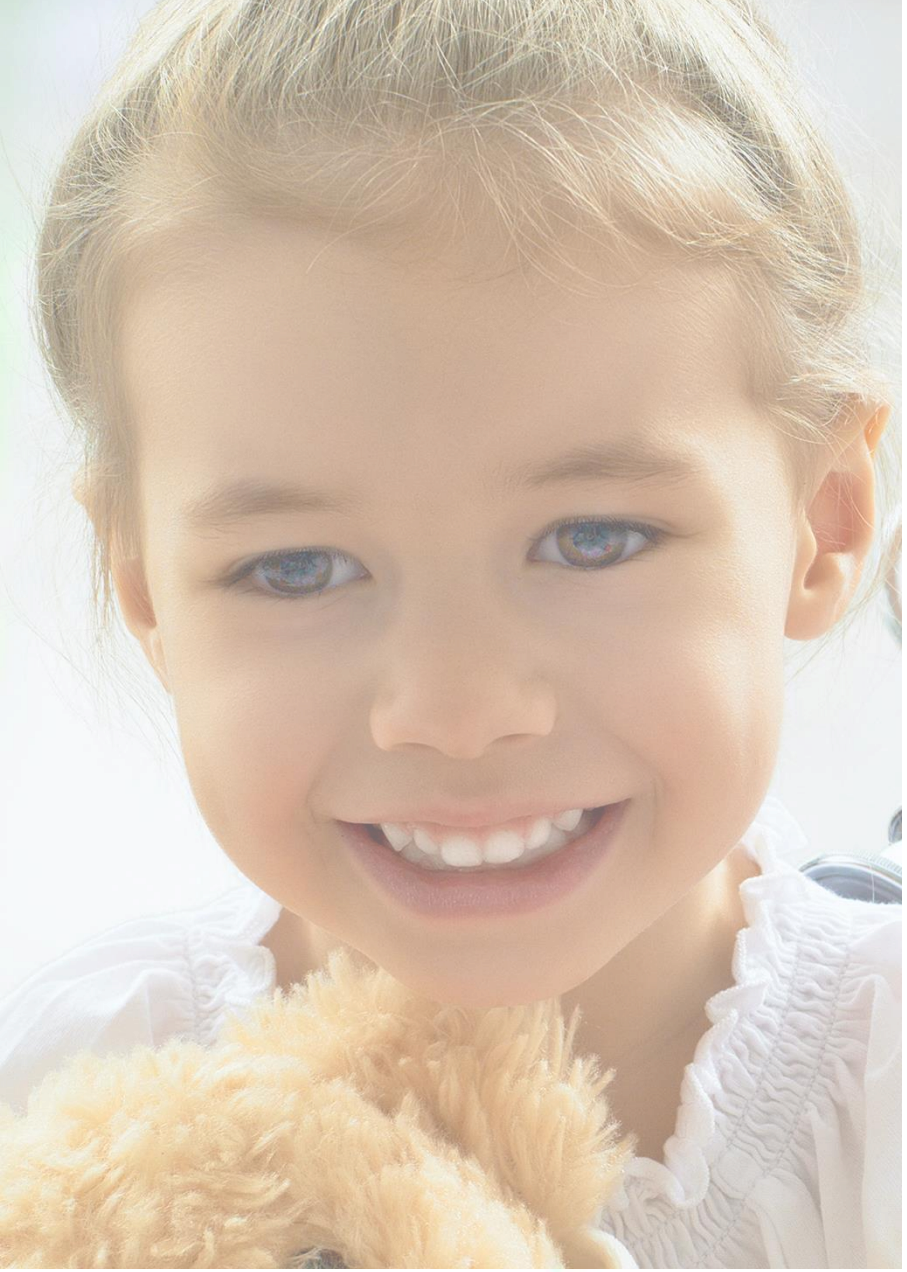
by enabling all parties in the supply chain to give and get relevant and compliant data



ODYSSEY



FUTURE PROOF



Build for the future

The 5 Compliance Commitments

1. Know what you transport
2. Catch discrepancies as early as possible
3. No means NO
4. Prepare for continuous change
5. Integrate & Innovate

BE RESPONSIBLE

Take action!

THANK YOU

Session 8:
Evolution of Screening Technology and the Human Factor Archetype

Moderator:

Loraine Bout

Intelligence Manager

Sensitech Inc

Panelists:

Slavtcho Groshev, Head of Project Management, CASRA

Joost Rooijackers, Policy Advisor, NCTV

Gunther van Adrichem, Managing Director, Point Forward

Kim Marnef,
Training & Quality Compiance Manager, Securitas

IATA
CARGO SECURITY
& FACILITATION
FORUM

Amsterdam, Netherlands
29-30 October 2019

IATA

Evolution of Screening Technologies: A Human Factor Research Perspective

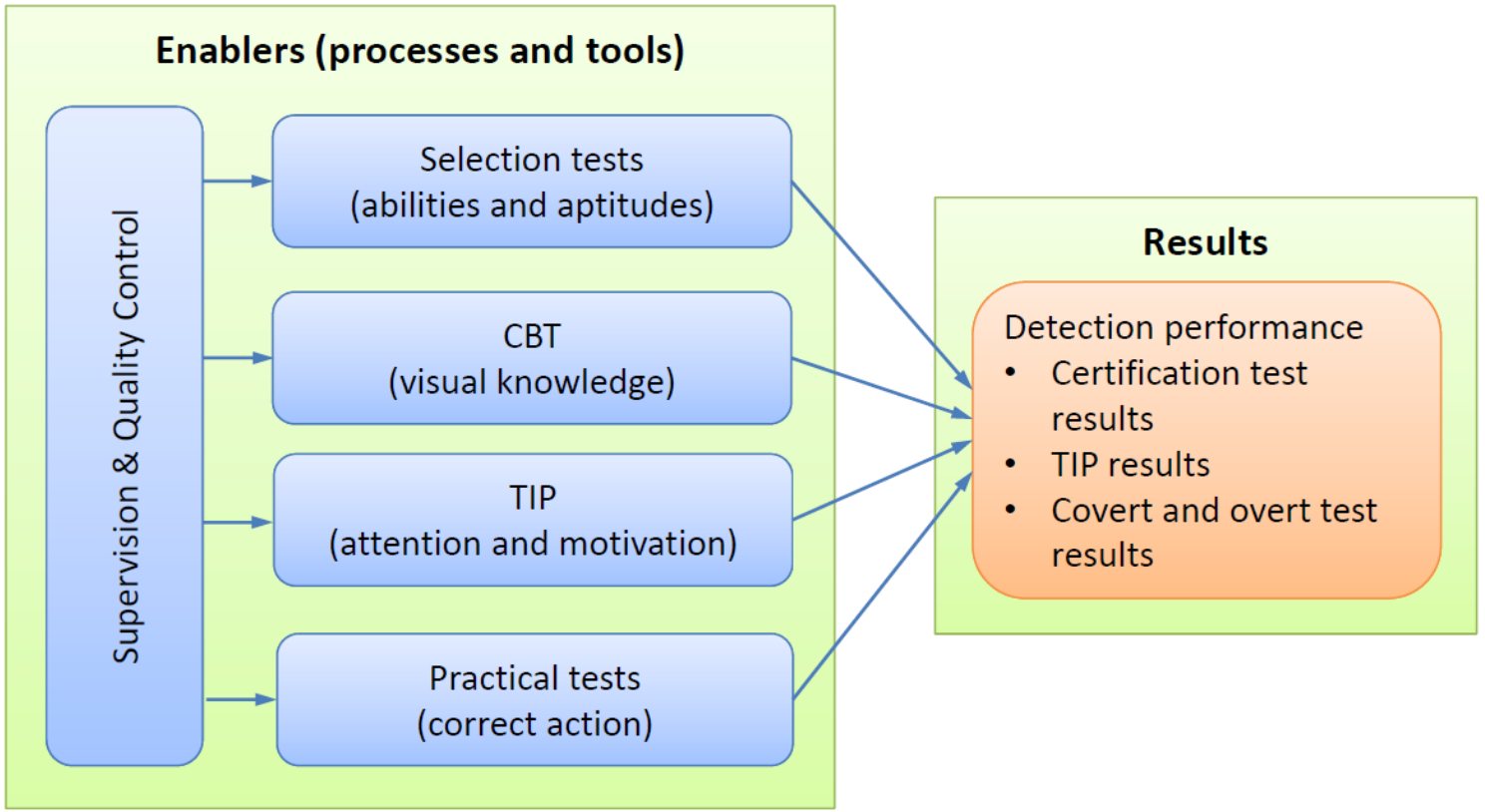
Slavtcho Groshev, PMP
Head of Project Management

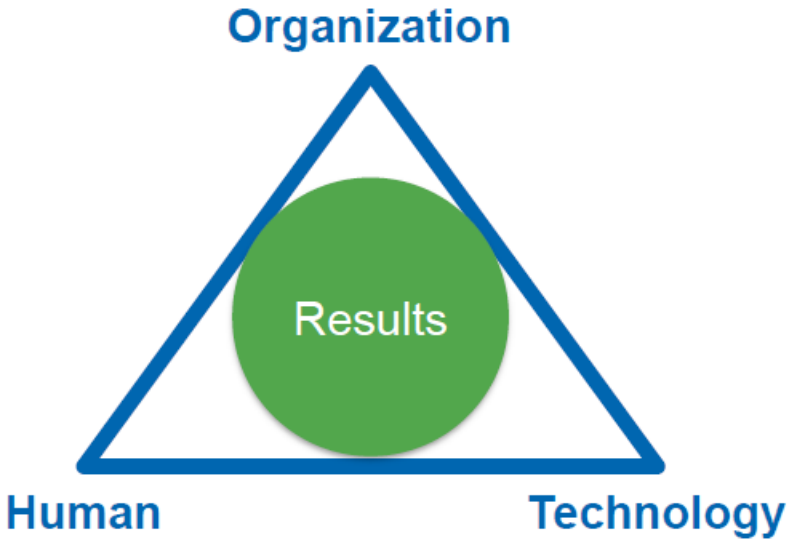
2019 Cargo Security & Facilitation Forum - Session 8, Amsterdam, 30.10.19

Overview of topics

- X-ray screening as a sociotechnical system
- Image interpretation competency and human-machine interaction
- Computer-based training effects
- Automated target recognition assistance
- Visual-cognitive abilities for 2D and 3D image interpretation
- 2D vs 3D imaging for improvised explosive device detection
- Current research on 3D CT for cabin baggage screening
- Study with IATA on computer-based training and assessment

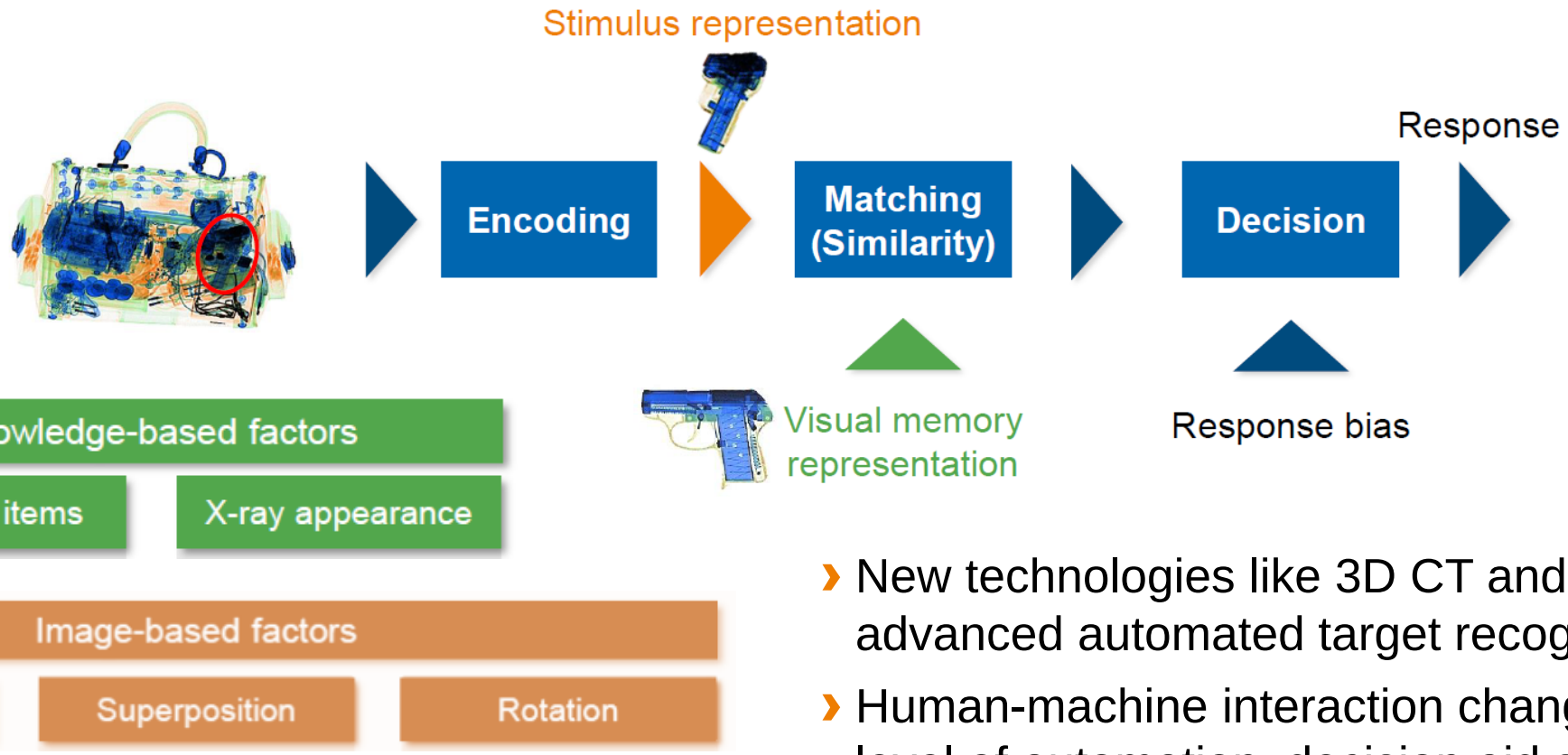
X-ray screening as a sociotechnical system





Schwaninger, A. (2016). Determinants of airport security X-ray screeners' detection performance. *Aviation Security International, August 2016*, 28-29.

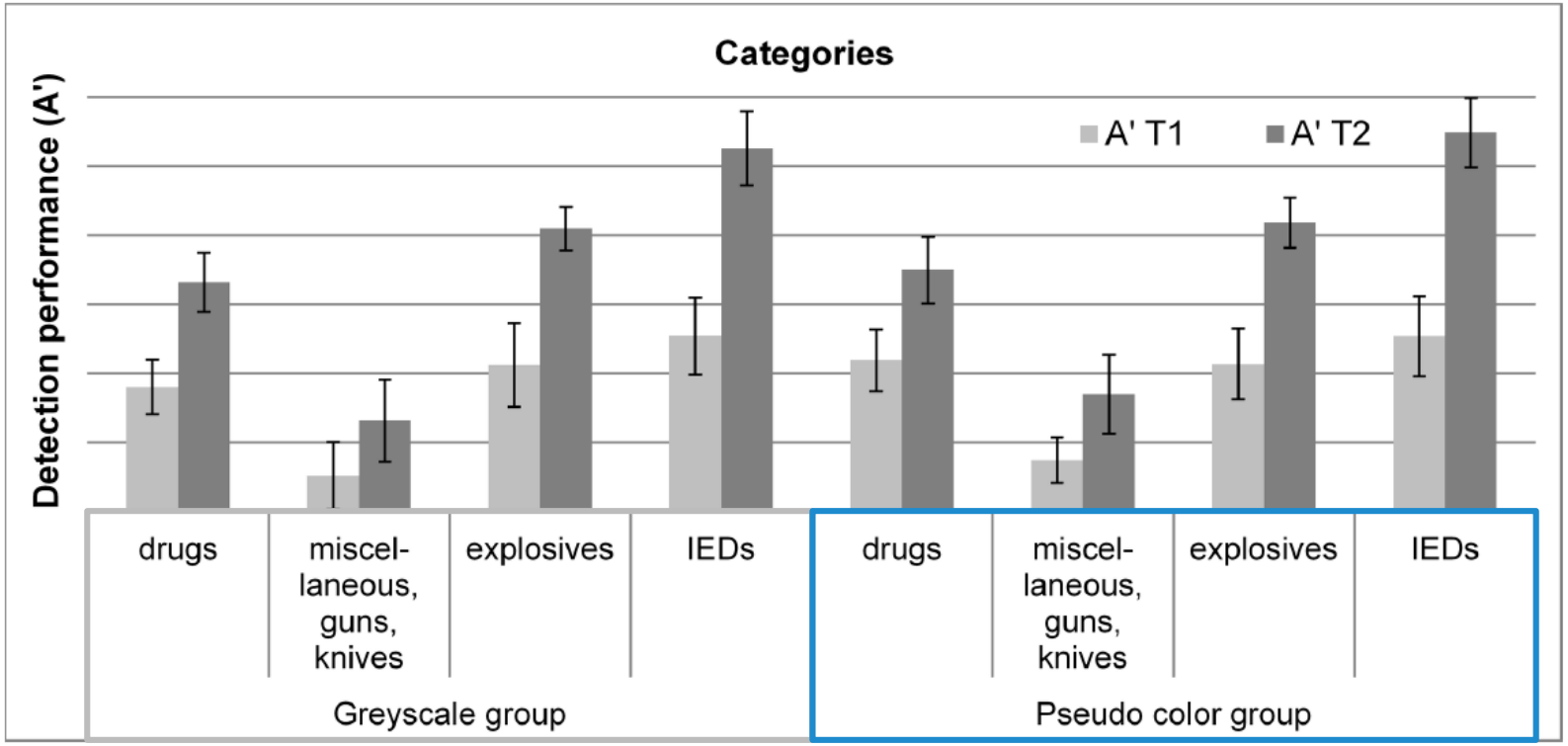
Image interpretation competency and human-machine interaction

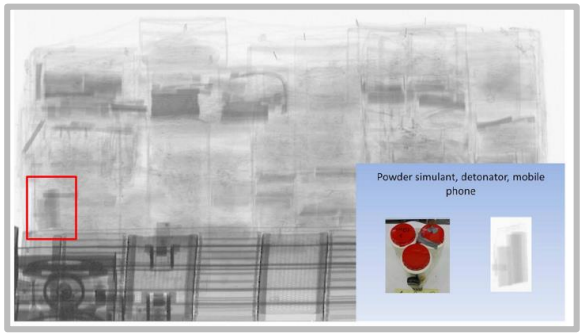


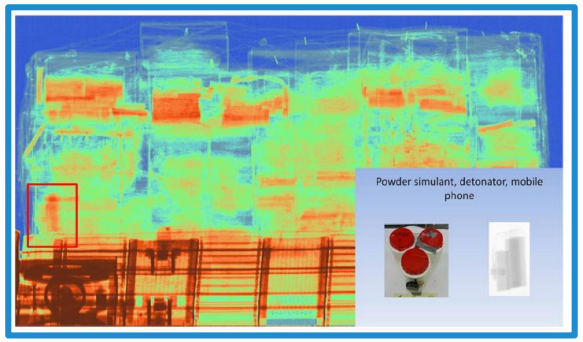
- New technologies like 3D CT and more advanced automated target recognition
- Human-machine interaction changes (e.g. level of automation, decision aid settings)

Schwaninger, A., Hardmeier, D., & Hofer, F. (2004). Measuring visual abilities and visual knowledge of aviation security screeners. *IEEE ICCST Proceedings*, *38*, 258-264.

Computer-based training effects



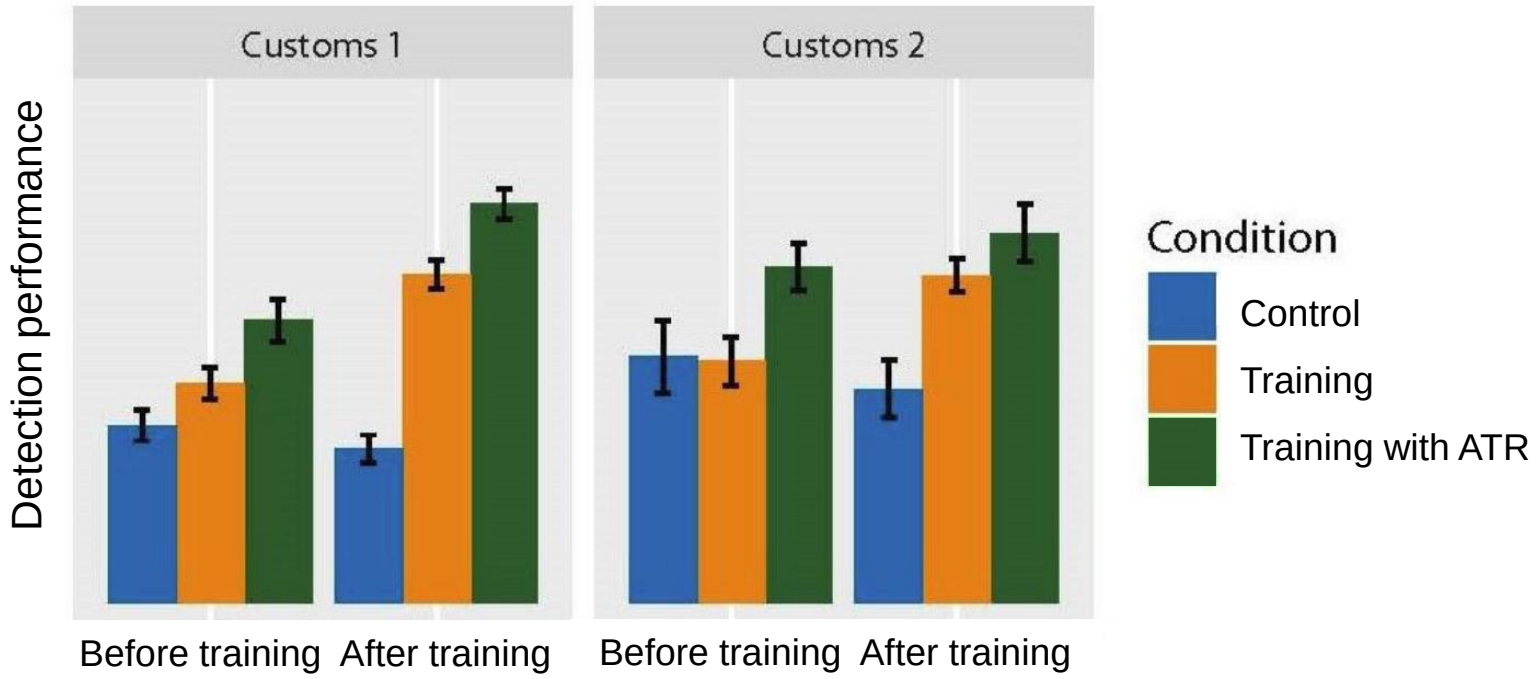


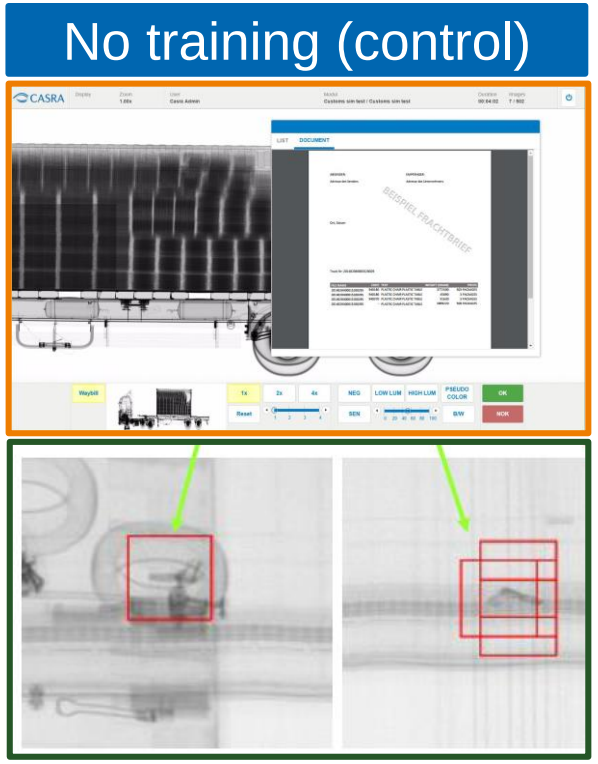


- Computer-based training resulted in significant performance increases, with no significant differences between greyscale and pseudo color X-ray imaging.

Michel, S., Mendes, M., de Ruiter, J., Koomen, G., & Schwaninger, A. (2014). Increasing X-ray image interpretation competency of cargo security screeners. *International Journal of Industrial Ergonomics* , 44, 551-560.

Automated target recognition (ATR) assistance

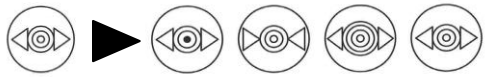


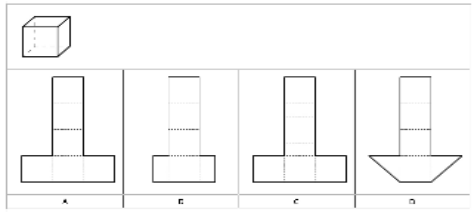


- Computer-based training resulted in significant performance increases, with ATR leading to further detection performance improvements (diff. by illicit goods category).

Visser et al. (2016). Automated Comparison of X-ray Images for Cargo Scanning. *Proceedings of the 50th IEEE International Carnahan Conference on Security Technology, Orlando USA, October 24-27, 2016*, 268-275. AND Sterchi, Y. (2017). How useful are assisted target recognition algorithms and training for improving the detection performance of customs officers? *CASRA Newsletter, Issue 15*.

Visual-cognitive abilities for 2D and 3D image interpretation (study with Securitas screeners)





Reasoning (SPM)

Mental rotation (LPS6)

Visualization (LPS7)

Perceptual speed (LPS8)

Processing speed (LPS10)

Visual memory (TVPS)

Form constancy (TVPS)

Figure-ground segregation (TVPS)

Slices (WSI)

Unfold (WSI)

Pipe figures (WSI)

r = .51**

r = .39*

r = .45*

2D image analysis performance

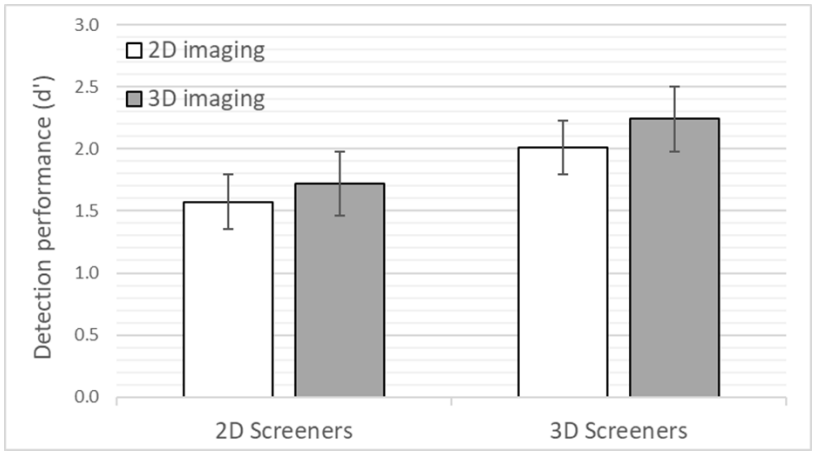
r = .45*

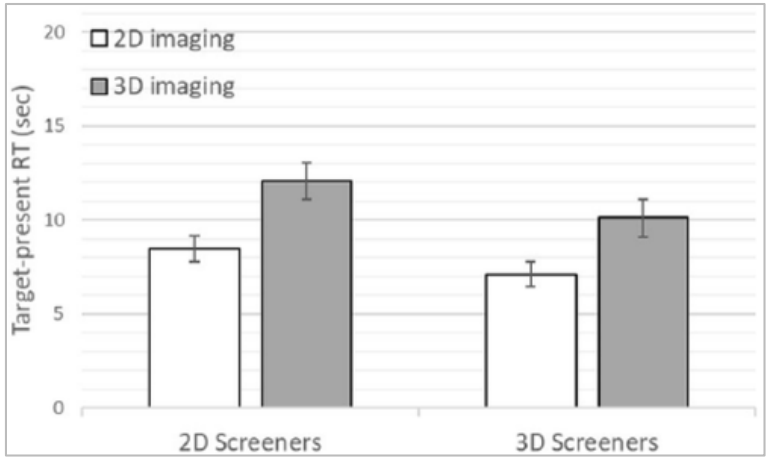
3D image analysis performance

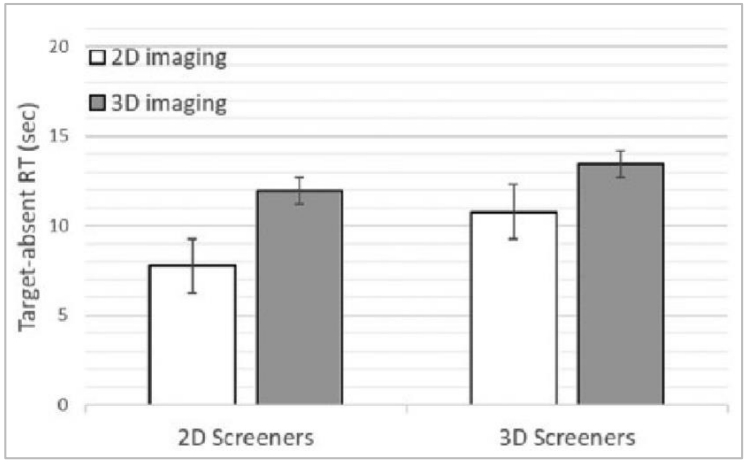
- A change from 2D to 3D imaging technology in airport security might affect visual-cognitive requirements for security screeners.

Merks, S., Hättenschwiler, N., Zeballos, M., & Schwaninger, A. (2018). X-ray screening of hold baggage: Are the same visual-cognitive abilities needed for 2D and 3D imaging?. *Proceedings of the 52th IEEE International Carnahan Conference on Security Technology, Montréal Canada, October 22-25, 2018* , 1-5. doi: 10.1109/CCST.2018.8585715

2D vs 3D imaging for improvised explosive device detection







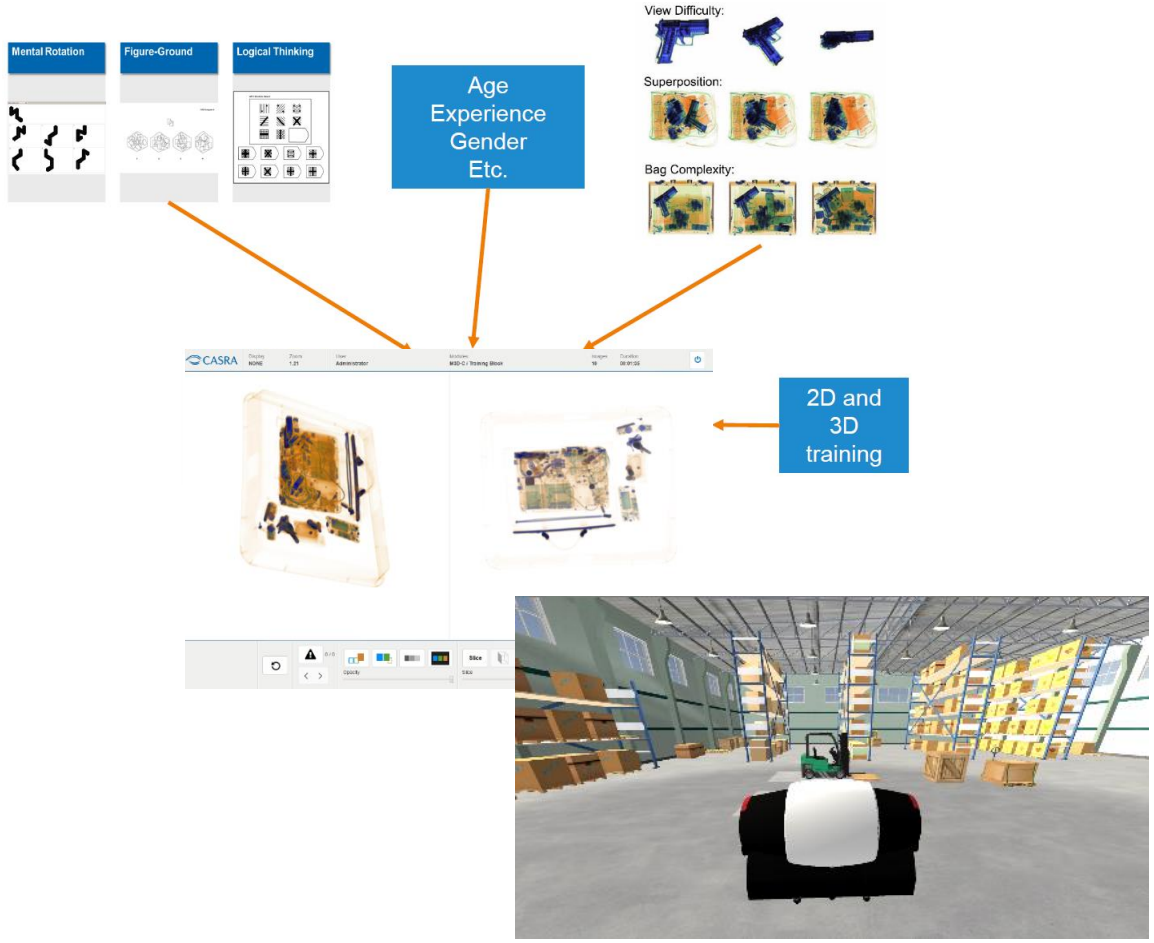
Scenario	Bags per hour	EDS-HBS FAR	Approval capacity	Efficiency increase Level 1	Bags sent to visual inspection	Target absent RT [sec]	Visual inspection time [hr]	Efficiency increase Level 2
2D screeners / 2D imaging	1,500	35%	975		525	8	1.2	
2D screeners / 3D imaging	1,500	15%	1,275	31%	225	12	0.8	36%
3D screeners / 2D imaging	1,500	35%	975		525	11	1.6	
3D screeners / 3D imaging	1,500	15%	1,275	31%	225	13	0.8	49%

- Features of 3D imaging systems seem to compensate for lower image quality.
- Visual inspection competency with one type of imaging seems to transfer to the other.
- Replacing older 2D with newer 3D imaging systems can be recommended.

Hättenschwiler, N., Mendes, M., & Schwaninger, A. (2019). Detecting Bombs in X-Ray Images of Hold Baggage: 2D Versus 3D Imaging. *Human Factors*, *61*(2), 305–321. doi: 10.1177/0018720818799215

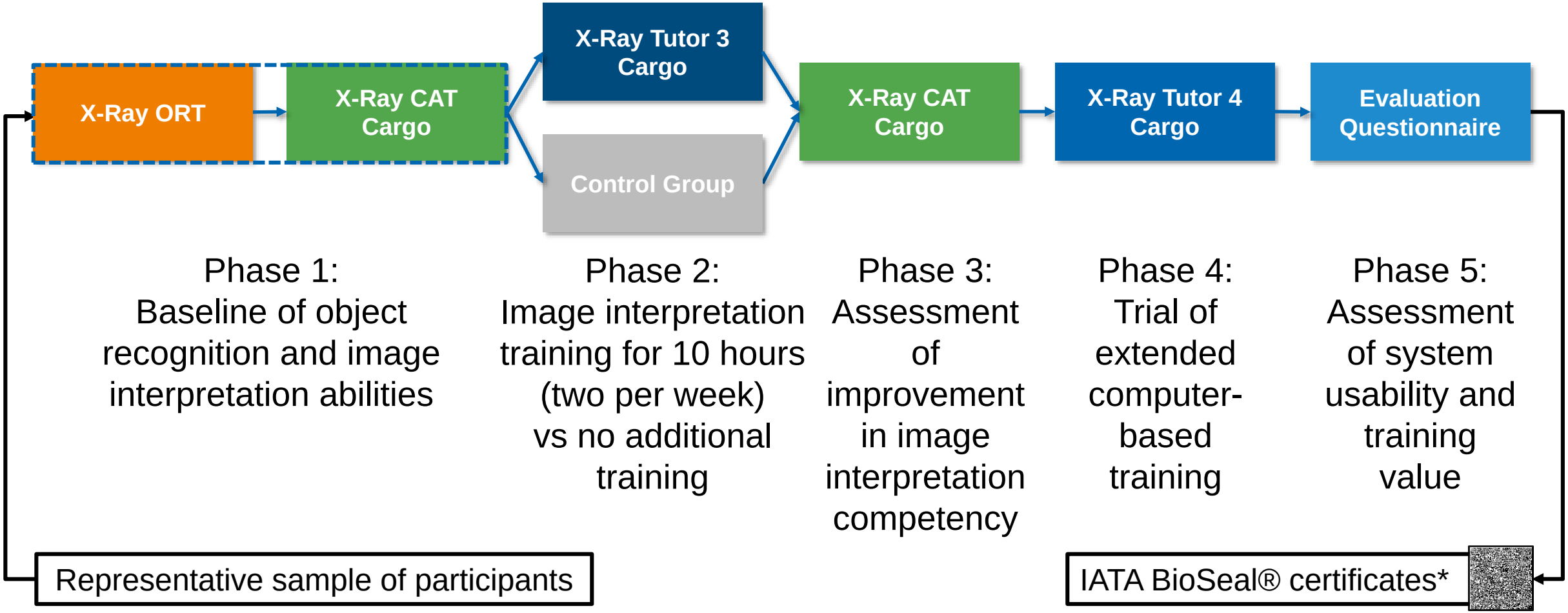
Current research on 3D CT for cabin baggage screening (CBS)

- Relevant abilities, skills and demographic factors for an effective and efficient transition towards use of 3D CT for CBS
- Strengths and limitations of different implementations of 3D CT EDSCB (varying degrees of automation in alarm handling)
- Relevant user interface functionalities for effective and efficient 3D CT CBS
- Comparison of established training methods with virtual reality (VR) learning modules
- Potential advantages of 3D object learning in VR
- Evaluation of training and assessment for 3D CT CBS in VR or mixed reality (MR)



EDSCB = Explosives detection systems for cabin baggage

Study with IATA on computer-based training and assessment



*https://bioseal.id3tec.com/iata

CASRA

Thank you for your attention!

For participation in study with IATA:

info@casra.ch

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An OSI Systems Company

Networking break 10:30 – 11:00

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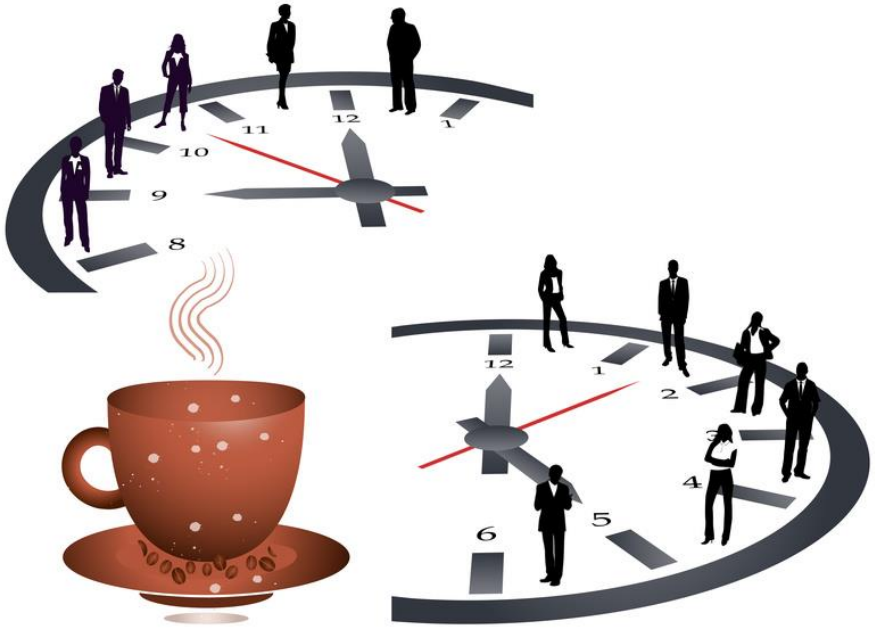
VIKING
PACKING SPECIALIST



Session 9:
CTPAT New Minimum Security Criteria
What does it mean for air cargo?

Manuel Garza
Director CTPAT
CBP

Andrew Farrelly
Co-Founder
CT Strategies

Session 10:
How is the WTO Trade Facilitation Agreement improving facilitation in air cargo?

Ana Lizano

Counsellor

Permanent Mission of Costa Rica to the WTO

IATA CARGO SECURITY & FACILITATION FORUM

Amsterdam, Netherlands
29-30 October 2019

IATA

Session 11:
The application of the "SmartGate" program at Schiphol

Mike de Wolff

Liaison Officer International Affairs

Dutch Customs

IATA CARGO SECURITY & FACILITATION FORUM

Amsterdam, Netherlands
29-30 October 2019

IATA

Douane
Belastingdienst

Schiphol
SmartGate Cargo

Schiphol SmartGate Cargo

Smooth logistic process through modern technology and public-private partnership

Douane
Belastingdienst

Schiphol SmartGate Cargo

Schiphol
SmartGate Cargo

Objective: To create an integrated supervision and inspection process for air cargo with a swift and seamless cargo handling operation and efficient government supervision.

Smooth logistic process through modern technology and public-private partnership

Douane
Belastingdienst

Schiphol SmartGate Cargo

Schiphol
SmartGate Cargo

- **Smart**: use smart and innovative methods and means to enhance efficiency in logistical supply chains and increasingly improve the enforcement
- **Swift**: garanty the predictability and enhance speed of trusted trade lanes;
- **Safe**: enhance the cargo flow, that optimizes the health and environment of the European people;
- **Secure**: protect the Cargo flow against all kinds of threats;
- **Sustainable**: encourage the sustainable growth of the Mainport Schiphol

Smooth logistic process through modern technology and public-private partnership

Douane
Belastingdienst

Participants

Schiphol
SmartGate Cargo

Initiative: Air Cargo Netherlands (ACN), Customs and Amsterdam Airport Schiphol (AAS)

Public parties: Customs, Royal Militairy police, Human Environment and Transport Inspectorate (ILT), Netherlands Food and Consumer Product Safety Authority (NVWA)

Private parties:

Others: Logistic partners related to Schiphol Airport

Financing: Provence North Holland, City of Amsterdam, Cityregio Amsterdam, Ministry of Economic Affairs, Ministery of Finance

Smooth logistic process through modern technology and public-private partnership

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SmartGate Cargo concept

Schiphol
SmartGate Cargo

National Tactical Centre

SmartGate ICT Solutions

Centralized (remote) analysis

ULD Scan

Mobile teams / scan

Remote Scan

Nuclear Detection

Joint Inspection Center

Douane
Belastingdienst

Customs Control Centre and ICT

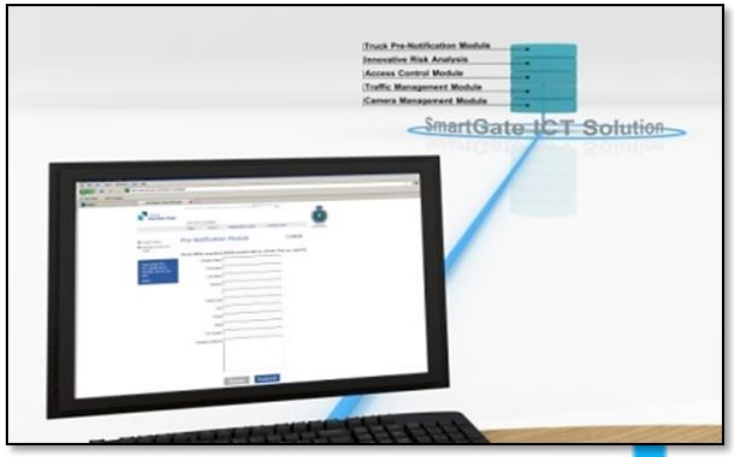
Schiphol
SmartGate Cargo

National Tactical Centre (DLTC)

- Realized and Fully Operational
- Dutch Customs coordinates
- Inspections by relevant governmental parties

SmartGate ICT Solutions

- Various Applications Realized
- E-Link: Shipment Compliance at Truck Level
- eCargo Customs Control
- Continuous Development



Smooth logistic process through modern technology and public-private partnership

Douane
Belastingdienst

Centralized Analysis and ULD scan

Schiphol
SmartGate Cargo

Centralized (remote) analysis

- Analysis of (dual view) Scan Images at multiple Work Places within JIC (dual view)
- No restrictions in time and/ or location

Upgrade ULD scan

- Dual View Technology
  TSA and ECAC approved
- New Roller Bed System, More Capacity

Smooth logistic process through modern technology and public-private partnership

Douane
Belastingdienst

Mobile and Remote Scanning

Schiphol
SmartGate Cargo

Mobile Customs Teams:

- Container Scan
- Mobile Scans
- Backscatter

Remote scan

- Remote Analysis of Scan Images from ‘anywhere’ by Customs
- Dual use (aviation screening and customs inspections)
- Air Cargo Industry is in charge…

Smooth logistic process through modern technology and public-private partnership

Douane
Belastingdienst

Nuclear Detection

Schiphol
SmartGate Cargo

Nuclear Detection

- WCO Recommendation
- Central Command Post within JIC
- Fixed Detection Portals at all Handlers
- Mobile Teams + Additional Equipment

Smooth logistic process through modern technology and public-private partnership

Douane
Belastingdienst

JIC

Schiphol
SmartGate Cargo

Joint Inspection Centre (JIC)

- Construction commenced
- Footprint approx. 4,000 m2
- Space for Aviation Security Screening
- Several scanning devices

Smooth logistic process through modern technology and public-private partnership

Networking Lunch 12:30 – 14:00

Kindly sponsored by;

iSHARE

Session 12:
ACAS End Game

Warren Miller

Manager of Global Initiatives

TSA

Craig Clark

Branch Chief,

Advanced Data Programs & Cargo Initiatives

CBP

Session 13:
IATA Recommended Practice Standard Procedures for PLACI

Tahir Syed
Manager Cargo Technologies
IATA

Mark Hodgson Ramsey
Manager Cargo Security Compliance
Qatar Airways

IATA CARGO SECURITY & FACILITATION FORUM

Amsterdam, Netherlands
29-30 October 2019

Standard Procedures for Pre – Loading Advance Cargo Information (PLACI) Filing

Tahir SYED

Manager Cargo Technology

Wednesday 30th Oct 2019

Advance Cargo Information Filings Initiatives

Pre-Arrival Risk Assessment

Customs and AVSEC usually identify high-risk cargo on the basis of the submitted data when the aircraft is in flight and Customs/AVSEC performs inspections of air cargo identified as high-risk upon its arrival at a port of entry.

Pre-Loading Risk Assessment

In the pre-loading risk assessment initiative, an initial risk assessment for the “bomb in the box” occurs prior to the aircraft’s loading of shipment at the last point of departure (LPD) before the port of entry.

Existing PLACI Programs

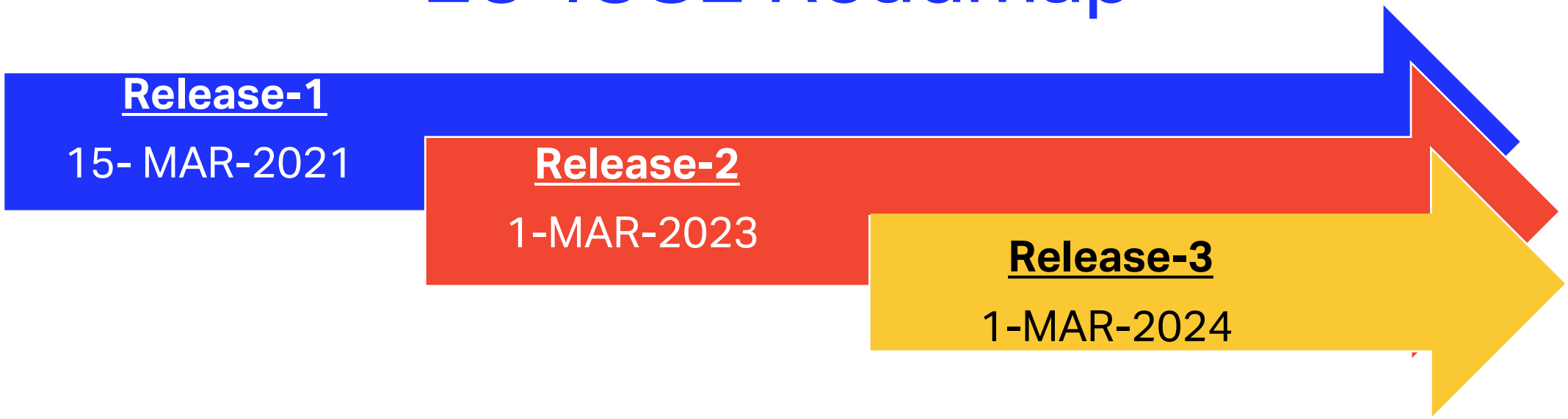
United States (US)
ACAS - Air Cargo Advance Screening

Europe (EU)
ICS2 - Import Control Systems

CANADA
PACT - Preload Air Cargo Targeting

United Kingdom (UK)
PREDICT - Pre-Departure Information for Cargo Targeting

EU-ICS2 Roadmap

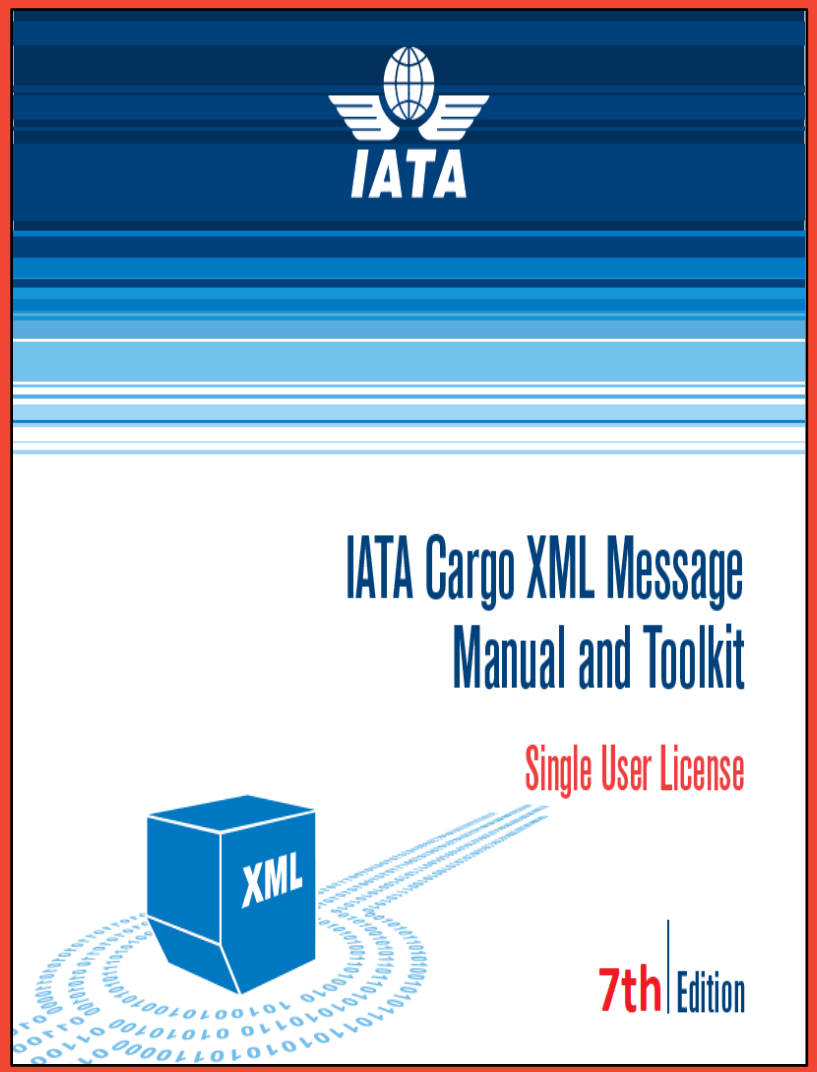


Air Express
Postal Air

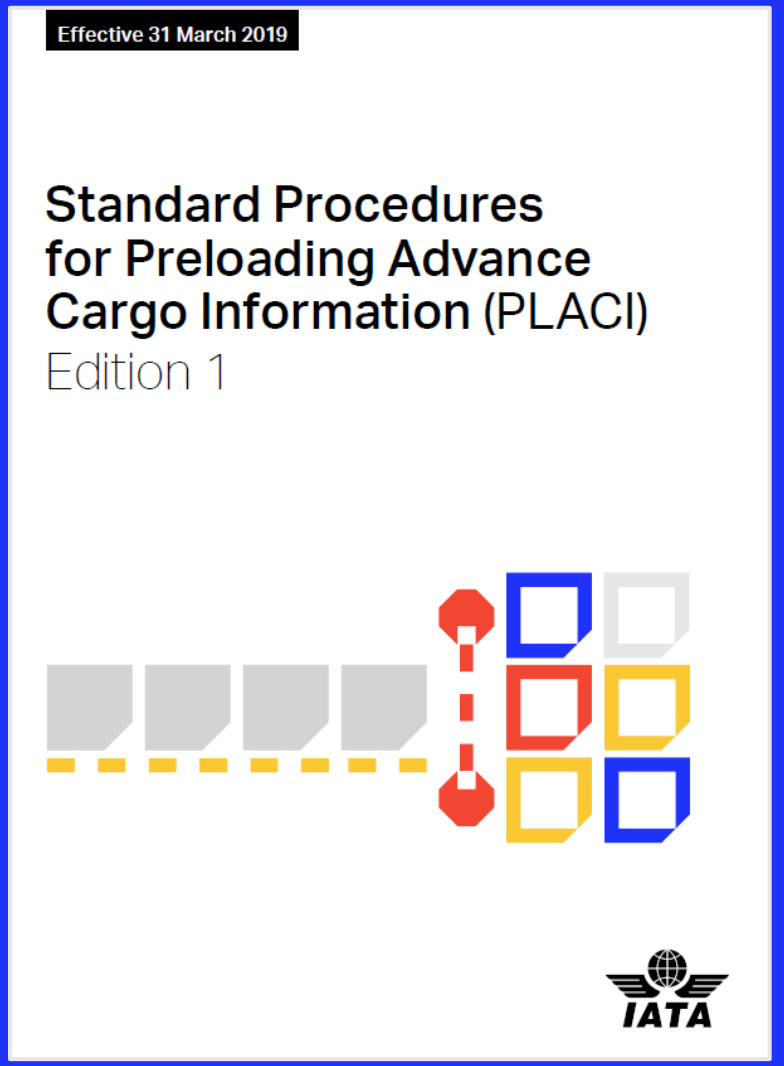
Air Gen. Cargo
Air Express full
Post by Air full

Rail
Road
Maritime

Postal Messaging Alignment



IATA PLACI Manual

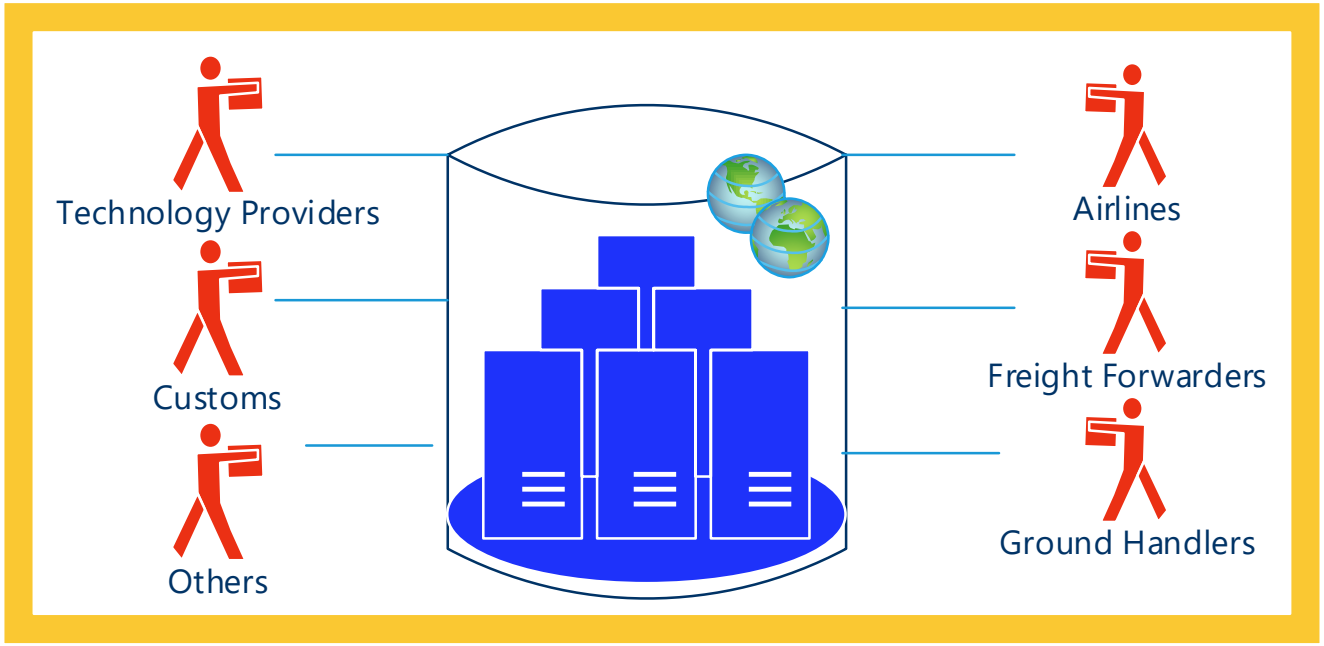


IATA

IATA EPIC

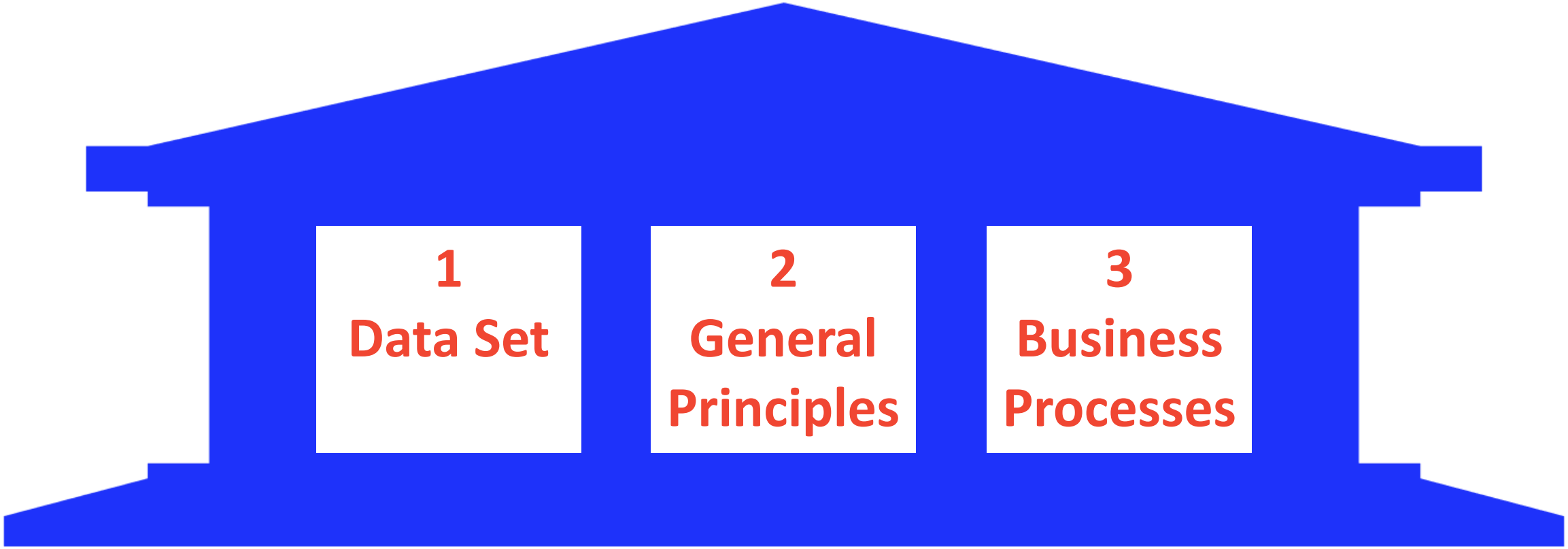
“ A Global database & Web portal for maintaining & distributing air cargo stakeholders’ digital connectivity setups”

https://epic.iata.org

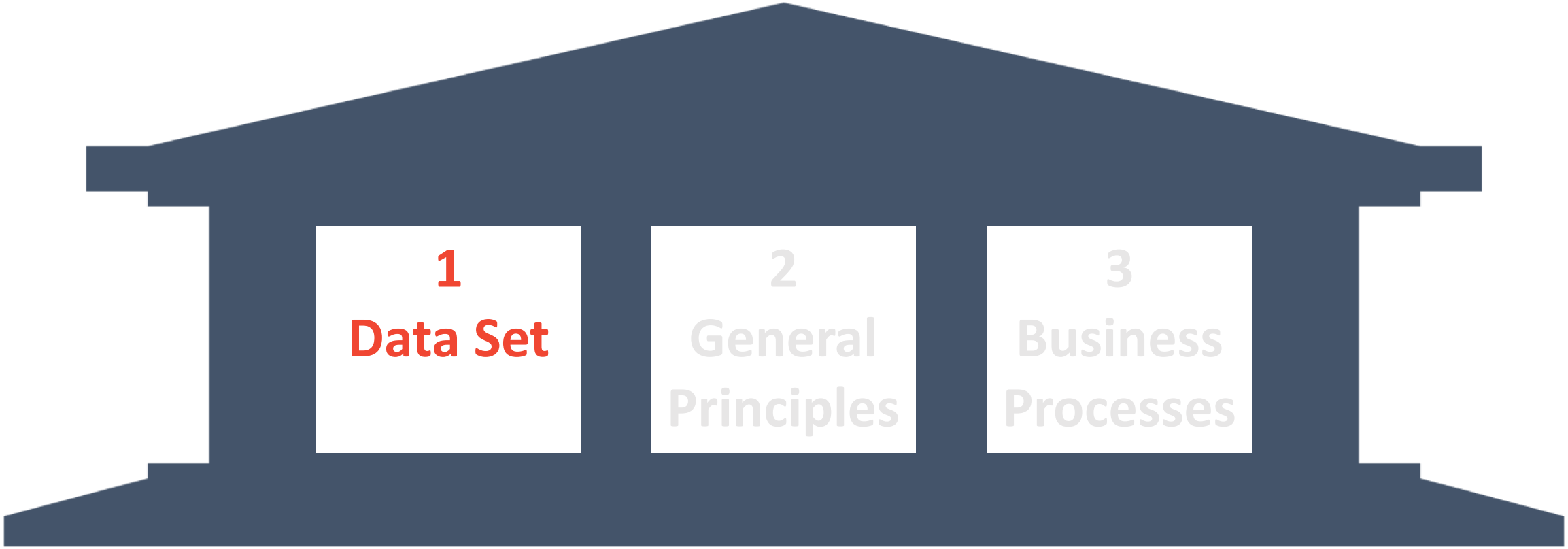


Enhanced Partner Identification and Connectivity (EPIC) System

IATA PLACI Manual



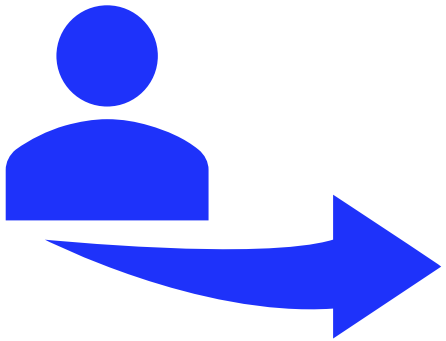
IATA PLACI Manual



PLACI Data Set

(Based on WCO SAFE Pre-Loading Standards)

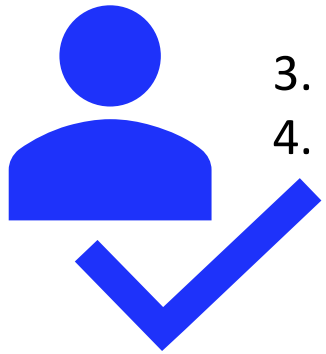
1. Name
2. Address



Consignor

Shipment

5. Number of packages
6. Total gross weight
7. Brief cargo description



Consignee

3. Name
4. Address

Note: House and/or Master Air Waybill # must be provided

CUSTOMS RESPONSES

Filing Not Received/Error

Do Not Load

Request for Information (RFI)

Request for Screening (RFS)

Assessment Complete

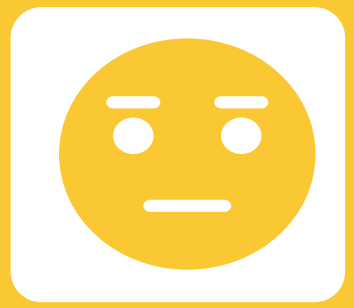
Assessment OK

Assessment in Progress

CUSTOMS RESPONSE & IATA STANDARDS

Customs release/OK ➡ IATA XCSN Customs status code = CO

Assessment Complete (SF) ➡ IATA XCSN Customs status code = CO



Assessment In Progress (SR) ➡ IATA XFNM

Request for Information (RFI) ➡ IATA XCSN Customs status code = RI

Request for Screening (RFS) ➡ IATA XCSN Customs status code = RS

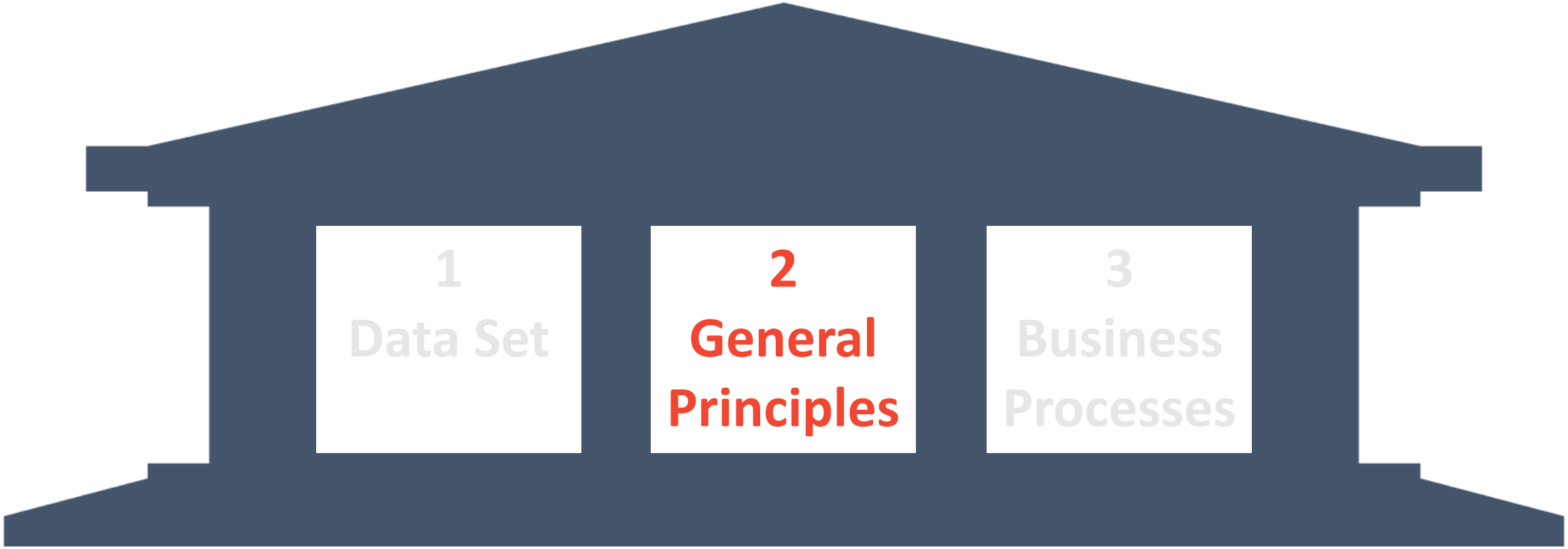
Assessment In Progress (SR) ➡ IATA XFNM

Customs Error ➡ IATA XFNM

Do Not Load ➡ IATA XCSN Customs Status Code = CD

Security Filing Not Received ➡ IATA XCSN Customs Status Code= FN

PLACI Components



PLACI General Principles

i. Messaging Infrastructure between the filer and the Customs/AVSEC

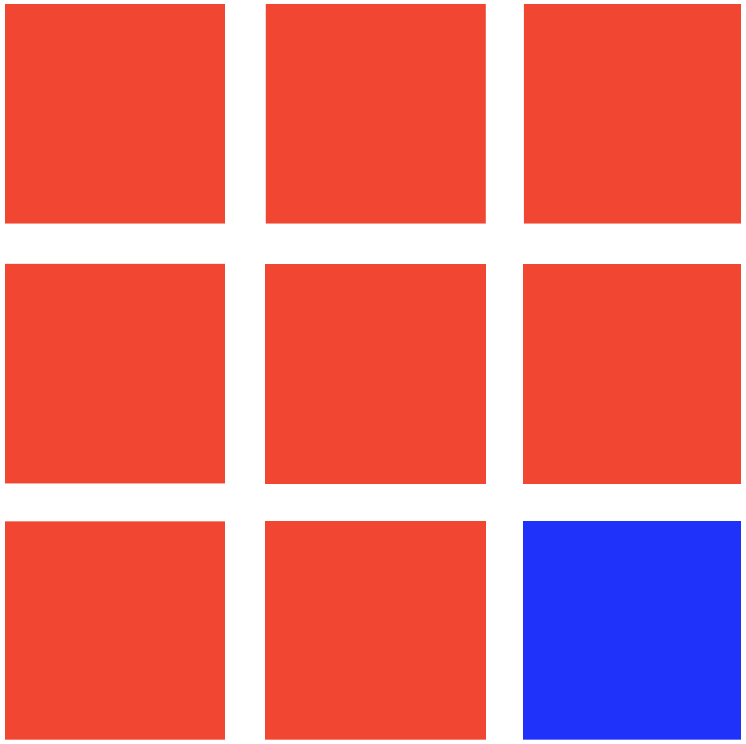
ii. Messaging Infrastructure between the business partners

iii. Standard Operating Procedures between the business partners to action RFS/DNL etc.

iv. Filer must provide 24/7 point of contact consisting of a telephone number and email address to Customs/AVSEC

v. Effective targeting requires timely data submission to Customs

PLACI General Principles



v. An initial filing by FF may be with/without the MAWB number

vi. Business Processes to further cascade RFS/DNL to Ground Handlers

vii. Any cargo that is issued a DNL must not be loaded onto aircraft.

viii. DNL requires immediate adherence to the protocols from law enforcement authorities.

PLACI General Principles

xi. Airline/GHA transmitting/receiving HAWB must have Master Air Waybill#

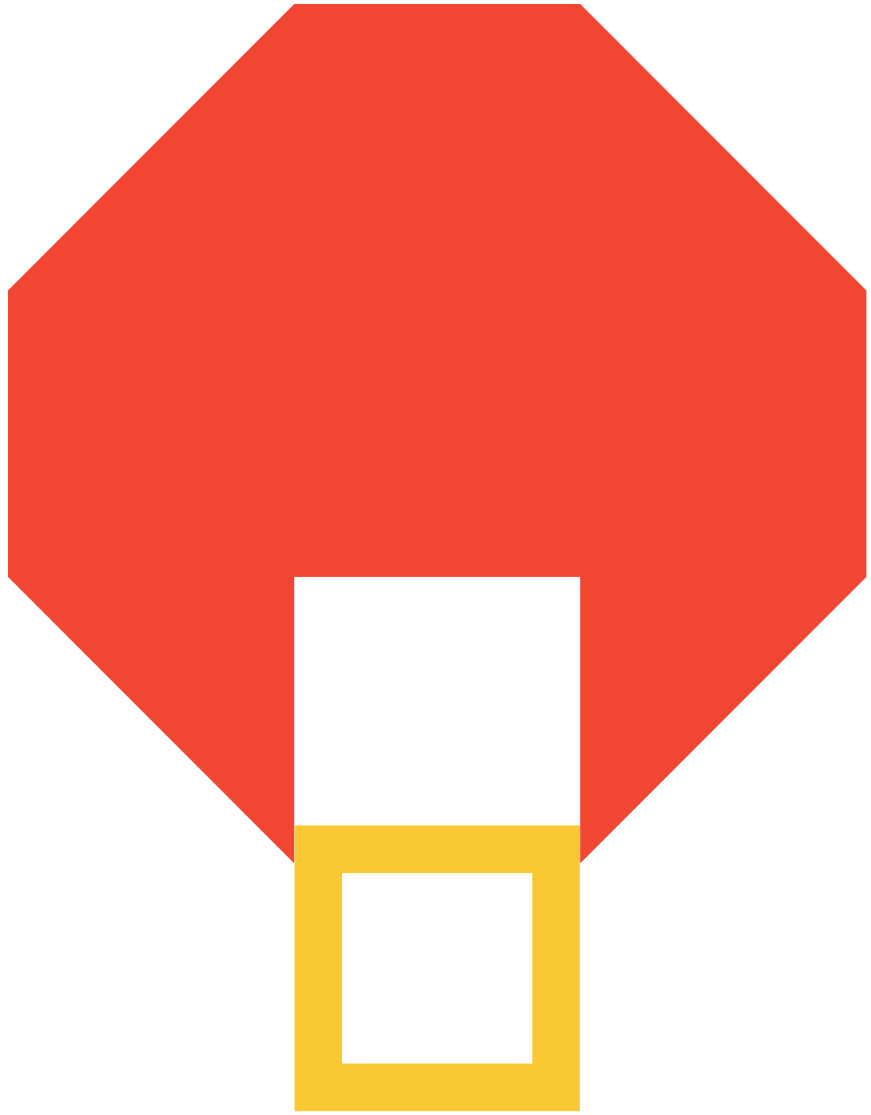
xii. Business Partners must support IATA Cargo-XML Messages

xiii. Airlines should register to receive risk assessment complete status

xiv. Master Air Waybill shipment status is always equal to the most critical status from the House Waybills list

xv. Airlines should consider additional notify parties option in their SOPs.

PLACI General Principles

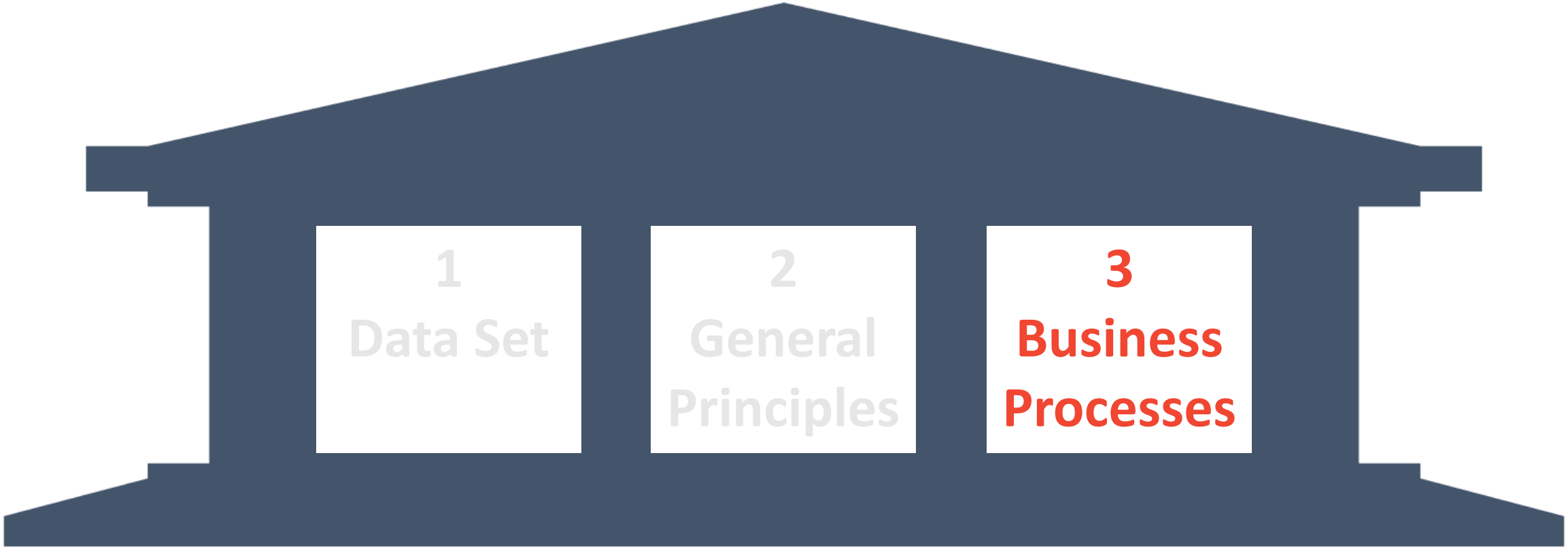


xvii. Self filing FF must provide customs acknowledgement to the Carrier not later than at Shipment Acceptance time.

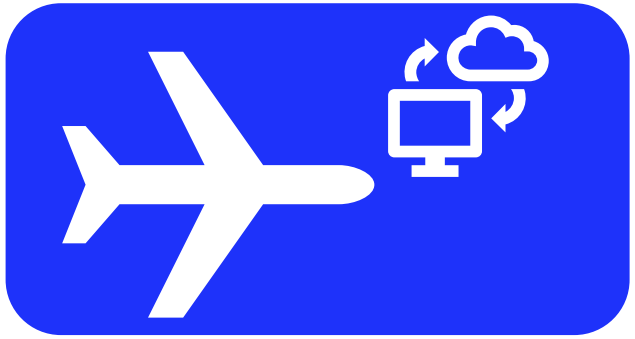
xviii. FF must inform carrier of any Customs notifications received after the shipment is tendered.

xix. Any Customs referral must be resolved prior to departure of the aircraft from the last port of departure.

PLACI Components



PLACI Business Processes Categorization

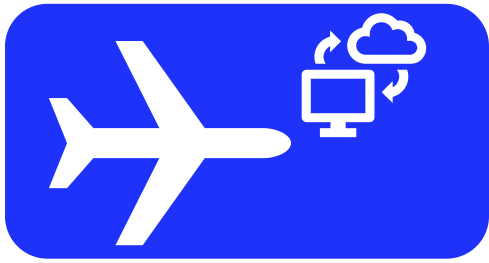


Airline Filing

Freight Forwarder Filing

Customs Responses

PLACI Business Processes ->Airline



How can an airline file pre-loading data for consolidation Shipment?

How can an airline file pre-loading data for non-Consolidation Shipment?

Airline Filing Pre-Arrival (incl. Pre-Loading) Data at Pre-loading

How to associate Master Air Waybill with already filed House Waybills?

IATA

PLACI Business Processes->Freight Forwarder

F-1 How can a freight forwarder file pre-loading data for consolidation Shipment?

F-2 How can a freight forwarder file pre-loading data for non-Consolidation Shipment?

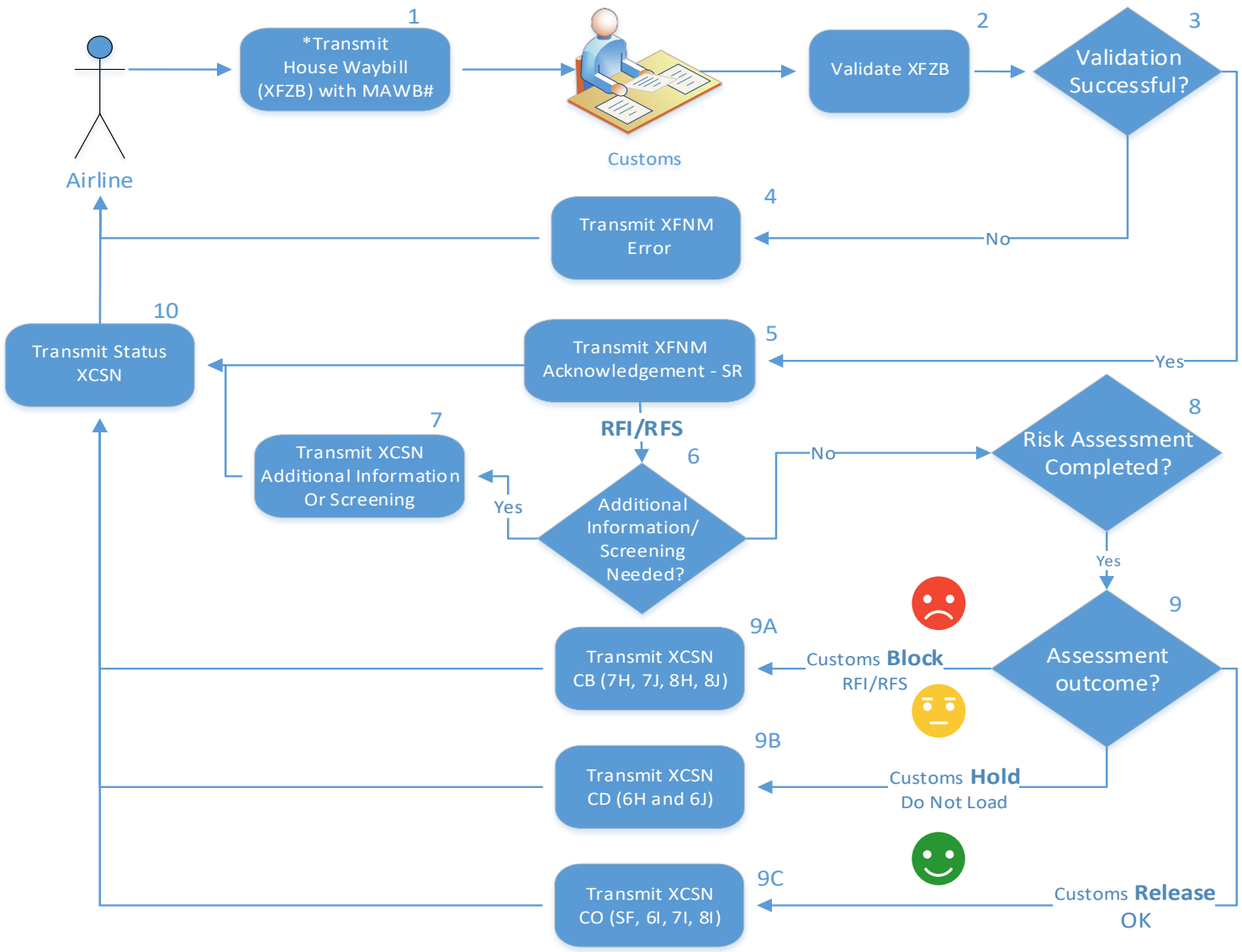
F-3 How to associate Master Air Waybill with already filed House Waybills?

PLACI Business Processes ->Customs Responses

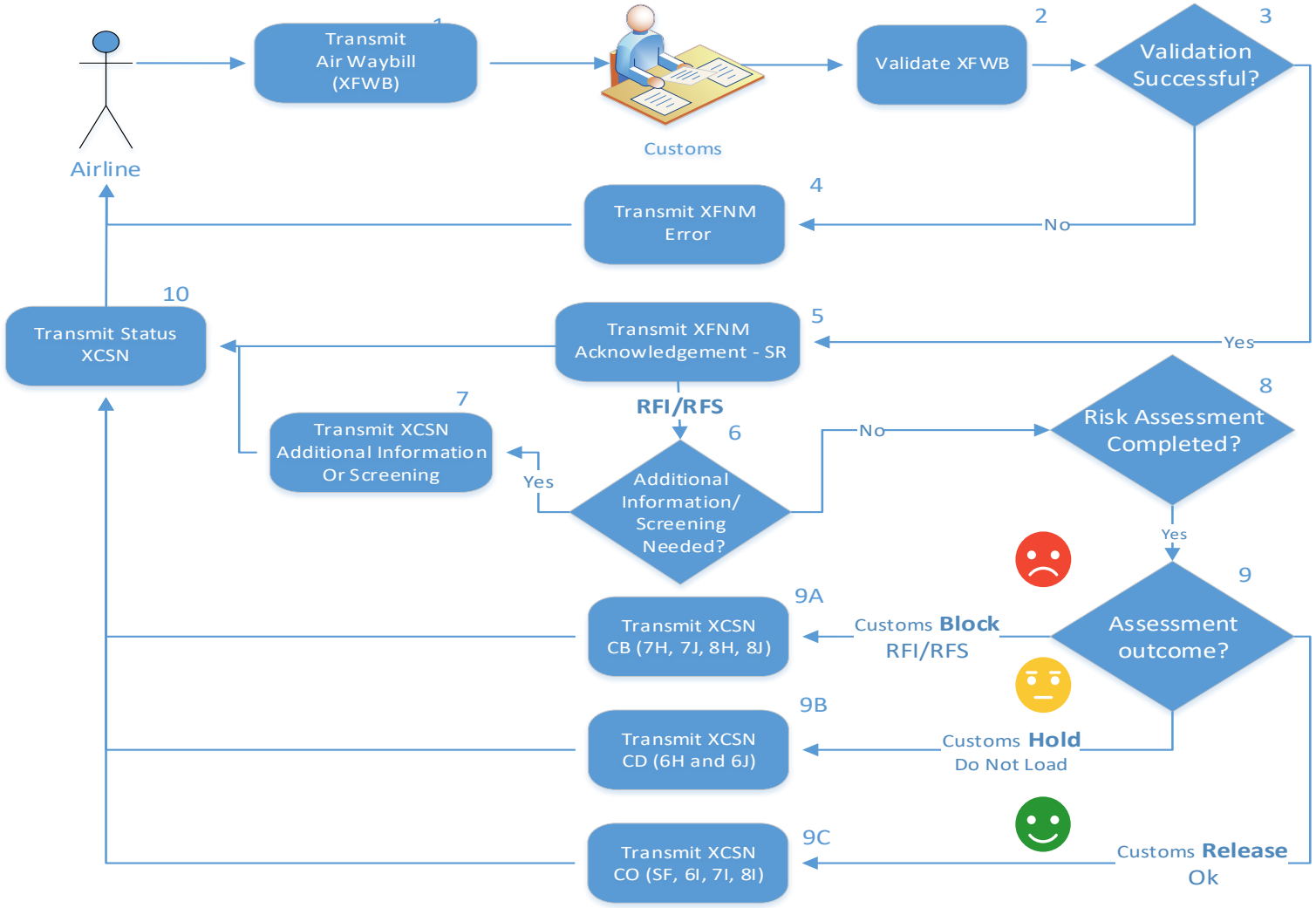
C-1

How Customs Status Notification are distributed between Airlines, Freight Forwarders and Notify Parties

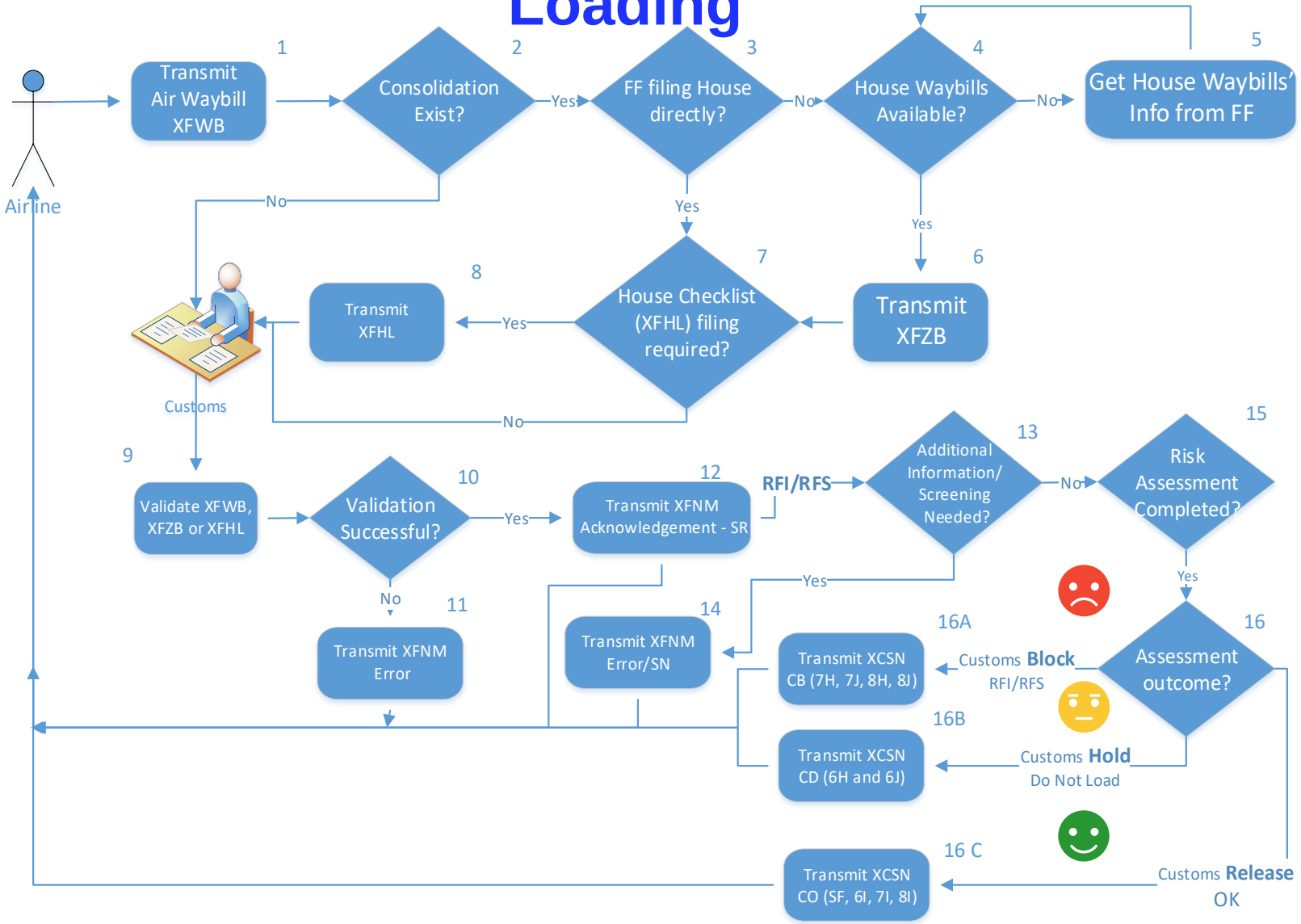
A-1. Pre-Loading Airline Filing Pre-Loading Data for consolidation Shipments



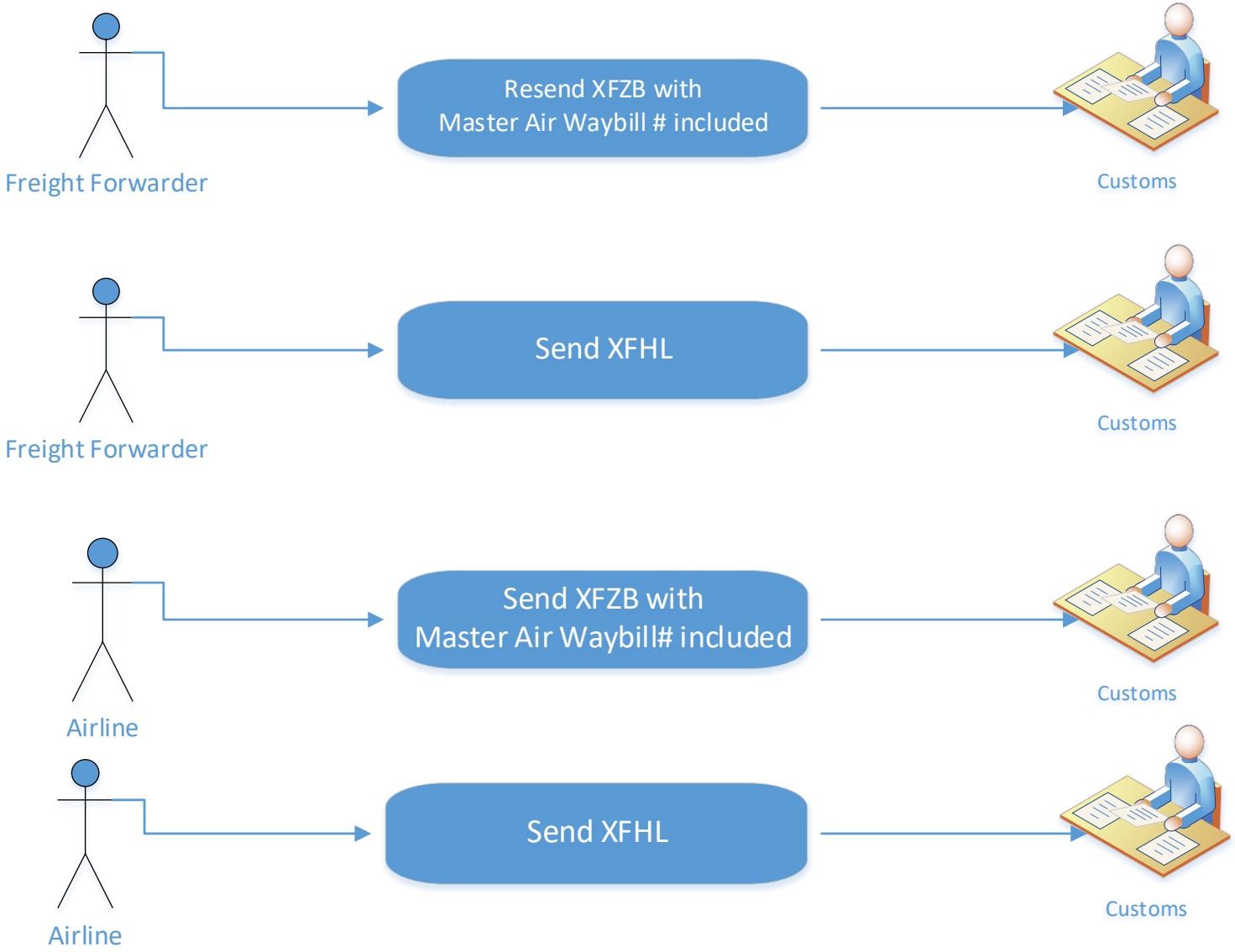
A-2. Airline Filing Pre-Loading Data for Non-Consolidation Shipments



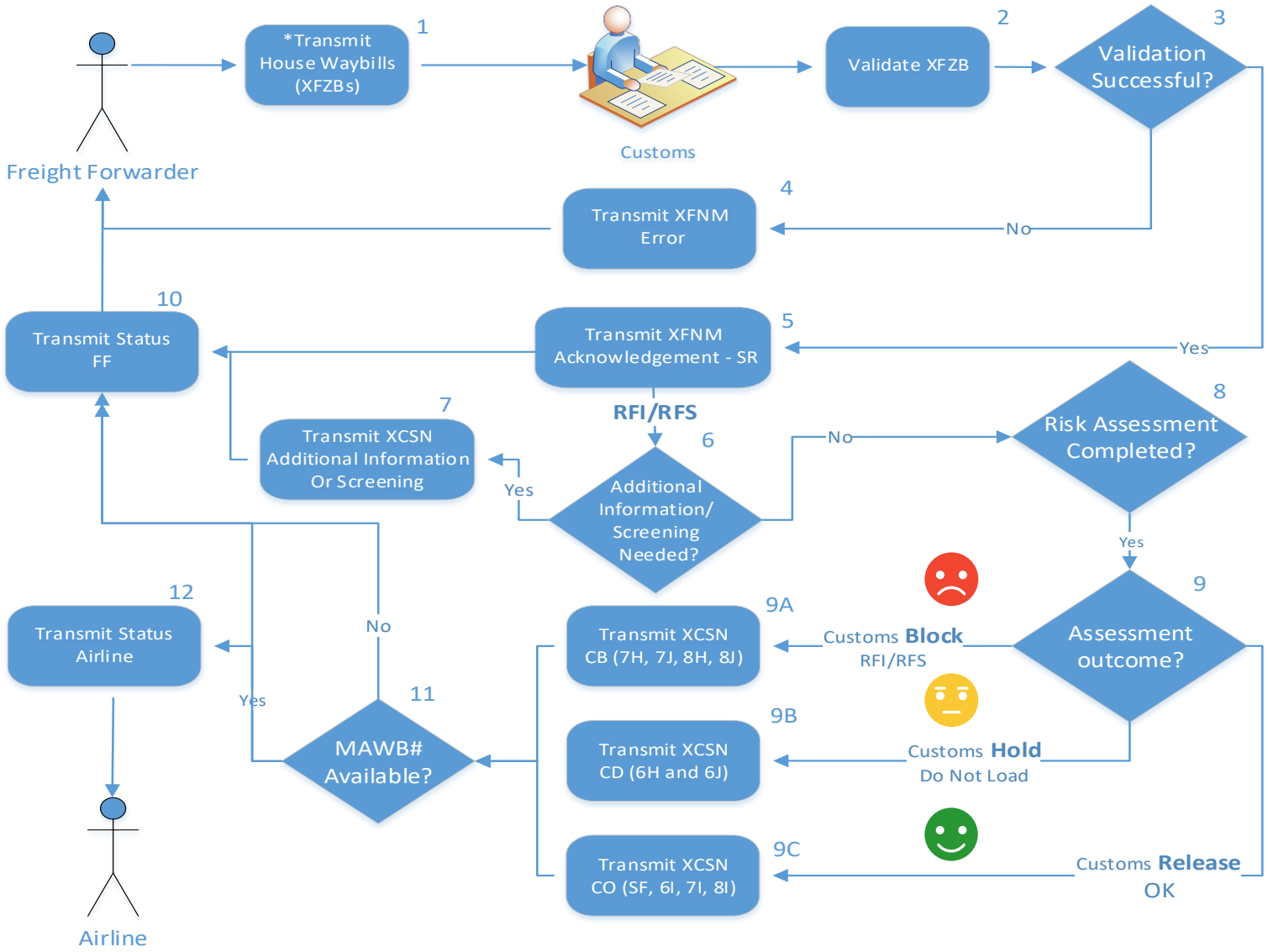
A-3. Airline Filing Pre-Arrival Data (incl. Pre-Loading data) at Pre-Loading



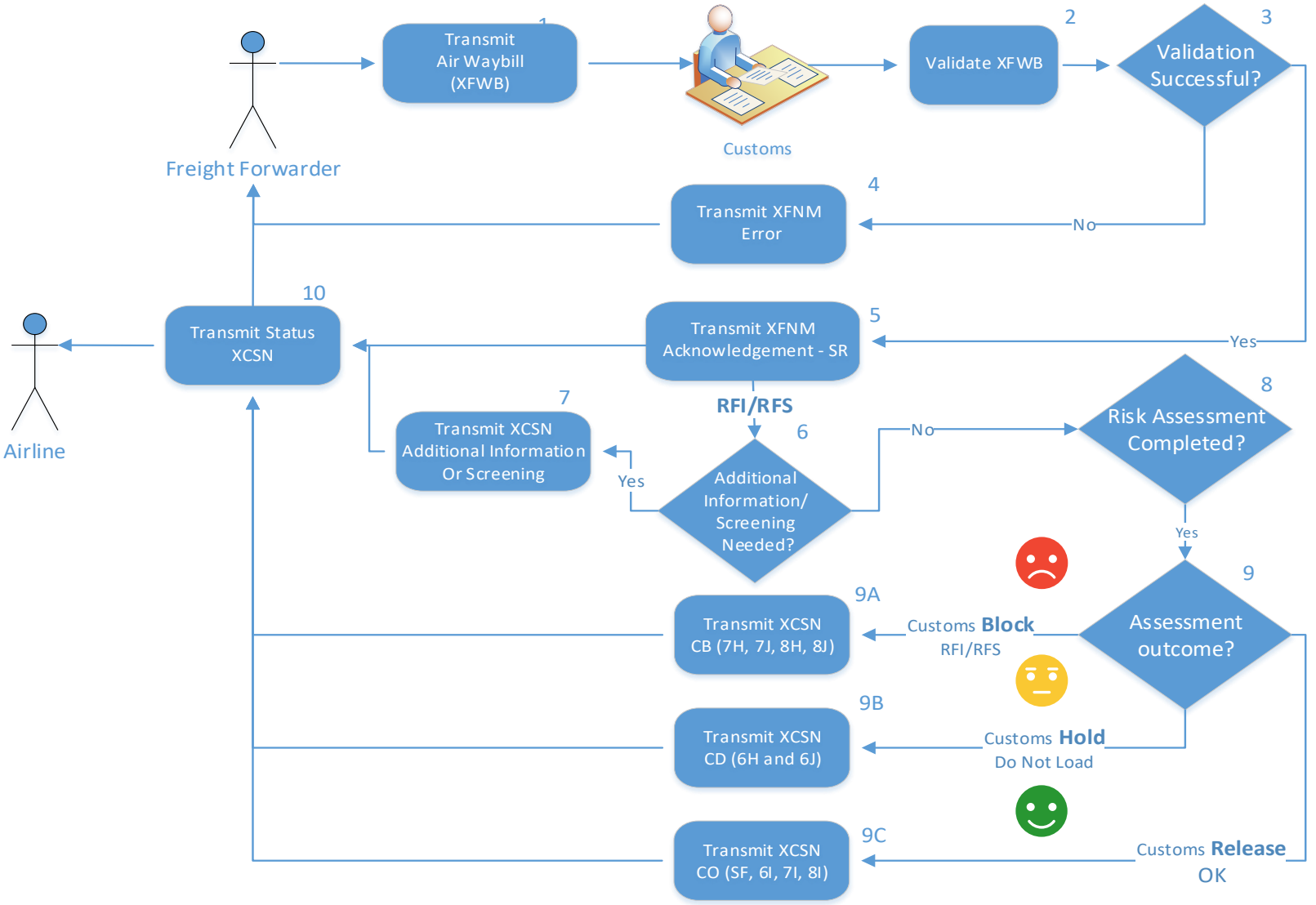
A-4. Associate Master with Already Filed House Waybill



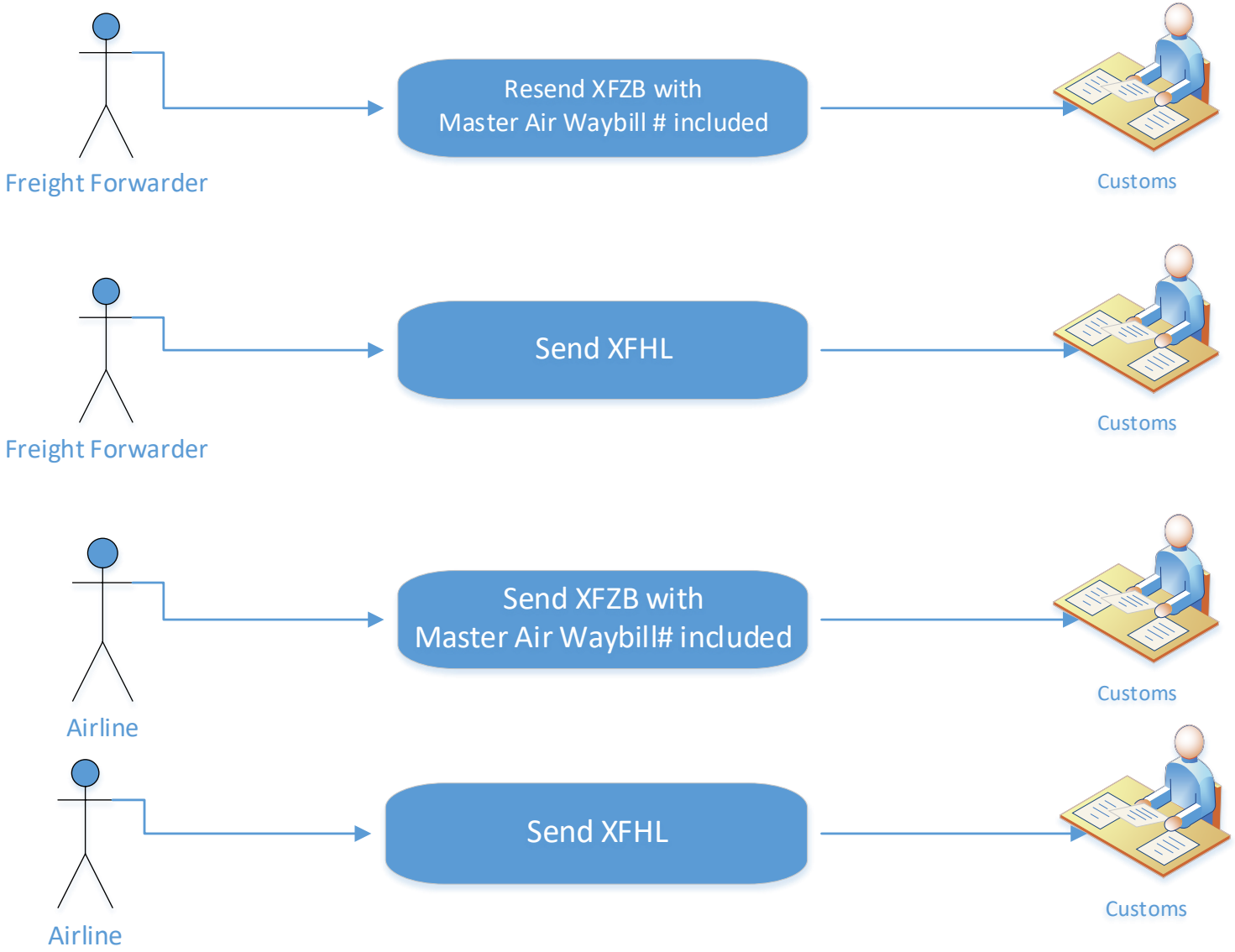
F-1 Freight Forwarder Filing Pre-Loading Data for Consolidation Shipment



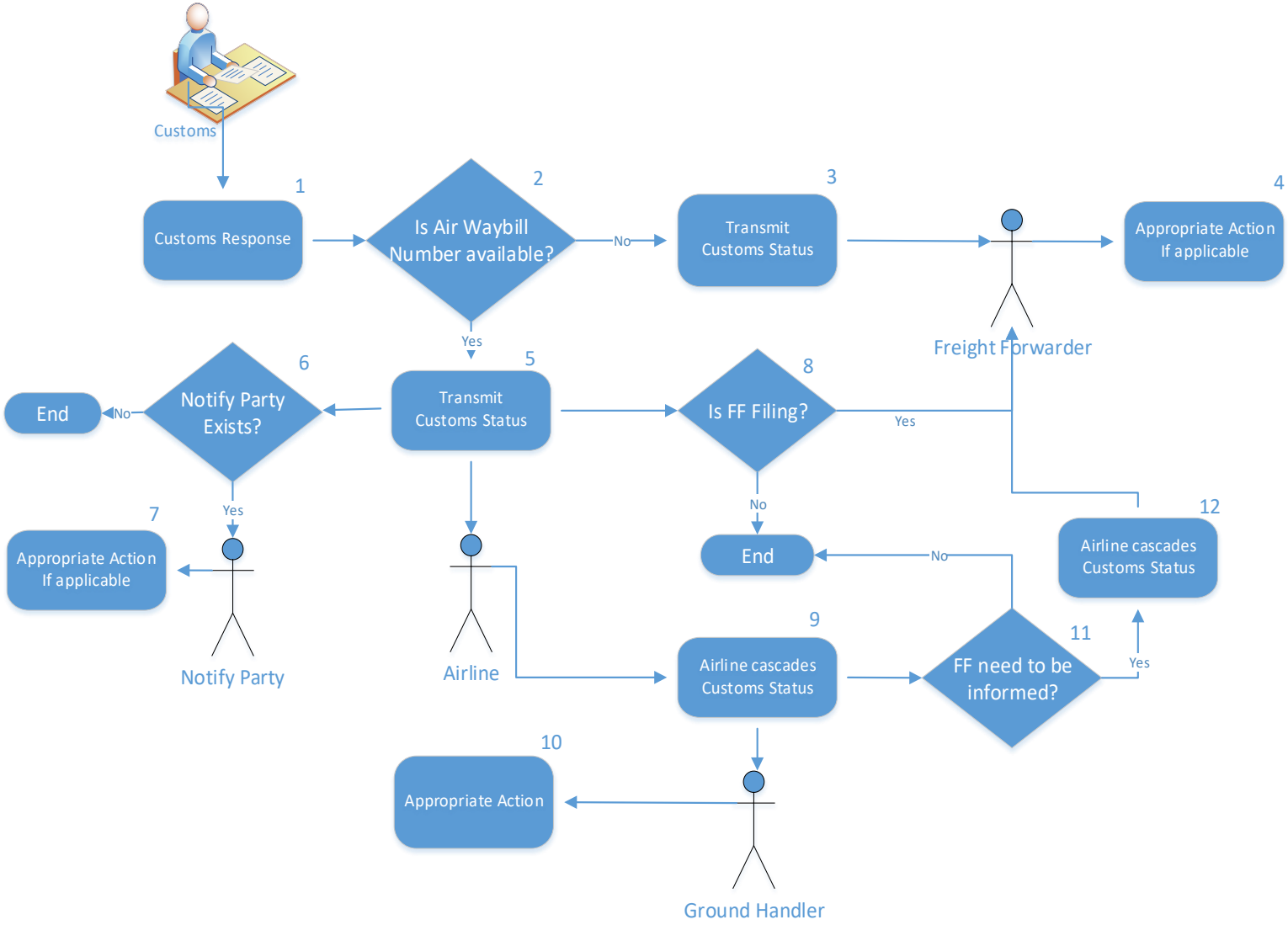
F-2. Freight Forwarder Filing Pre-Loading Data for Non-Consolidation Shipments



F-3. Associate Master with Already Filed House Waybill



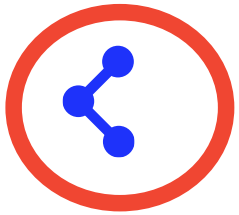
C-1. Customs Status Notification to Airline, Freight Forwarder and Notify Party



Air Carriers & Postal Mail

Mail is **NO more exempted** from ACI filing and security screening

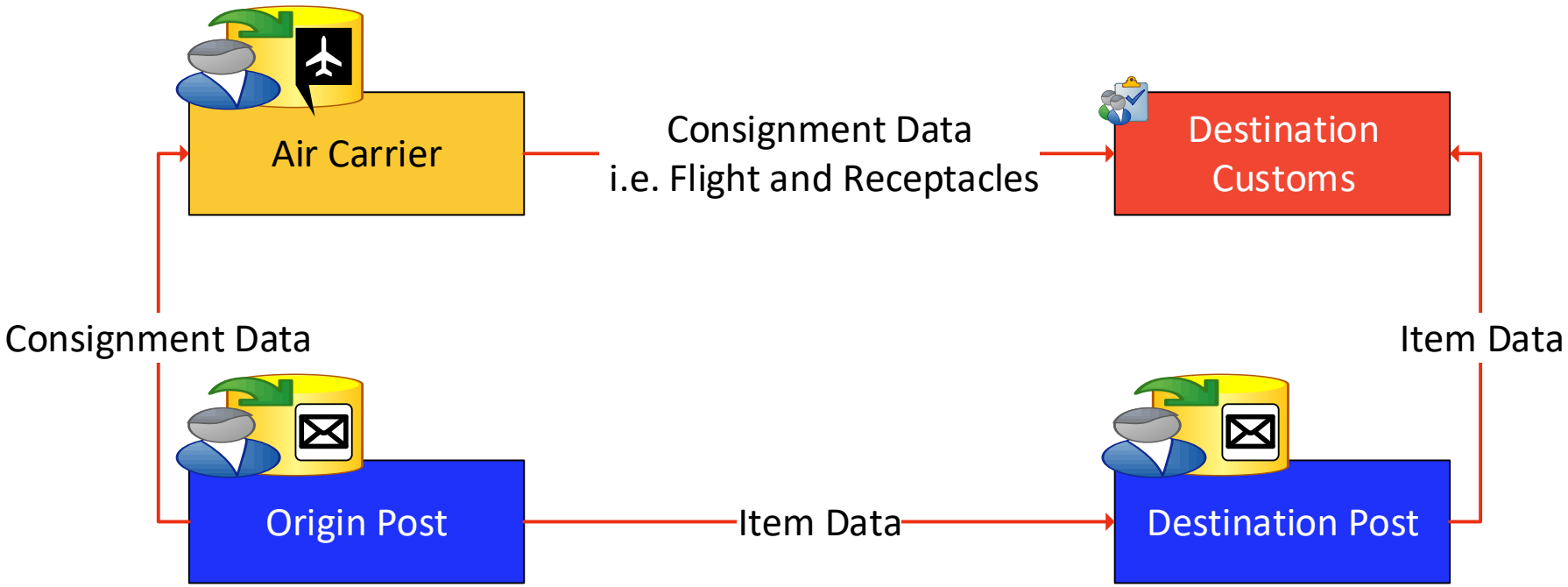
Harmonized business processes to ensure availability of MAIL data across the supply chain



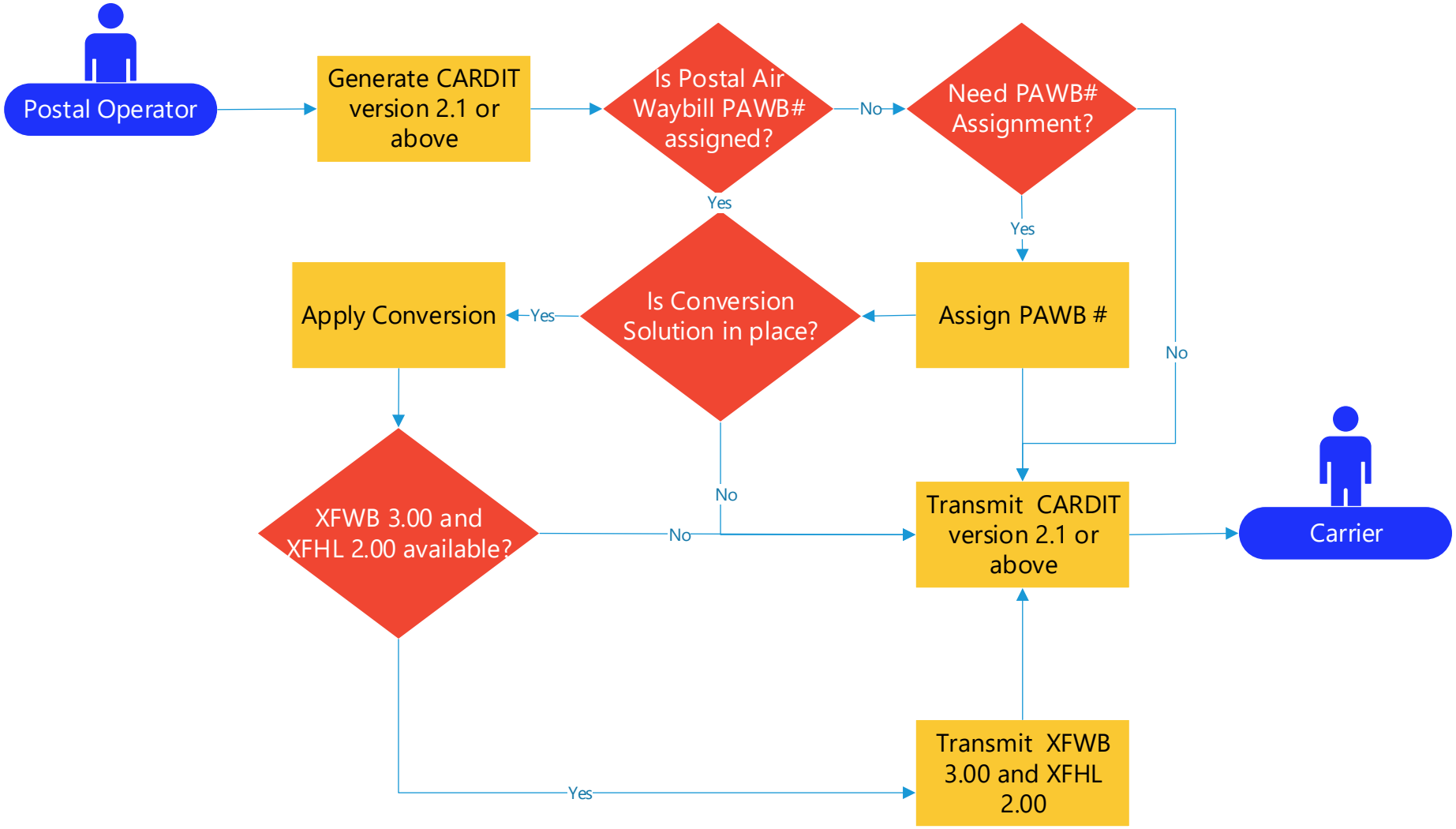
Use of **Postal Air Waybill** is critical

Alignment of MAIL and Cargo Messaging
CARDIT/RESDIT vs. IATA C-IMP/Cargo-XML standards

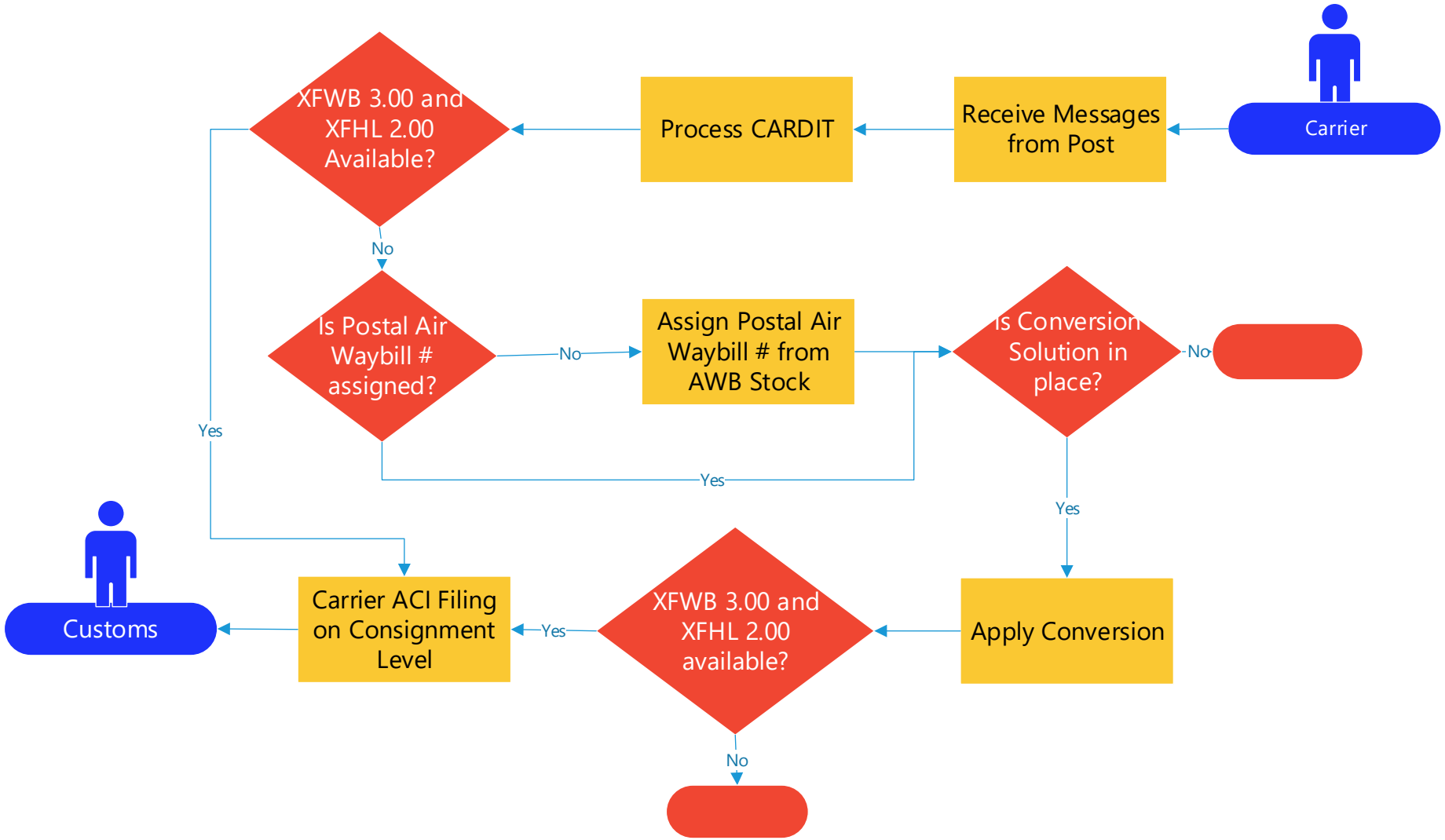
Air Carriers & Postal Mail



Postal Operator Process



Carrier Process

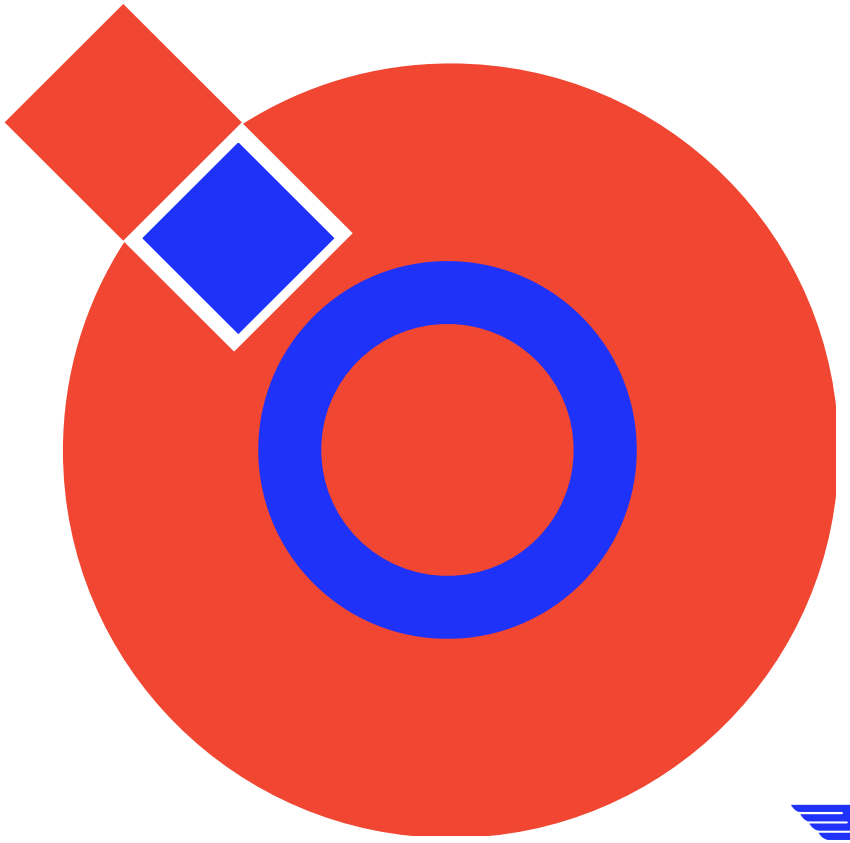


AIR CARRIERS and POSTAL RFS/DNL

EU Guidance : ICS2 PLACI air cargo referral protocols in more operation detail.

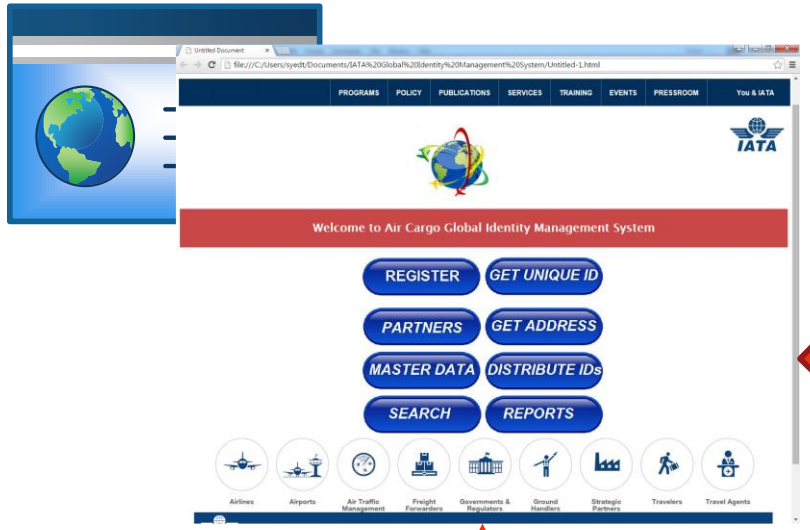
Appendix II. Postal Process

“Standard communication protocols and/or business procedures need to be in place between airlines and designated operators, to be able to inform and prompt an action from the air-carriers of the late arrival of an RFS or DNL. It is possible that a designated operator receives a RFS or DNL after a Mail Consignment has been handed over to the air-carrier.”

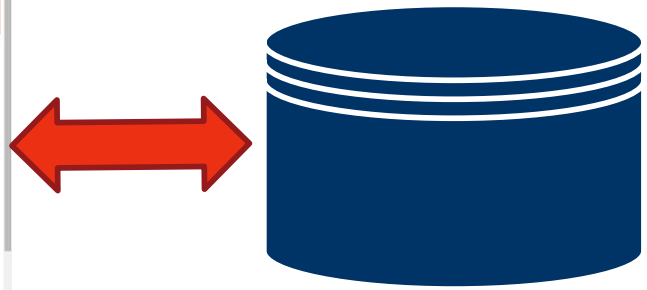


IATA EPIC - How Will It Work?

EPIC Web Portal



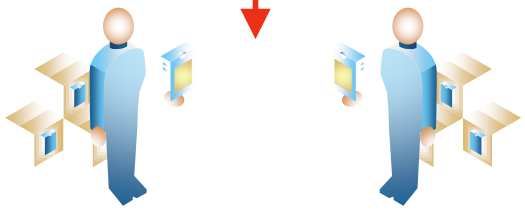
Airlines, FFs, GHAs etc.



EPIC Centralized Repository

EPIC Lookup Service

Web Service/API,
XML Registration for Cargo Partner (XRCP) Message
Email Alerts, Data Download etc.



Airlines IT Dept, FFs, IT Companies etc.

CCS(s)

https://epic.iata.org

Thank You

syedt@iata.org

Pre-Loading Advance Cargo Information: A Case Study

Mark Ramsey

Manager Cargo Security Compliance

Moved by people

QATAR AIRWAYS القطرية | CARGO

Importance of PLACI Implementation

At Qatar Airways, safety and security is considered the highest priority. All activities have been built around this mindset.

Qatar Airways recognises the importance of electronic data interchange as a key industry regulatory requirement for ensuring and enforcing safety and security.

Successful business operations can mean ensuring various security regulations are complied with by effecting system and process changes required.

Qatar Airways Cargo Quick Facts

- More than **160** stations in the network
- Deals with **200++** Ground Handling partners
- A network of **7500++** agent branches
- Customs Filing to **150++** stations either via self-filing, GHA or vendor
- Uses **CROAMIS** (Cargo Reservations, Operations, Accounting and Management Information System) as core cargo system
- **75%** of messages come directly from customers to QR. Currently working with **8** partners to manage integrations

Qatar Airways Cargo Quick Facts

HIA (Hub) Cargo Terminal Features

- Cargo capacity: 1.4 million tonnes per year
- Aircraft parking facilities: up to 11 code F Freighters
- ULD capacity: 1005 main deck units
- Cargo Complex area: 292,000m^2
- Cargo Terminal building: 55,000m^2
- Airside Climate Control Centre: 2470m^2
- 220 temperature-controlled positions for units requiring refrigeration
- Cargo Agent building: 5,000m^2

Overview of US ACAS and CA PACT

US-ACAS Implementation (CIMP Standard)

Phase I (01FEB2018)

- Initial implementation was done for shipments originating from QR hub in Doha.

Phase II (01AUG2018)

- Stations using QR Core Cargo System were brought under the scope as part of 2nd phase.
- Built checks within QR Core Cargo System to restrict staff from manifesting / uploading any shipment not having assessment complete status codes SF, 6i, 7i or Si.

Phase III (01OCT2018)

- final phase to get all network origins under the scope was achieved.

CA-PACT Implementation (XML Standard)

- Messages in Scope: XFWB / XFZB
- Upon capturing MAWB / HAWB of the shipments, CROAMIS must transmit the FWB and FHL messages to PACT system in XML format if shipment is destined to Canada.
- PACT is currently developing response messaging and mechanism for the airlines at their end.

PLACI Notification

Do we need a project..?

- ✓ Notification of requirements formally from regulator/authority – (understanding this)
- ✓ Initial briefing / meeting between Cargo, Corporate Security & Automation teams – This was immediate (same day) due to the very short lead time
- ✓ Discuss the instruction and identify requirements
- ✓ Determined the need for a project to be lead by Manager Cargo Security.

Project Planning

What did we need to do?

Critical area to be completed:
OPERATIONAL PROCESSES

PROJECT PLANNING INITIATED
Timeline: 28 DAYS

Critical area to be completed:
END USER NEEDS & AUTOMATION

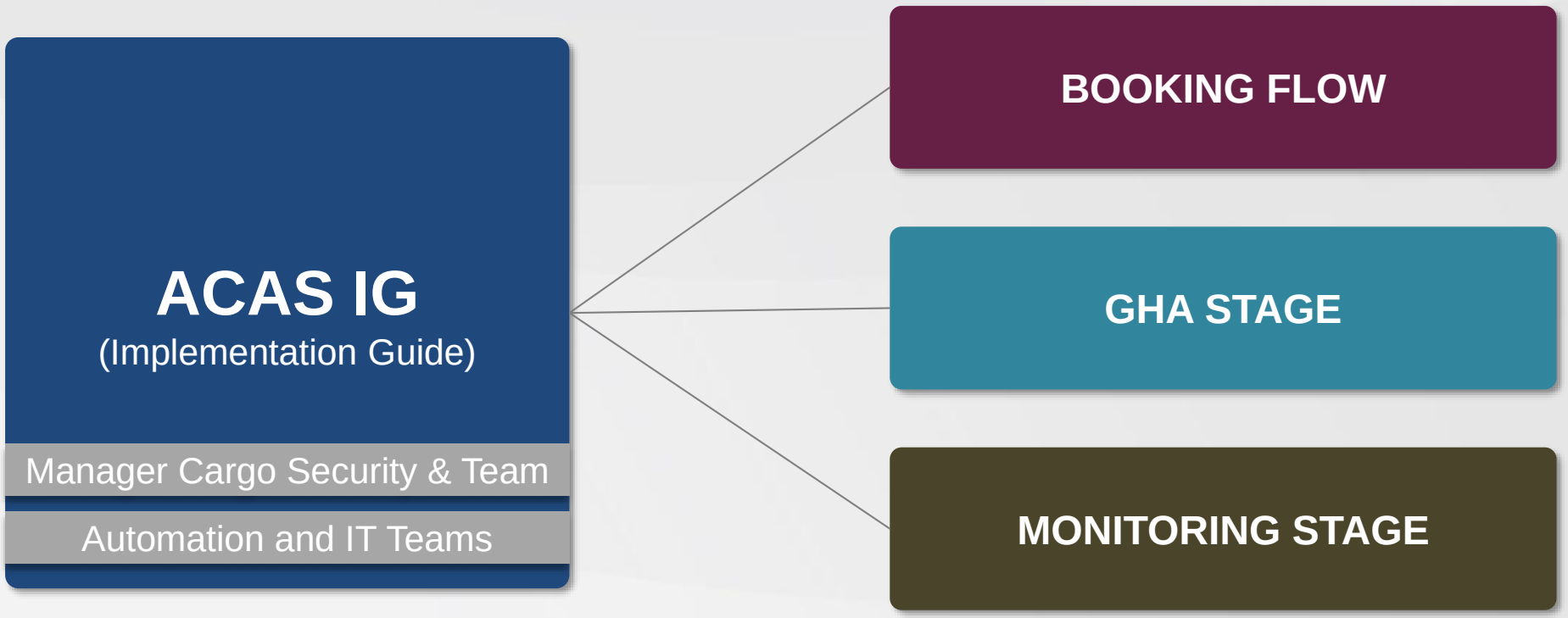
Project plan was conceived:

- Scope
- Schedule
- Resources
- Budget
- Risks
- Communication plan
- Progress reporting

The Plan

Operational Procedures / Compliance

DEVELOPMENT OF SCOPE & FLOW



Development of a Standard Operating Procedure

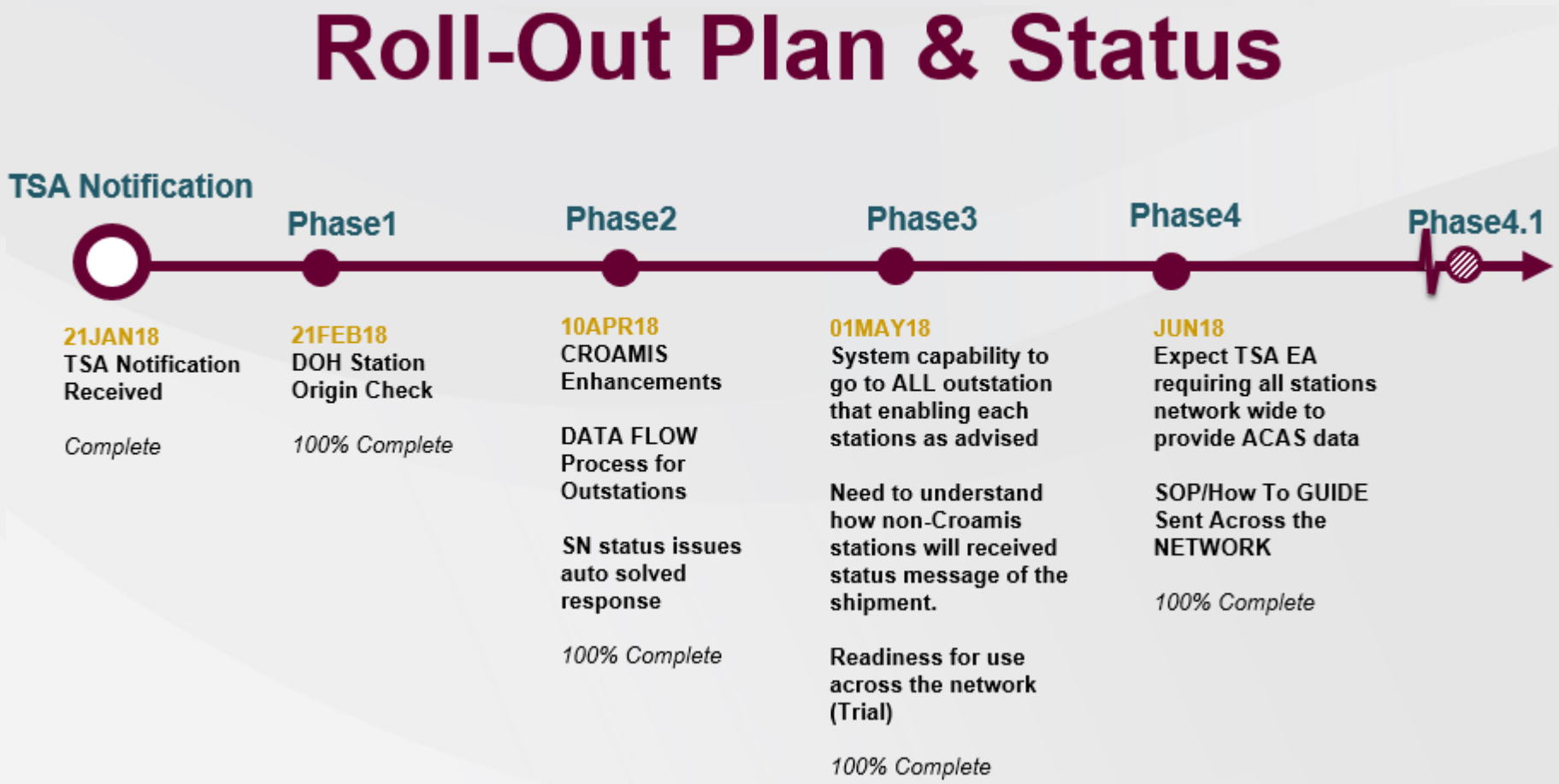
- Development of an SOP that demonstrated the requirements and process flow (people and systems) to aid the automation developments.
- This included phases of development being identified for purely CROAMIS stations (DOH) and later for FF and GHA using other systems.
- Briefing with automation team on requirements and timelines for this development.
- The project then evolved into a phased approach, so that the limited available resources could focus on the time critical task of DOH origin cargo.

Phased Approach…

- Decision was made to integrate timelines, phases, regulatory implementation and internal people and system processes into one document…which was the SOP.
- The SOP evolved as the project progressed. Initially we did not share this with the workforce to avoid confusion, instead only key stakeholders until rollout was ready.
- This made the project management achievable while continuing business as usual tasks.

Roll Out

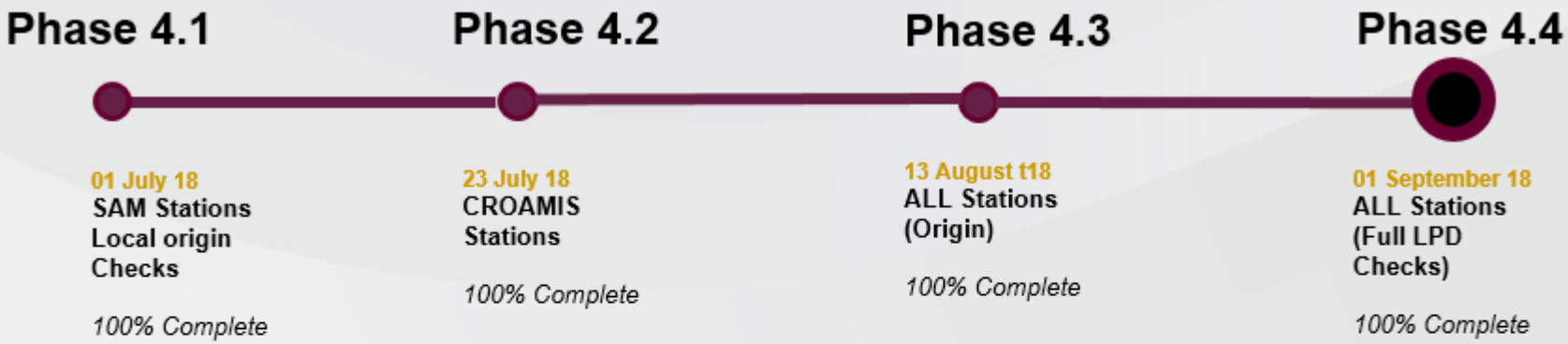
Phased approach



Automation Development

1. Development of system within CROAMIS in less than 28 days
2. Testing to ensure functionality and communication with TSA/CBP system
3. Regular calls with TSA/CBP on progress of automation development and testing
4. Emails / SMS notifications, screening dashboard
5. Later there was development and testing of capability to communicate with other systems

Roll Out to the Network…

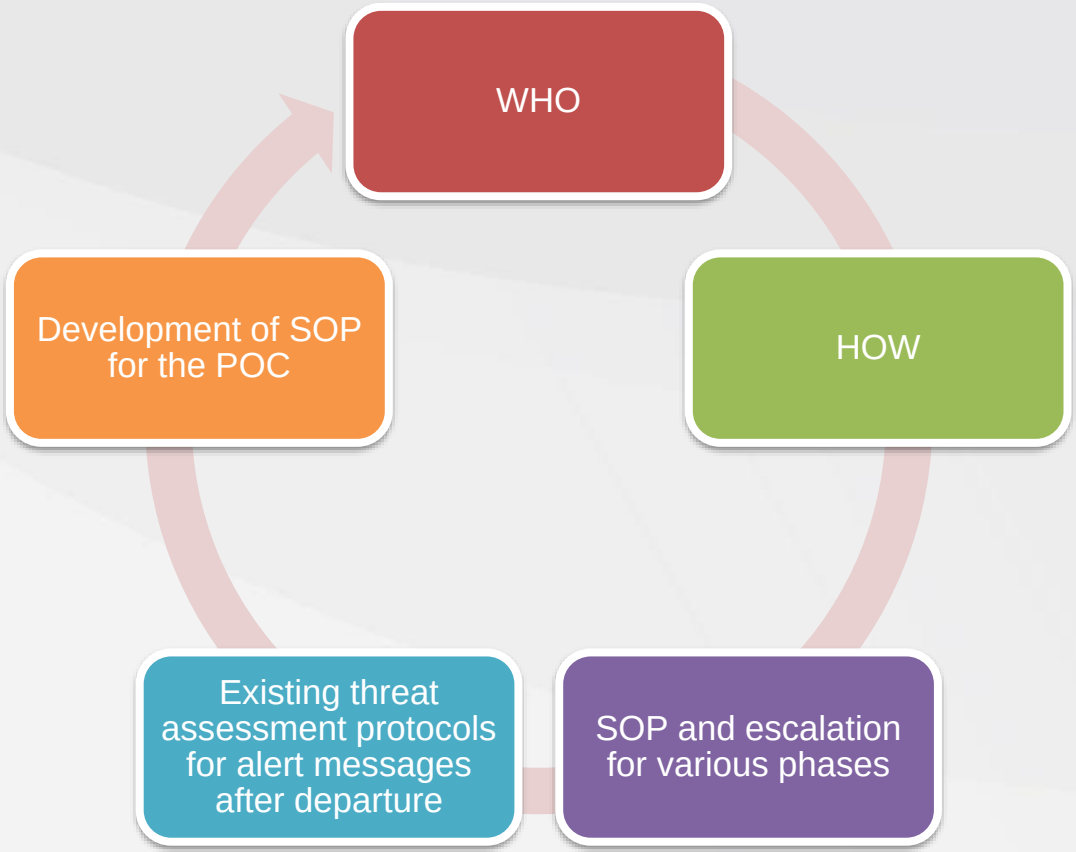


Compliance Monitoring

- A weekly and monthly automated report is being reviewed by the team to ensure that all stations are compliant to the CBP TSA requirement

Point of Contact (POC) & Network Champions

Determining the POC



Network Champions

- Regional champions briefed and asked to challenge the program, procedures and automation before network rollout.
- Lead the change in the regions.
- Further evolution of the SOP for Network distribution based on above and learnings from DOH only operations.

Network Champions

QATAR AIRWAYS القطرية | CARGO

Monitoring

- Good news is ok, no news is not ok. Shipments not uplifted from origin until confirmed ok. Over and above the requirements.

- Second and third checks made dependant on routing, this was managed by automation and staff observing a dashboard. i.e. SIN-DOH-AMS-ORD shipment was checked at each stop via the dashboard.

- Anything other than ok (SF) or a resolved issue could not be manifested and uplifted on flights. Dashboard used to manage and inhibitors in place for CROAMIS stations.

- Post departure from origin process were implemented, including POC and threat assessment protocols.

- Weekly review of compliance levels and interaction with TSA / CBP.

Lessons

- Engage early and volunteer (Canada), before being mandated and facing tight timelines.
- Challenge of MAWB v HAWB (Courier).
- Becoming a party to another ACAS user (i.e. Forwarders) status.

The Way Forward…

Standardisation of messaging and automation across the world

Standardize messaging

Standardisation of the requirement for processes and implementation

Standardize requirements

Regulators should seek common goals/practises and engage airlines early

Seek common goals/practises

Integration of eCSD or a similar concept to demonstrate compliance with TSA, EU, CA regulations and the status of that cargo shipment and method used

Integration of eCSD

End goal collaborative security and safety of flight

Security & safety of flight

THANK YOU

Moved by people

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Networking break 15:30 – 16:00

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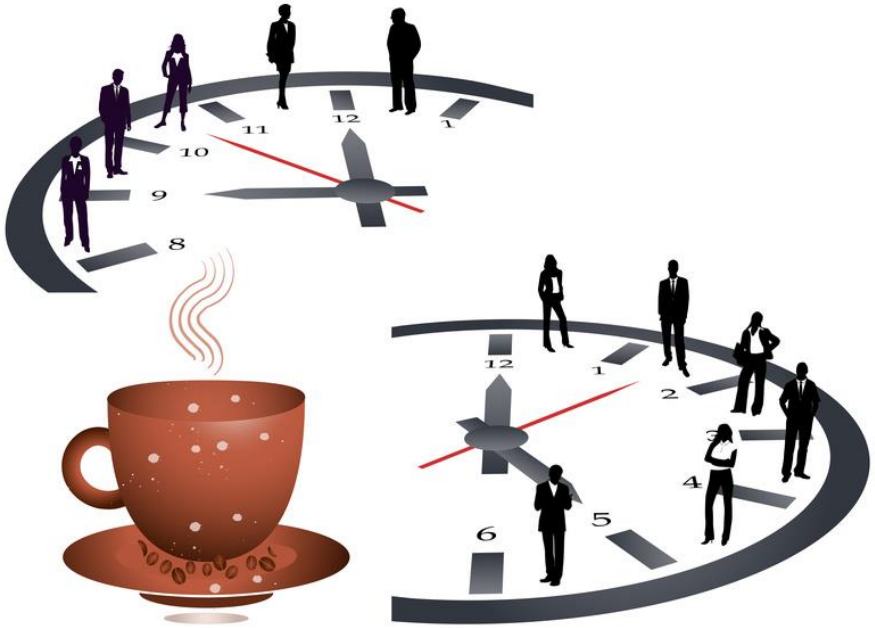

Session 14:
Making the case for airlines to become an AEO
What's in it for us?

Moderator:

Michael Ford

VP of Government & Industry Affairs

BDP International

Panelists:

Suzanne Stauffer, Head of Sector AEO, DG TAXUD

Manuel Garza, Director, CTPAT, CBP

Abhi Chauhan, Cargo Security, Delta

Andrew Farrelly, Co-Founder, CT Strategies

James LoBello, Aviation & Business Security, Lufthansa Cargo

IATA CARGO SECURITY & FACILITATION FORUM

Amsterdam, Netherlands
29-30 October 2019

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Closing Remarks

Gordon Wright

Head, Cargo Border Management

IATA

Thank you to all our sponsors!