IATA Cargo Security & Facilitation Forum
29 – 30 October 2019, Amsterdam, Netherlands
IATA Cargo Security & Facilitation Forum

29 – 30 October, Amsterdam, Netherlands
Welcome Back for Day 2

Gordon Wright
Head, Cargo Border Management
IATA
EXIT

#IATA_Cargo

RESTROOMS

coffee break

IATA AIR CARGO OPERATIONS CONFERENCE
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
The 5 Compliance Commitments
Integrated Security and Safety approach

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

EXPLOSIVE DEVICE SENT BY PARCEL SEIZED AT KUWAIT AIRPORT

KUWAIT CITY, April 12: Kuwaiti 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 x-ray 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

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.

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.
CATCH DISCREPANCIAS AS EARLY AS POSSIBLE
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
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
PREPARE 4 FOR CONTINUOUS CHANGE
Geopolitical tension and logistics

- Many armed forces movements
- Impacting France & The Netherlands regulatory context
- Impacting our partners as well
INTEGRATE
&
INNOVATE
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
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.
FUTURE PROOF
## Build for the future

<table>
<thead>
<tr>
<th>No Poverty</th>
<th>Zero Hunger</th>
<th>Good Health and Well-being</th>
<th>Quality Education</th>
<th>Gender Equality</th>
<th>Clean Water and Sanitation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Affordable and Clean Energy</td>
<td>Decent Work and Economic Growth</td>
<td>Industry Innovation and Infrastructure</td>
<td>Reduced Inequalities</td>
<td>Sustainable Cities and Communities</td>
<td>Responsible Consumption and Production</td>
</tr>
<tr>
<td>Climate Action</td>
<td>Life Below Water</td>
<td>Life on Land</td>
<td>Peace, Justice and Strong Institutions</td>
<td>Partnerships for the Goals</td>
<td></td>
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</tbody>
</table>

**Image:** A smiling child with a teddy bear.
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 Compliance Manager, Securitas
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
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)

Computer-based training effects

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

Automated target recognition (ATR) assistance

<table>
<thead>
<tr>
<th>Condition</th>
<th>Customs 1</th>
<th>Customs 2</th>
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<tr>
<td>Before training</td>
<td>Before training</td>
<td>Before training</td>
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<tr>
<td>After training</td>
<td>After training</td>
<td>After training</td>
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</tbody>
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Computer-based training resulted in significant performance increases, with ATR leading to further detection performance improvements (diff. by illicit goods category).

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

<table>
<thead>
<tr>
<th>Reasoning (SPM)</th>
<th>Mental rotation (LPS6)</th>
<th>Visualization (LPS7)</th>
<th>Perceptual speed (LPS8)</th>
<th>Processing speed (LPS10)</th>
<th>Visual memory (TVPS)</th>
<th>Form constancy (TVPS)</th>
<th>Figure-ground segregation (TVPS)</th>
<th>Slices (WSI)</th>
<th>Unfold (WSI)</th>
<th>Pipe figures (WSI)</th>
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A change from 2D to 3D imaging technology in airport security might affect visual-cognitive requirements for security screeners.

2D vs 3D imaging for improvised explosive device detection

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.

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

Phase 1: Baseline of object recognition and image interpretation abilities

Phase 2: Image interpretation training for 10 hours (two per week) vs no additional training

Phase 3: Assessment of improvement in image interpretation competency

Phase 4: Trial of extended computer-based training

Phase 5: Assessment of system usability and training value

Representative sample of participants

IATA BioSeal® certificates*

*X-Ray ORT
X-Ray CAT Cargo
X-Ray Tutor 3 Cargo
Control Group
X-Ray CAT Cargo
X-Ray Tutor 4 Cargo
Evaluation Questionnaire

*https://bioseal.id3tec.com/iata
Thank you for your attention!

For participation in study with IATA:

info@casra.ch
Thank you to our sponsor!

Rapiscan Systems
An OSI Systems Company
Networking break 10:30 – 11:00

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

Manuel Garza  Andrew Farrelly
Director CTPAT  Co-Founder
CBP  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
Session 11: The application of the “SmartGate” program at Schiphol

Mike de Wolff
Liaison Officer International Affairs
Dutch Customs
Schiphol SmartGate Cargo

Smooth logistic process through modern technology and public-private partnership
**Objective**: To create an integrated supervision and inspection process for air cargo with a swift and seamless cargo handling operation and efficient government supervision.
Schiphol SmartGate Cargo

- Smart: use smart and innovative methods and means to enhance efficiency in logistical supply chains and increasingly improve the enforcement
- Swift: guaranty 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
Participants

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

Public parties: Customs, Royal Military 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, Ministry of Finance

Smooth logistic process through modern technology and public-private partnership
SmartGate Cargo concept

National Tactical Centre

SmartGate ICT Solutions

Centralized (remote) analysis

ULD Scan

Mobile teams / scan

Remote Scan

Nuclear Detection

Joint Inspection Center
Customs Control Centre and ICT

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
Centralized Analysis and ULD scan

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
Mobile and Remote Scanning

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
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
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;
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
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

- **Canada**
  - **PACT** - Preload Air Cargo Targeting

- **Europe (EU)**
  - **ICS2** - Import Control Systems

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

1 Data Set
2 General Principles
3 Business Processes
IATA PLACI Manual

1. Data Set
2. General Principles
3. Business Processes
PLACI Data Set

(Based on WCO SAFE Pre-Loading Standards)

1. Name
2. Address
3. Name
4. Address
5. Number of packages
6. Total gross weight
7. Brief cargo description

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

- Filing Not Received/Error
- Request for Information (RFI)
- Request for Screening (RFS)
- Assessment Complete
- Assessment OK
- Assessment in Progress

Do Not Load
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 XFM
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 XFN
Customs Error → IATA XFN
Do Not Load → IATA XCSN Customs Status Code = CD
Security Filing Not Received → IATA XCSN Customs Status Code= FN
PLACI Components

1. Data Set
2. General Principles
3. Business Processes
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
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.
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.
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

1. Data Set
2. General Principles
3. Business Processes
PLACI Business Processes Categorization

Airline Filing

Freight Forwarder Filing

Customs Responses
PLACI Business Processes -> Airline

A-1 How can an airline file pre-loading data for consolidation Shipment?

A-2 How can an airline file pre-loading data for non-Consolidation Shipment?

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

A-4 How to associate Master Air Waybill with already filed House Waybills?
How can a freight forwarder file pre-loading data for consolidation Shipment?

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

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

1. Transmit House Waybill (XFZB) with MAWB#

2. Validate XFZB

3. Validation Successful?
   - Yes
   - No

   - No
     - Transmit XCSN CB (7H, 7J, 8H, 8J)
     - Transmit XCSN CD (6H and 6J)
     - Transmit XCSN CD (5F, 6I, 7I, 8I)

   - Yes
     - Risk Assessment Completed?
       - Yes
         - Assessment outcome?
           - Block RFI/RFS
             - Transmit XCSN Additional Information/Screening Needed?
               - Yes
                 - Transmit XCSN CB (7H, 7J, 8H, 8J)
                 - Transmit XCSN CD (6H and 6J)
                 - Transmit XCSN CD (5F, 6I, 7I, 8I)
               - No
                 - Transmit XCSN CD (6H and 6J)
         - Hold
           - Transmit XCSN CD (6H and 6J)
       - No
         - Transmit XCSN CD (6H and 6J)

4. Transmit XFNM Error

5. Transmit XFNM Acknowledgement - SR

6. Additiional Information/Screening Needed?
   - Yes
     - Transmit XCSN CB (7H, 7J, 8H, 8J)
     - Transmit XCSN CD (6H and 6J)
     - Transmit XCSN CD (5F, 6I, 7I, 8I)
   - No
     - Transmit XCSN CB (7H, 7J, 8H, 8J)
     - Transmit XCSN CD (6H and 6J)
     - Transmit XCSN CD (5F, 6I, 7I, 8I)

7. Transmit Status XCSN

8. Risk Assessment Completed?
   - Yes
     - Assessment outcome?
       - Block RFI/RFS
         - Transmit XCSN Additional Information/Screening Needed?
           - Yes
             - Transmit XCSN CB (7H, 7J, 8H, 8J)
             - Transmit XCSN CD (6H and 6J)
             - Transmit XCSN CD (5F, 6I, 7I, 8I)
           - No
             - Transmit XCSN CD (6H and 6J)
       - Hold
         - Transmit XCSN CD (6H and 6J)
   - No
     - Transmit XCSN CD (6H and 6J)

9. Transmit Status XCSN

10. Transmit Status XCSN
A-2. Airline Filing Pre-Loading Data for Non-Consolidation Shipments

1. Airline Transmit Air Waybill (XFWB)
2. Customs Validate XFWB
3. Validation Successful?
   - Yes
     - Transmit XFNM Acknowledgement - SR
   - No
     - Transmit XFNM Error
4. Transmit XFNM Error
5. Custom RFI/RFS Risk Assessment Completed?
   - No
     - Transmit XCSN Additional Information/Screening Needed?
   - Yes
     - Transmit XCSN CD (6H and 6J)
6. Transmit XCSN Additional Information/Screening Needed?
   - No
     - Transmit XCSN CB (7H, 7J, 8H, 8J)
   - Yes
     - Transmit Status XCSN
7. Transmit Status XCSN
8. Assessment outcome?
   - Yes
     - Transmit XCSN CD (5F, 6I, 7I, 8I)
   - No
     - Customs Block RFI/RFS
     - Customs Hold Do Not Load
     - Customs Release Ok
A-3. Airline Filing Pre-Arrival Data (incl. Pre-Loading data) at Pre-Loading

1. Transmit Air Waybill XFWB
2. Consolidation Exist?
   - Yes: FF filing House directly?
   - No: House Waybills Available?
3. FF filing House directly?
   - Yes: House Checklist (XFHL) filing required?
   - No: Get House Waybills Info from FF
4. House Waybills Available?
   - Yes: Transmit XFZB
   - No: Transmit XFHL
5. Get House Waybills Info from FF
6. Transmit XFZB
7. House Checklist (XFHL) filing required?
   - Yes: Transmit XFHL
   - No: Transmit XFZB
8. Transmit XFHL
9. Customs
   - Validate XFWB, XFZB or XFHL
10. Validation Successful?
    - Yes: Transmit XFN M Error - SR
    - No: Transmit XFMN Error
11. Transmit XFMN Error
12. Additional Information/Screening Needed?
    - Yes: Transmit XCSN CO (SF, 6I, 7I, 8I)
    - No: Risk Assessment Completed?
13. Risk Assessment Completed?
    - Yes: Transmit XCSN CO (SF, 6I, 7I, 8I)
    - No: Additional Information/Screening Needed?
14. Risk Assessment outcome?
    - Yes: Transmit XCSN CD (6H and 6I)
    - No: Transmit XCSN CB (7H, 7I, 8H, 8I)
15. Additional Information/Screening Needed?
    - Yes: Transmit XCSN CD (6H and 6I)
    - No: Transmit XCSN CB (7H, 7I, 8H, 8I)
16. Risk Assessment outcome?
    - Yes: Customs Release OK
    - No: Customs Block RFI/RFS
16A. Customs Block RFI/RFS
16B. Customs Hold RFI/RFS
16C. Customs Release OK
A-4. Associate Master with Already Filed House Waybill

1. Freight Forwarder
   - Resend XFZB with Master Air Waybill # included
   - Send XFHL
   - Customs

2. Freight Forwarder
   - Send XFHL
   - Customs

3. Airline
   - Send XFZB with Master Air Waybill# included
   - Send XFHL
   - Customs

4. Airline
   - Send XFHL
   - Customs

Airline
Resend XFZB with Master Air Waybill # included
Send XFHL
Freight Forwarder
Freight Forwarder
Send XFZB with Master Air Waybill# included
Customs
Customs
Customs
Send XFHL
Airline
Customs
F-1 Freight Forwarder Filing Pre-Loading Data for Consolidation Shipment

1. **Freight Forwarder**
   * Transmit House Waybills (XFZBs)

2. **Customs**
   Validate XFZB
   Validation Successful?
   - Yes: Transmit XFNM
   - No: Error

3. Transmit XFNM

4. Error
   - No: Transmit XFNM
   - Yes: Transmit Status FF

5. Transmit Status FF
   - Yes: Transmit XFNM Acknowledgement - SR
   - No: RFI/RFS

6. RFI/RFS
   - Yes: Risk Assessment Completed?
     - Yes: Transmit Status Airline
     - No: MAWB# Available?
   - No: Additional Information/Screening Needed?
     - Yes: Transmit XCSN CB (7H, 7J, 8H, 8J)
     - No: MAWB# Available?

7. MAWB# Available?
   - Yes: Transmit XCSN CD (6H and 6J)
   - No: Transmit XCSN CD (5F, 6I, 7I, 8I)

8. Risk Assessment Completed?
   - Yes: Assessment outcome?
     - Block: RFI/RFS
     - Hold: Do Not Load
     - Release: OK
   - No: Additional Information/Screening Needed?

9. Assessment outcome?
   - Yes: Transmit Status Airline
   - No: Transmit XCSN CO (SF, 6I, 7I, 8I)

10. Transmit Status FF

11. MAWB# Available?

12. Transmit Status Airline
F-2. Freight Forwarder Filing Pre-Loading Data for Non-Consolidation Shipments

1. Transmit Air Waybill (XFWB)
2. Validate XFWB
3. Validation Successful?
   - Yes
      - Transmit XFNM
   - No
      - Transmit XFNM Error

4. Transmit XFNM Acknowledgement - SR
5. RFI/RFS
   - Additional Information/Screening Needed?
     - Yes
        - Transmit XCSN CB (7H, 7J, 8H, 8J)
     - No
        - Transmit XCSN CD (6H and 6J)
6. Risk Assessment Completed?
   - Yes
      - Assessment outcome?
        - Customs Block RFI/RFS
        - Customs Release OK
   - No
      - Transmit XCSN CO (SF, 6I, 7I, 8I)

7. Airline
8. Additional Information/Screening Needed?
   - Yes
      - Transmit XCSN Additional Information Or Screening
   - No
      - Transmit XCSN Additional Information Or Screening

9. Customs
   - Block RFI/RFS
   - Hold Do Not Load

10. Freight Forwarder

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**Flowchart Notes:**
- XFWB: Air Waybill
- XFNM: Confirmation
- XCSN: Confirmation
- RFI/RFS: Risk Filing
- CB/CD/CO: Customs Blocks/Do Not Load/Release
- SF, 6H, 7I, 8J: Specifics for RFI/RFS
- Additional Information/Screening: Further steps for validation and risk assessment.

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**Diagram:**
- The diagram illustrates the process from freight forwarder filing pre-loading data to customs validation and risk assessment.
- Each step is connected with arrows indicating the flow of the process.
- Key decisions and outcomes are highlighted with icons and colored boxes.

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**Additional Information:**
- The document likely relates to international air cargo logistics.
- It emphasizes the importance of accurate and timely data transmission for the顺畅 (smooth) processing of shipments.
- The process includes validation, risk assessment, and customs clearance steps.
- The flowchart is a visual representation of the procedural steps involved in the transport of goods through international air freight.

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F-3. Associate Master with Already Filed House Waybill

Freight Forwarder → Resend XFZB with Master Air Waybill # included → Customs

Freight Forwarder → Send XFHL → Customs

Airline → Send XFZB with Master Air Waybill# included → Customs

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

1. Customs
   - Customs Response
     - Is Air Waybill Number available?
       - Yes: Notify Party Exists?
         - Yes: Notify Party
           - Appropriate Action if applicable
         - No: Airline
           - Transmit Customs Status
             - Is FF Filing?
               - Yes: Airline cascades Customs Status
                 - FF need to be informed?
                   - Yes: Airline cascades Customs Status
                     - Appropriate Action
                   - No: End
                 - No: End
               - No: End
             - No: End
           - End
         - No: Airline
           - Transmit Customs Status
             - Is FF Filing?
               - Yes: Airline cascades Customs Status
                 - FF need to be informed?
                   - Yes: End
                 - No: End
               - No: End
             - No: End
           - End
         - No: Ground Handler
           - Appropriate Action
         - No: End
       - No: End
     - No: End
   - End

2. Transmit Customs Status

3. Freight Forwarder
   - Appropriate Action if applicable

4. End

5. Notify Party Exists?
   - Yes: Notify Party
     - Appropriate Action if applicable
   - No: Airline
     - Transmit Customs Status
       - Is FF Filing?
         - Yes: Airline cascades Customs Status
           - FF need to be informed?
             - Yes: Airline cascades Customs Status
               - Appropriate Action
             - No: End
           - No: End
         - No: End
       - No: End
     - End
   - End

6. End

7. Notify Party
   - Appropriate Action if applicable

8. Is FF Filing?
   - Yes: End
   - No: Airline cascades Customs Status
     - FF need to be informed?
       - Yes: End
       - No: End

9. Airline cascades Customs Status
   - FF need to be informed?
     - Yes: End
     - No: End

10. Ground Handler
    - Appropriate Action

11. End

12. Airline cascades Customs Status
    - FF need to be informed?
      - Yes: End
      - No: End
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

- **Air Carrier**
- **Origin Post**
- **Destination Post**
- **Destination Customs**

Consignment Data
- i.e. Flight and Receptacles

Consignment Data
- Item Data

- Consignment Data

- Item Data
Postal Operator

Generate CARDIT version 2.1 or above

Is Postal Air Waybill PAWB# assigned?

No

Apply Conversion

Yes

Is Conversion Solution in place?

No

XFWB 3.00 and XFHL 2.00 available?

Yes

Carrier

Need PAWB# Assignment?

No

Yes

Assign PAWB #

Transmit CARDIT version 2.1 or above

Transmit XFWB 3.00 and XFHL 2.00

Yes

No
Carrier Process

1. **Is Postal Air Waybill # assigned?**
   - No: **Assign Postal Air Waybill # from AWB Stock**
   - Yes: Proceed to next step.

2. **Is Conversion Solution in place?**
   - No: Return to the start.
   - Yes: **Apply Conversion**

3. **XFWB 3.00 and XFHL 2.00 available?**
   - No: Return to the start.
   - Yes: Proceed to next step.

4. **Receive Messages from Post**
   - Proceed to next step.

5. **Process CARDIT**
   - Proceed to next step.

6. **Carrier ACI Filing on Consignment Level**
   - Proceed to next step.

7. **XFWB 3.00 and XFHL 2.00 available?**
   - No: Return to the start.
   - Yes: Proceed to next step.

8. **Carrier Process**
   - Proceed to next step.
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

EPIC Centralized Repository

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

Airlines, FFs, GHAs etc.

https://epic.iata.org

Airlines IT Dept, FFs, IT Companies etc.

CCS(s)
Thank You

syedt@iata.org
Pre-Loading Advance Cargo Information: A Case Study

Mark Ramsey
Manager Cargo Security Compliance
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: 292,000m²
- Cargo Terminal building: 55,000m²
- Airside Climate Control Centre: 2470m²
- 220 temperature-controlled positions for units requiring refrigeration
- Cargo Agent building: 5,000m²
## 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

Project plan was conceived:
- Scope
- Schedule
- Resources
- Budget
- Risks
- Communication plan
- Progress reporting

Critical area to be completed:
**END USER NEEDS & AUTOMATION**
The Plan
Operational Procedures / Compliance

DEVELOPMENT OF SCOPE & FLOW

BOOKING FLOW

GHA STAGE

MONITORING STAGE

Manager Cargo Security & Team

Automation and IT Teams

ACAS IG (Implementation Guide)
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

Roll-Out Plan & Status

**TSA Notification**

- **Phase 1**: 21 JAN 18
  - TSA Notification Received
  - Complete

- **Phase 2**: 21 FEB 18
  - DOH Station Origin Check
  - 100% Complete

- **Phase 3**: 10 APR 18
  - CROAMIS Enhancements
  - DATA FLOW Process for Outstations
  - SN status issues auto solved response
  - 100% Complete

- **Phase 4**: 01 MAY 18
  - System capability to go to ALL outstation that enabling each stations as advised
  - Need to understand how non-Croamis stations will received status message of the shipment.
  - Readiness for use across the network (Trial)
  - 100% Complete

**Phase 4.1**: JUN 18

- Expect TSA EA requiring all stations network wide to provide ACAS data
- SOP/How To GUIDE Sent Across the NETWORK
- 100% Complete
### Automation Development

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Development of system within CROAMIS in less than 28 days</td>
</tr>
<tr>
<td>2</td>
<td>Testing to ensure functionality and communication with TSA/CBP system</td>
</tr>
<tr>
<td>3</td>
<td>Regular calls with TSA/CBP on progress of automation development and testing</td>
</tr>
<tr>
<td>4</td>
<td>Emails / SMS notifications, screening dashboard</td>
</tr>
<tr>
<td>5</td>
<td>Later there was development and testing of capability to communicate with other systems</td>
</tr>
</tbody>
</table>
Roll Out to the Network…

Phase 4.1
01 July 18
SAM Stations
Local origin
Checks
100% Complete

Phase 4.2
23 July 18
CROAMIS
Stations
100% Complete

Phase 4.3
13 August T18
ALL Stations
(Origin)
100% Complete

Phase 4.4
01 September 18
ALL Stations
(Full LPD
Checks)
100% Complete

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
Determining the POC

- **WHO**
- **HOW**
- **Development of SOP for the POC**
- **Existing threat assessment protocols for alert messages after departure**
- **SOP and escalation for various phases**

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

ISC  ASIA  PAK
AFR  QR IOC  DOH
EU
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…

Standardize messaging

Standardize requirements

Seek common goals/practises

Regulators should seek common goals/practises and engage airlines early

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

End goal collaborative security and safety of flight

Standardisation of messaging and automation across the world

Standardisation of the requirement for processes and implementation

Security & safety of flight

End goal collaborative security and safety of flight

QATAR AIRWAYS CARGO

Moved by people
THANK YOU
Networking break 15:30 – 16:00

Kindly sponsored by;
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
Closing Remarks

Gordon Wright
Head, Cargo Border Management
IATA
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