

IATA Cargo Security & Facilitation Forum

29 – 30 October 2019, Amsterdam, Netherlands





IATA Cargo Security & Facilitation Forum

29 – 30 October, Amsterdam, Netherlands



Welcome Address

Gordon Wright

Head, Cargo Border Management

IATA





#IATA_Cargo



coffee break



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!



Shaping Europe's smartest cargo hub at Amsterdam Airport



Keynote Speech

Ailsa Nicol

Communications Manager

Global Alliance for Trade Facilitation





THE ROUTE TO SIMPLE, FAST AND COST-EFFECTIVE TRADE

Ailsa Nicol, Global Alliance for Trade Facilitation

IATA Cargo Security and Facilitation Conference, 29 October 2019





WHO WE ARE

Host organisations



In cooperation with



Supported by



Private sector partners including





IMPACT - THE TRADE FACILITATION AGREEMENT

BUSINESS



Reduce trade costs by

14.3%

and boost global trade by

USD 1T

GOVERNMENT



Drive efficiency of border agencies and enhance revenue collection

30%

reduction in physical inspections in Colombia

CONSUMER

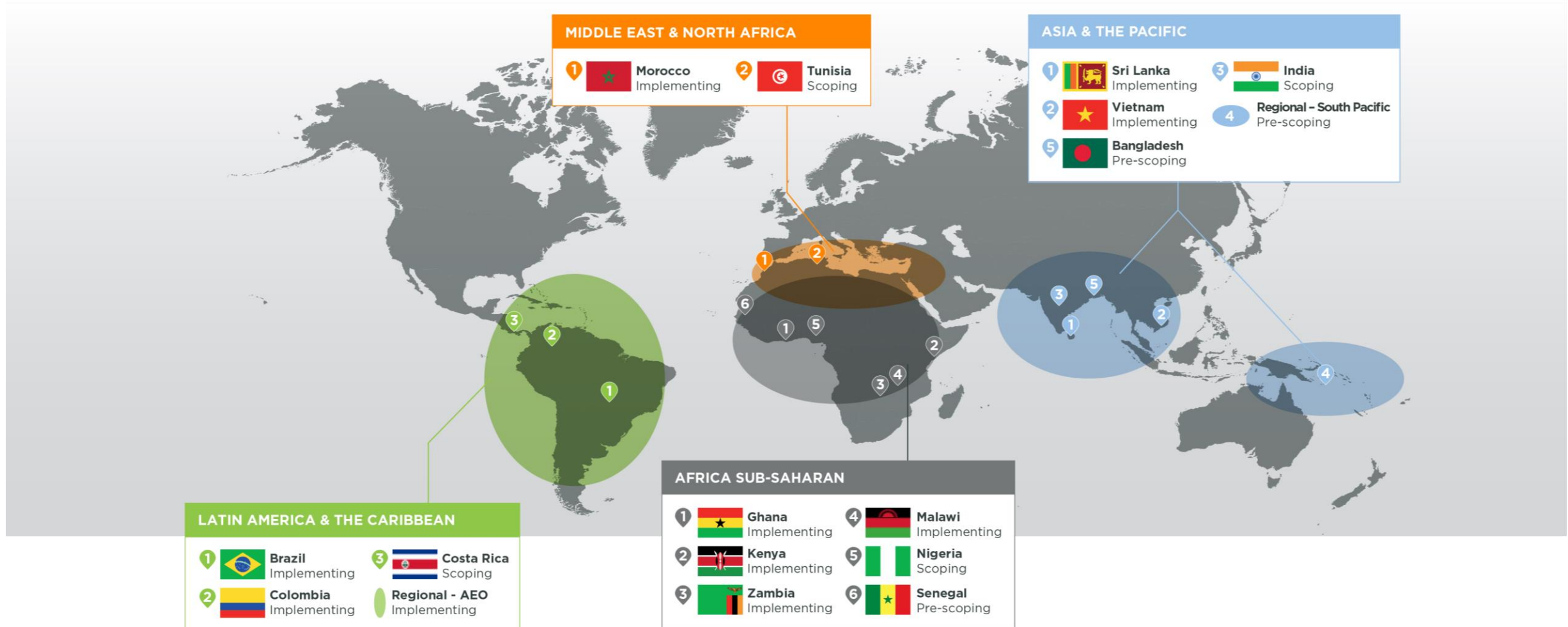


Deliver better value for consumers and protect food security, as well as create

20M

jobs, mostly in developing countries

GLOBAL PROJECT PORTFOLIO



HOW BUSINESS WORKS WITH US

MULTINATIONALS



Contribute expertise, best practices and resources in-kind



Connect us with subsidiaries, clients and supply chain companies



Act as our ambassadors

LOCAL BUSINESSES



Join our in-country public-private dialogues and working groups to design and implement projects



Contribute expertise and resources in-kind

WHY BUSINESSES JOIN US



Improve the ease of doing business and open up new markets



Build trust and productive working relationships



Become a recognised leader in trade facilitation and sustainable development

DEVELOP PROJECTS WITH US



Address at least one article of the **WTO Trade Facilitation Agreement**



Be aimed at a **broad social good** – will benefit all, not just one company



Have at least **two Alliance partners** willing to champion it



Be **validated in-country** through public-private dialogue

WE NEED YOUR HELP



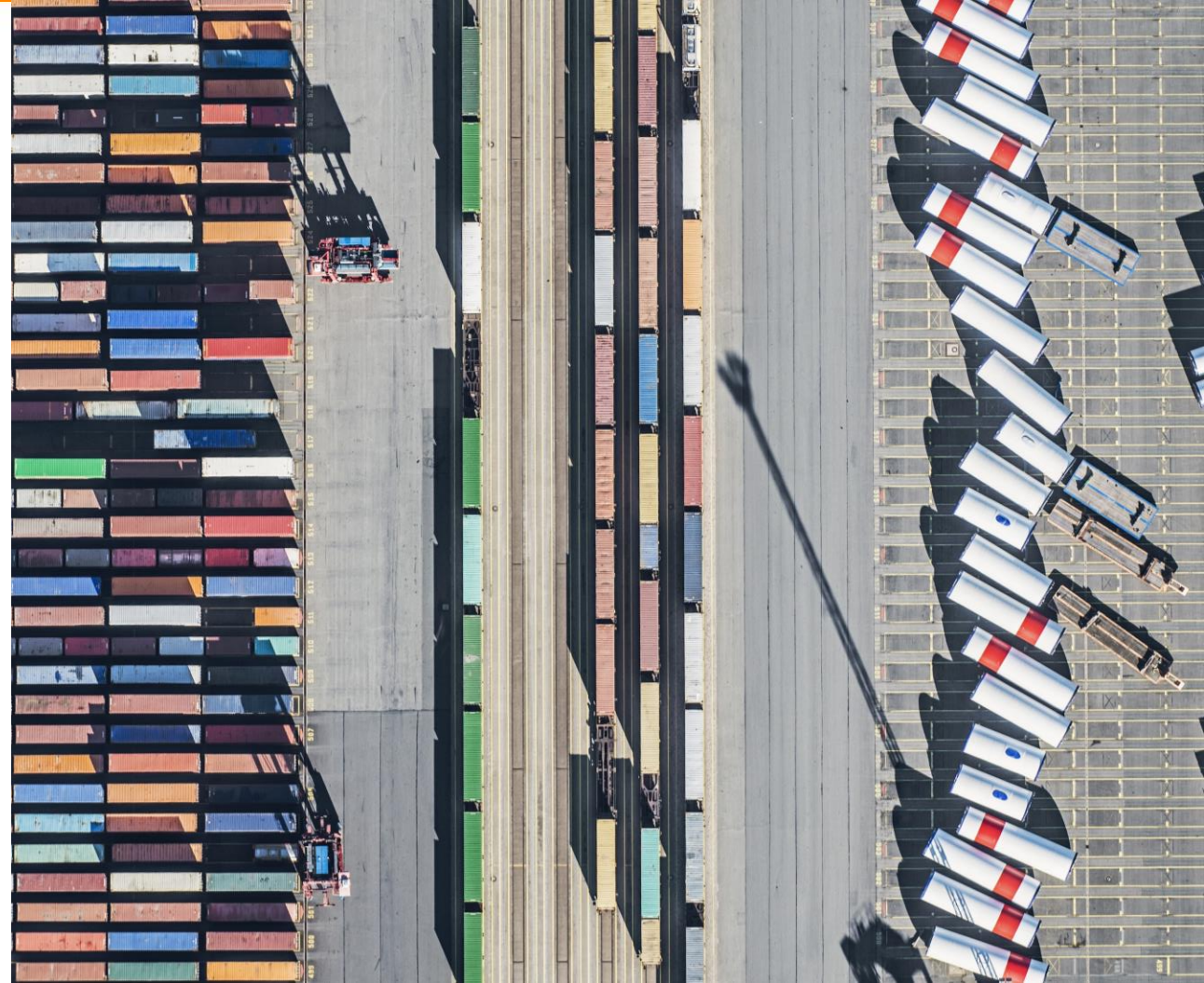
Talk to your colleagues across the world – what border issues could we tackle together?



Think about which markets are important for your business



Think about what expertise and resources you could contribute





FOR MORE INFORMATION

Website: www.tradefacilitation.org

Email: info@tradefacilitation.org

Twitter: [@GATFnews](https://twitter.com/GATFnews) [#TradeFacilitation](https://twitter.com/TradeFacilitation)

Session 1: Explosive Detection Dogs (EDD) Benefits and Limitations

Moderator:

Abhi Chauhan

Cargo Security

Delta

Panelists:

Howard Stone, VP Aviation Security, UPS

Alex Rodriguez, Compliance Manager, MSA Security

Warren Miller, Manager of Global Initiatives, TSA

Jeff Koehl, Director Cargo Operations, Global K9 Protection Group

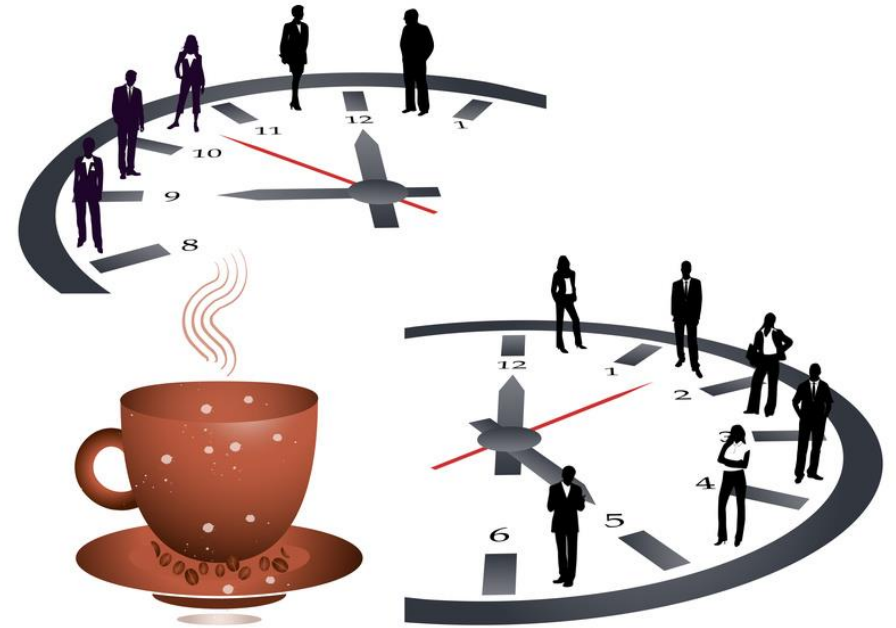


Thank you to our sponsor!



Networking break 10:30 – 11:00

Kindly sponsored by;



Session 2: EU regulatory Update on Air Cargo

Francesco Faiulo

Policy Officer – European Commission

DG Move





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

Session 2:

EU Regulatory Update on Air Cargo

Mr. Francesco Faiulo
Aviation Security Policy
DG MOVE, Unit A5 - Security



@Transport_EU

Mobility and
Transport

CONNECTING
EUROPE



Content of the presentation

The (new) aviation security strategy of the European Union

EU policy and regulatory update on aviation security, including on air cargo



@Transport_EU

Mobility and
Transport

CONNECTING
EUROPE



The EU aviation security strategy

Risk-based approach through outcomes-focused measures

Critical look to the current aviation security configurations

Better use of intelligence

Innovation

Differentiation

Alternative/Equivalent means of compliance

The value and role of the baseline measures

The EU Wise-Persons Group





EU policy and regulatory update



@Transport_EU

Mobility and
Transport

CONNECTING
EUROPE



EU policy and regulatory update

Traceability and accountability of security measures applied to cargo and mail*

- Transit and transfer consignments arriving from any third country, whose accompanying documentation does not comply with the requirements and international standards/best practices (e.g. CSD), shall be screened before the subsequent flight

* Points 6.8.3.8 and 6.8.3.9 of the Annex to Commission Implementing Regulation (EU) 2019/103 of 23 January 2019 amending Commission Implementing Regulation (EU) No 2015/1998



EU policy and regulatory update

Contingency measures following the withdrawal of the United Kingdom from the European Union*

1. Recognition of the equivalency of the UK AVSEC regime
→ One-Stop Security maintained
2. Mechanism of re-attribution to the EU Member States of all UK-designated ACC3 and RA3/KC3 operators
3. Possibility for UK-approved EU Aviation Security Validators to seek approval in another EU Member State

* Commission Implementing Regulation (EU) No 2019/413 of 14 March 2019 amending Commission Implementing Regulation (EU) No 2015/1998





EU policy and regulatory update

The new EU Background Check regime* – First phase

1. By 31 July 2019 background check for all persons responsible for the implementation of screening, access control or other security controls elsewhere than in security restricted areas.

Persons having completed a pre-employment check before that date shall undergo a background check by 30 June 2020 at the latest.

* Commission Implementing Regulation (EU) 2019/103 of 23 January 2019 amending Commission Implementing Regulation (EU) No 2015/1998





EU policy and regulatory update

The new EU Background Check regime – Second phase

By 31 December 2020, two categories of background check:

Enhanced background check (reinforced with intel, etc.)

for all persons having access to SRA including those who are responsible for the implementation of screening, access control or other security controls in SRA.

Standard background check (the current type)

for persons not having access to SRA or those implementing screening, access control or other security controls outside the SRA. Member States can decide to opt for the enhanced background check for all persons.

Frequency: Background checks shall be subjected to a mechanism of continuous review or be repeated every twelve months (enhanced) / three years (standard)





EU policy and regulatory update

The new EU Background Check regime – Additional requirements

By 31 December 2020:

The security programme of operators and entities shall include an internal policy enhancing staff awareness and promoting culture on security

Additional competencies related to insider threat and radicalisation added to training requirements



@Transport_EU

Mobility and
Transport

CONNECTING
EUROPE



EU policy and regulatory update

Cybersecurity measures in aviation security - By 31 December 2020

Airline and airport operators to identify and protect their critical information and communications technology systems and data from cyber-attacks which could affect the security of civil aviation

Critical information and IT systems and data, as well as the detailed measures to be identified by the operator and included in the security programme

Member States to identify the specific authority or agency competent for the coordination and/or monitoring of the cyber-related provisions

Compliance achieved if operator/entity applies separate cybersecurity requirements arising from other EU or national legislation

* Commission Implementing Regulation (EU) 2019/1583 of 25 September 2019 amending Commission Implementing Regulation (EU) No 2015/1998





EU policy and regulatory update

Cybersecurity measures in aviation security - By 31 December 2020

Background check for persons having administrator rights or unsupervised and unlimited access to critical information and communications technology systems and data used for civil aviation security purposes

Persons implementing the measures shall have the skills and aptitudes required to carry out their designated tasks effectively.

Persons having access to data or systems shall receive appropriate and specific job related training commensurate with their role and responsibilities, including being made aware of relevant risks





EU policy and regulatory update

EU approval of security equipment – upcoming legislation

EU centralized approval of equipment successfully completing the ECAC Common Evaluation Process through its Common Testing Methodology

Approved equipment receiving an ‘EU stamp’ and being listed in the Union Database for harmonised deployment and mutual recognition throughout the Union

Member States may derogate by applying higher standards and shall notify the Commission

Estimated entry into force: Q4/2020





EU policy and regulatory update

Explosive Detection Dogs → Upcoming Guidance & review of legislation

- EU legislation in place since 2010
 - Higher interest of Member States and operators for EDD
 - Issues in the interpretation of some requirements
 - suitable screening method for cargo
 - training
 - approval procedure
 - 'foreign' dogs
 - quality control
 - REST methodology
- Clarifications needed

Possible legal amendments in some areas (testing and REST) in year 2020





EU policy and regulatory update

Security measures for EU in-bound cargo and mail

- **ACC3 regime**: in place since 1 February 2012
- Lessons learnt
- Engagement and commitment of operators
- International acceptance of the concept
- **PLACI**: next step as part of the EU action plan
- International acceptance
- Agreed ICAO-WCO principles
- Interservice cooperation
- Industry engagement





Questions?



@Transport_EU

Mobility and
Transport

CONNECTING
EUROPE

Session 3: AEO 2.0 Enhancement vs Extinction What might the future look like?

Dietmar Jost

Customs Security Advisor

GEA



AEO 2.0

Standardize a Global Standard

Dietmar Jost

*Customs and Security Advisor
Global Express Association*

AEO - Background

- 84 AEO programs operational; 20 under development
- ~ 73,000 companies world-wide have AEO status
 - China: ~33,000
 - EU: ~ 24,000
 - US: ~12,000
 - Paraguay: 1
- Many global operators; SMEs?
- SAFE FoS adopted in 2005; reviewed every 3 years
- 163 countries signed letter of intent

SAFE FoS ≠ Global Standard

- 84 AEO programs, based on SAFE, but different:
 - focus on exports or imports,
 - non-inclusion of all economic operators in the program,
 - disproportionate costs to meet AEO criteria and requirements vis-à-vis benefits,
 - entry barriers such as a minimum turnover and/or a minimum number of Customs declarations,
 - requirements of submission of financial guarantee,
 - many other government agencies involved in clearance process, but not included in AEO programmes,
 - overall challenges with regard to the modernization and performance of Customs, including level of automation, paper-based clearance, release time, absence of a security/bond system, and
 - challenges to SMEs.

AEO – Current Challenges

- Countries seek MRAs to promote their exports, mainly to US, EU, CN
- AEO treatment often not (much) better than other operators
- Customs (and other border agencies) too often lack
 - Skilled work force
 - Automation
 - Risk Management
 - Audit capabilities
 - Funding
 - Integrity

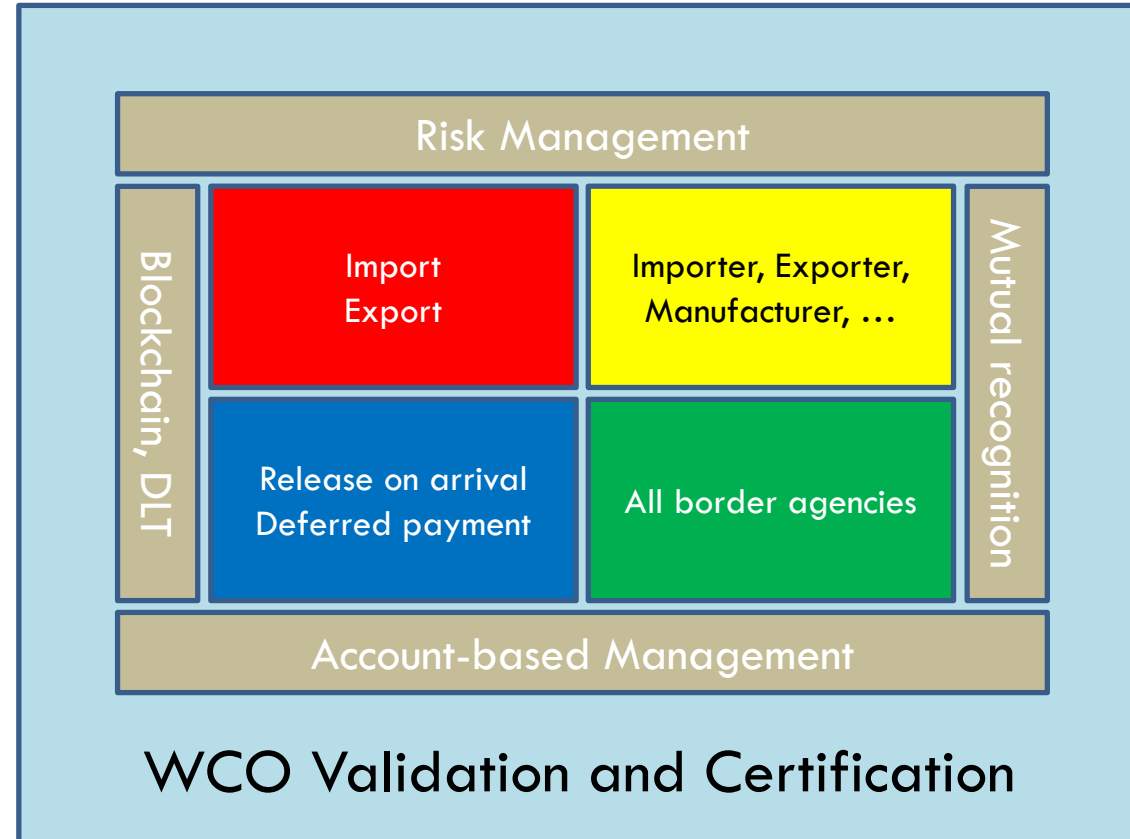
The MRA Spaghetti Bowl



Currently 71 out of 33124 possible combinations among WCO Members (182)

AEO 2.0 – The Idea

- Mutual Recognition without MRA
- Stricter Standards
- Minimum Standards
- Minimum common Benefits
- Account-based Management
- All border agencies
- Broader user base
- Technology
- WCO validation of country's program



Next Steps

- AEO 2.0 Concept paper prepared by WCO and discussed at 22nd SAFE WG
- SAFE Review Cycle 2021, or beyond
- WCO validation of WCO members requires political will of WCO members and resources at WCO

About GEA and the Express Industry



- **Over 30 million shipments daily**
- **220 countries and territories**
- **1,700 aircraft**
- **200,000 ground vehicles**
- **3 million jobs world-wide (direct, indirect, induced)**



Source:
Frontier Economics, Express Delivery and Trade Facilitation: Impacts on the Global Economy, January 2015
Oxford Economics, The Impact of the Express Delivery Industry on the Global Economy, September 2009

Thank you



Global Express Association
info@global-express.org
www.global-express.org



Session 4: Carrier Risk Assessment System Live Demonstration

Arnoud Wink

Operational Integrity, Compliance & Safety

KLM Cargo



The Duty To Investigate...

KLM Cargo
Operational Integrity,
Compliance & Safety

Arnoud Wink

Amsterdam
30 Oct 2019



Compliance



Lack of equipment means some Dutch soldiers can't patrol in Mali: AD
Source: Reuters (27.10.2018)



Libya: "It is nothing new that France is violating the arms embargo"
By Antonio Padellaro, Published on Thursday, 11 July 2019 19:05



According to a Pentagon investigation released Tuesday evening by the New York Times, a batch of US-made Javelin-type missiles found in Gharyan, 84km south of Tripoli, belonged to France.

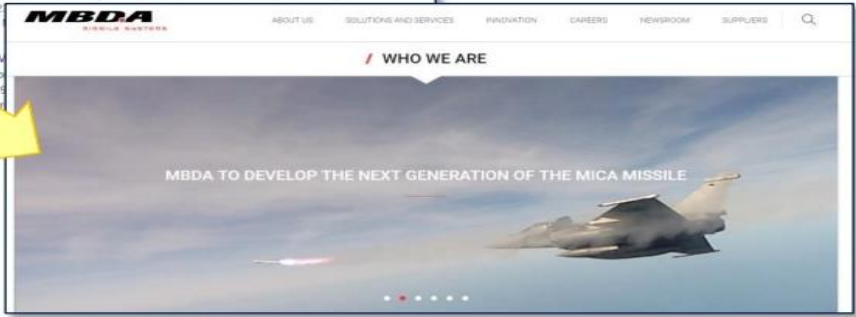
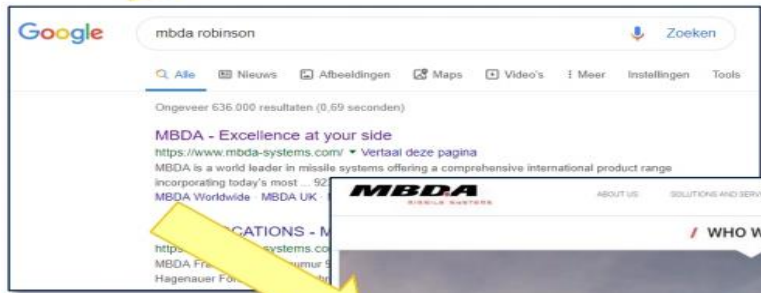


The duty to investigate
 If one contrasts this risk with the developments in international trade – especially the limited transactional
The extensive scope of the applicable regulation in combination with the wilfulness criterion applied by the Dutch court, effectively resulted in a kind of strict liability for TSPs failing to obtain the required licence.



examples

The duty to investigate Shipper MBDA City Robinson



The “What”

- We need FWB / FHL prior to acceptance (6.3 MOP)
- We check on shipper / consignee / countries / commodity descriptions / HS code / SHC
- Verify against:
 - EU sanctions list
 - UN sanctions list
 - OFAC list
 - Own lists
- Present the result (hit) in one tool: AWACS
- Validate the shipment as good to go or investigate / stop
- Start switching to the use of HS codes



Commodity descriptions

- General Cargo
- Consol
- Spare parts
- Various goods
- Samples
- Devices
- And so on...

But also:

- Sporting accessoires



Monitor Filter

Low Risk Shipments

Carrier : ALL

Regulator : ALL

Hub:ams

25

Expand All

Collapse All

Last message date	Awb reference	Origin	Destination	Agent Name	Commodity	Reason	Regulator
> 2019-09-30 20:39:41	07428065586	JFK	AMS		RECEIVER PROTECTOR INSTRUMENT UN2911 RAD IO ACTIVI	Freight might contain military goods	MIL
> 2019-09-30 20:38:05	07427226150	BRU	BOG		PNEUMOCOCCAL CONJUGATED VACCINE PCV 10VALENT PE	Freight might contain military goods	MIL
> 2019-09-30 20:32:12	07427944206	YUL	MNL		CIVIL AIRCRAFT ENGINEX	Freight might contain military goods	MIL ⚠
> 2019-09-30 20:28:12	07430046111	YUL	MAD		CONSOLIDATION AS PERATTACHED LIST ATA CARNET ES201	Freight might contain military goods	MIL ⚠
> 2019-09-30 20:17:53	07428226494	CDG	UIO		HUMAN MEDICINE NO DANGEROUS	Freight might contain military goods	MIL ⚠
> 2019-09-30 20:13:59	07429850170	SWK	GIG		HYDRONE R PO 1264859 FLATFISH PO 1288913 SPRINGS PO	Freight might contain military goods	MIL ⚠
> 2019-09-30 20:11:38	05785628664	DFW	HAM		CONSOLIDATION CARGOATTACHED CARGO MANIFTOTAL VC	Freight might contain military goods	MIL ⚠
> 2019-09-30 20:06:13	07426365102	CPT	LEJ		CONSOLIDATED CARGO APER ATTACHED MANIFESVOL.WG-	Freight might contain military goods	MIL
> 2019-09-30 19:58:43	05759309703	JFK	NIM		ELECTRONIC EQUIPMENTSSP	Freight might contain military goods	MIL ⚠
> 2019-09-30 19:42:54	07418534154	JFK	LYS		COCKPIT AND ARMOR PARTS 2 PANEL UNITS PA CKED IN1 C	Freight might contain military goods	MIL ⚠
> 2019-09-30 19:39:35	07426200123	YYZ	PTY		BIOLOGICAL PRODUCT FOR HUMAN USE- HIGHLYPERISHAB	Freight might contain military goods	MIL
> 2019-09-30 19:37:58	07430335465	FRA	JFK		CONSOLIDATION A ATTACHED LIST PMC 21 700KL LD 48 PC	Freight might contain military goods	MIL
> 2019-09-30 19:30:43	07428226461	CDG	UIO		HUMAN MEDICINE NO DANGEROUS	Freight might contain military goods	MIL ⚠
> 2019-09-30 19:30:42	07428226450	CDG	UIO		HUMAN MEDICINE NO DANGEROUS	Freight might contain military goods	MIL ⚠
> 2019-09-30 19:29:35	07430296652	HAM	MEX		ATTACHED MANIFEST IGNITION EXCITER UN2911 RADIOACTI	Freight might contain military goods	MIL ⚠

A SOLUTION...

WHAT IS AN HS CODE?

CHAPTER

87

HEADING

03

SUBHEADING

21

ADDITIONAL
MODIFIERS

00

EX: 870321 - VEHICLES; WITH ONLY SPARK-IGNITION INTERNAL COMBUSTION RECIPROCATING PISTON ENGINE, CYLINDER CAPACITY NOT OVER 1000CC

EX: 8703 - MOTOR CARS AND OTHER MOTOR VEHICLES; PRINCIPALLY DESIGNED FOR THE TRANSPORT OF PERSONS (OTHER THAN THOSE OF HEADING NO. 8702), INCLUDING STATION WAGONS AND RACING CARS

EX: 87 - VEHICLES; OTHER THAN RAILWAY OR TRAMWAY ROLLING STOCK, AND PARTS AND ACCESSORIES THEREOF



COMBINED NOMENCLATURE

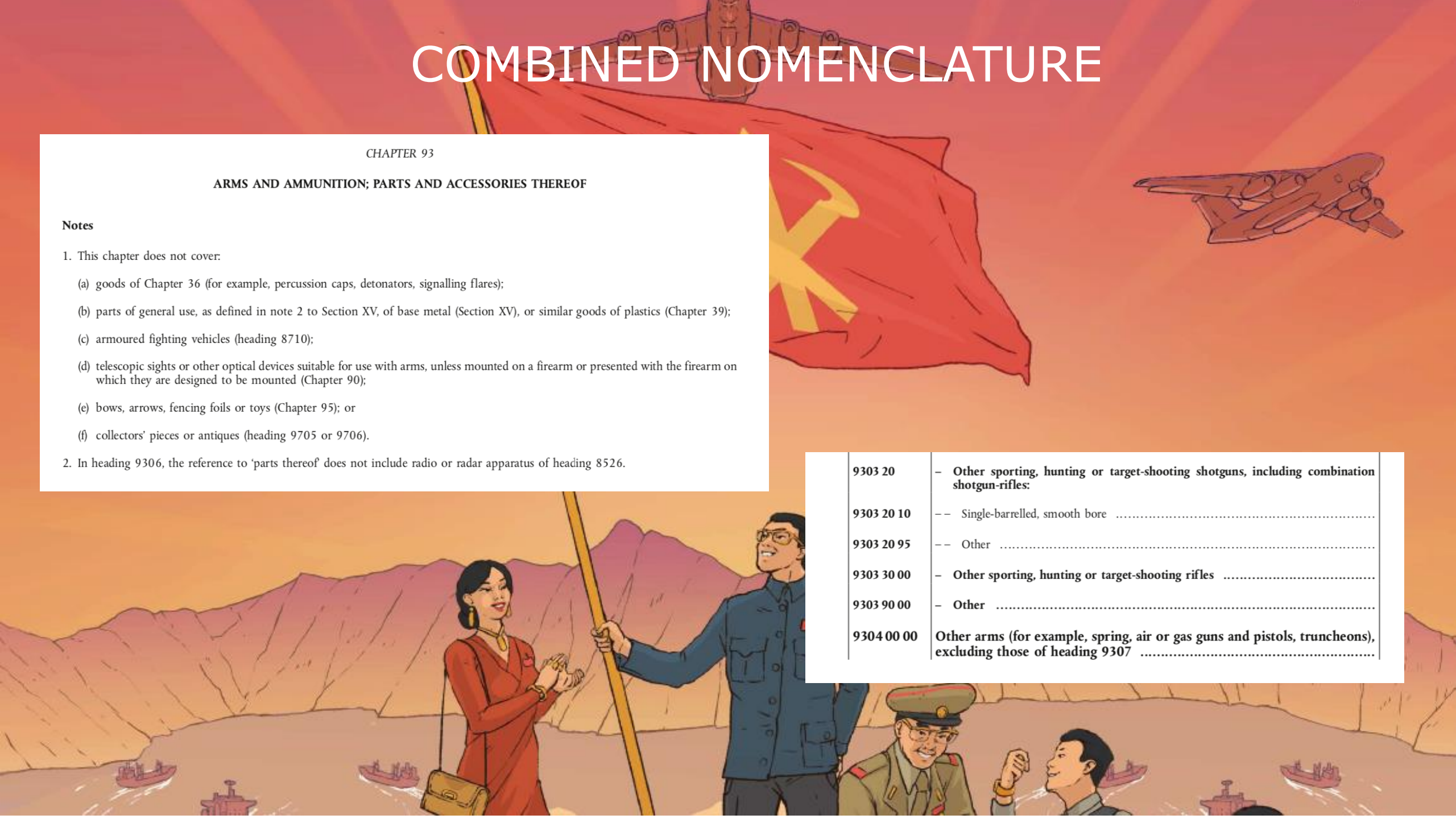
CHAPTER 93

ARMS AND AMMUNITION; PARTS AND ACCESSORIES THEREOF

Notes

1. This chapter does not cover:
 - (a) goods of Chapter 36 (for example, percussion caps, detonators, signalling flares);
 - (b) parts of general use, as defined in note 2 to Section XV, of base metal (Section XV), or similar goods of plastics (Chapter 39);
 - (c) armoured fighting vehicles (heading 8710);
 - (d) telescopic sights or other optical devices suitable for use with arms, unless mounted on a firearm or presented with the firearm on which they are designed to be mounted (Chapter 90);
 - (e) bows, arrows, fencing foils or toys (Chapter 95); or
 - (f) collectors' pieces or antiques (heading 9705 or 9706).
2. In heading 9306, the reference to 'parts thereof' does not include radio or radar apparatus of heading 8526.

9303 20	– Other sporting, hunting or target-shooting shotguns, including combination shotgun-rifles:
9303 20 10	-- Single-barrelled, smooth bore
9303 20 95	-- Other
9303 30 00	– Other sporting, hunting or target-shooting rifles
9303 90 00	– Other
9304 00 00	Other arms (for example, spring, air or gas guns and pistols, truncheons), excluding those of heading 9307



Dank U



Thank you to our sponsor!



NWCTECH



Networking Lunch 12:30 – 14:00



Kindly sponsored by;



iSHARE



Session 5: Implementing Protocols for ACAS/PLACI in your Global Network

Michael Ford

VP of Government and Industry Affairs

BDP International Inc



PLACI / ACAS IN A GLOBAL NETWORK



Michael Ford | Vice President of Government and Industry Affairs | BDP International

About BDP International



Privately held non-asset-based corporation founded in **1966**



Annual sales of **\$2.8 billion**



250,000+ monthly transactions



5,000 employees and **144** offices serving **133** countries



Primary industries: **Chemical, Projects, Oil & Gas, Life Sciences, Retail & Consumer Goods,** and **Industrial**



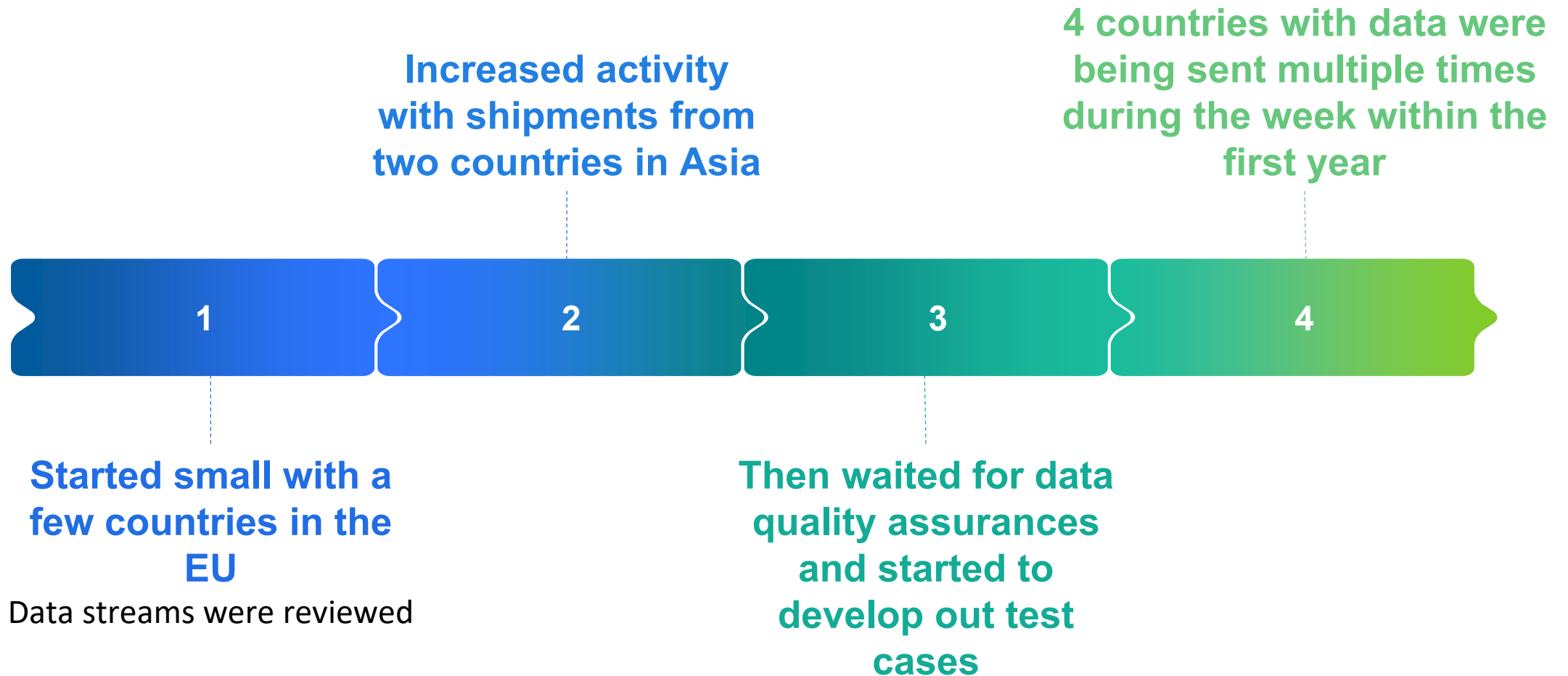
One single **global operational system**



ACAS

- ✓ Worked with USCBP on ACAS Pilot program since 2011
- ✓ Program differs from a consolidator of cargo versus express carriers
- ✓ Lessons learned becomes important area for how to implement a successful program when in pilot phase

How we implemented



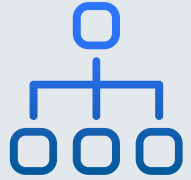
Challenge #1

- Maintaining the status quo as airlines are mandated to ensure ACAS/PLACI risk assessment and screening has been completed prior to foreign pre-departure
- Operational, economic and competitive challenges throughout the inbound aviation supply chain

Challenge #2

- In-bound data transmission requires earlier in the transportation timeline, (pre-arrival to a pre-departure), will result in significant operational and cut-off time changes.
- Current practice manifests are created by airlines using paperwork pouches tendered by freight forwarders when cargo is delivered to the airline dock.
- The manual data entry process for HAWB-level AMS transmission is not generally completed by the airlines until well after flight departure

Internal review



Manage across
several
departments



Different
systems



Different
processes



Not everyone
was
the same

What was needed?



Trying to create some type of internal standard to follow



Regional practices have been in place for long period of times



Working with the airlines



Data has been consistent



Getting overseas staff to understand US regulations



Is this duplicative work?

Data requirements

The Best Party in the Supply Chain should be active and sending:

- ✓ Shipper Name and Address – individual name or name of business and a valid street address with city/province, country and postal code
- ✓ Consignee Name and Address – individual name or name of business and a valid street address with city/province, country and postal code.
- ✓ Total Quantity – based on the smallest external packing unit
- ✓ Total Weight – total weight of cargo expressed in pounds or kilograms
- ✓ Cargo Description – generic cargo descriptions should be avoided
- ✓ Air Waybill Number (must be included as the Unique Transmission Identifier).
- ✓ The house air waybill (HAWB) number is a mandatory data element.
- ✓ The master air waybill (MAWB) number is a mandatory data ways.

“Ensure that we know how to deal with exceptions”

- ✓ MAWB: 123-45678907
- ✓ Origin: Egypt
- ✓ Destination: Washington, DC
- ✓ Cargo description: UNSOLICITED GIFT
- ✓ Weight: 25 kg
- ✓ Reason for the screening request: Shipper is possible subject of interest, first time shipper/consignee, routing, cargo description and weight.
- ✓ Please reply to all indicating the screens/examinations which were conducted, location of foreign exam, and the disposition of the screen. Also, please indicate the final routing of the shipment once it is known.

Implementation

01

**ONE SIZE
FITS ALL?**

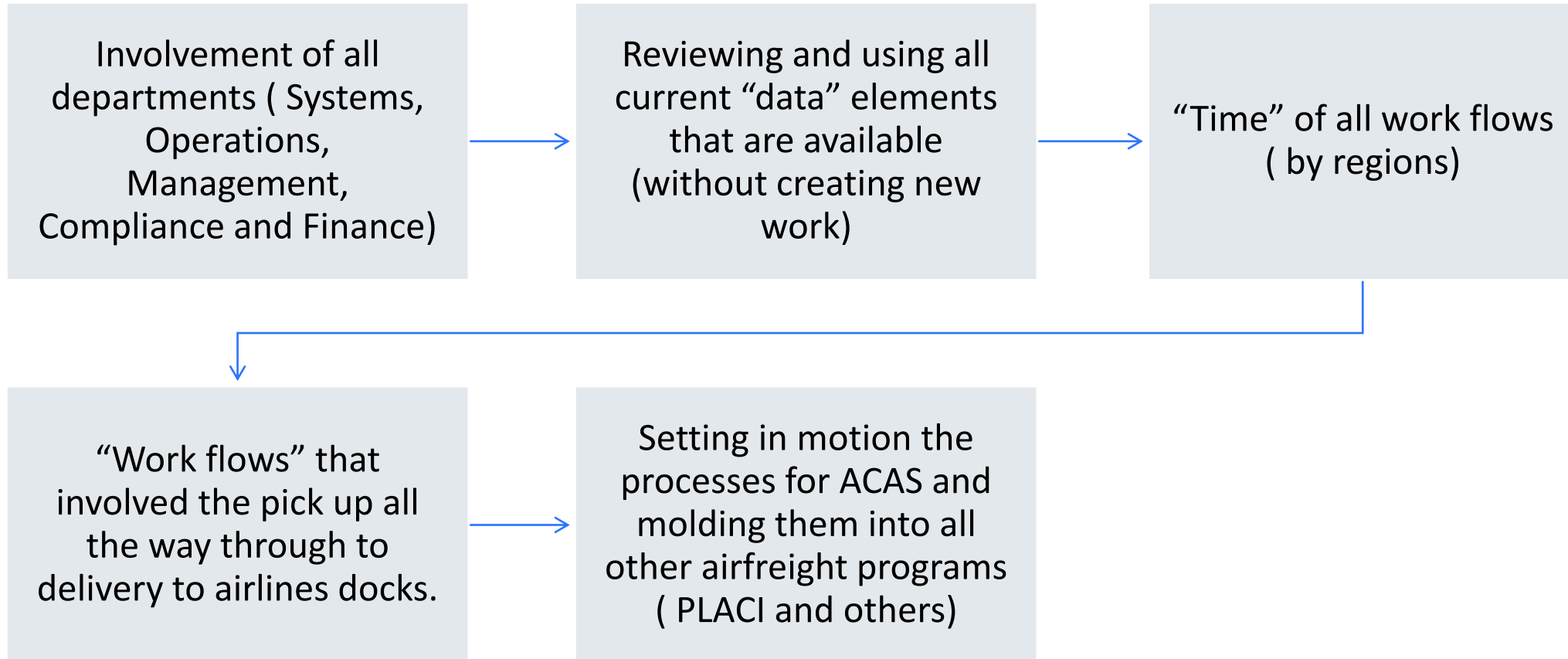
02

**LOCAL /
REGIONAL /
GLOBAL**

03

**COMMUNICATION
(NOT VIA
POWERPOINT)**

Setting up the right processes for success



WHY?

Supporting international air cargo security harmonization, ACAS:

- ✓ Reduces paper processes, increasing participant convenience
- ✓ Being able to adapt to real-time in mitigating all security threats
- ✓ Improves air cargo security through targeting and risk management
- ✓ Achieves enhanced security while minimizing the impact to free flow of commerce

ACAS, PLACI and other programs

BDP saw this as an opportunity to engage early with CBP to assist in learning about the consolidated order

Sending advance data and achieving the regulatory requirement in the US

One set of data used for export was used to achieve multiple regulatory steps



We consolidate orders around the world in our own network – big difference

Excellent practice

Setting up a GPC – Your Go to!

- Almost a 24/7 role

Your export becomes the import

Future program for advanced data



Building and understanding the data streams and workflow processes allows other programs to be implemented without much change/additional costs



Data request need to be standard (ocean not so)



Timing of data is key



House details versus Master

FINAL WORDS

- ✓ As countries implement their programs of risk/security the "old days" will not work
- ✓ Change is here
- ✓ Industry needs to adapt to the change
- ✓ Governments need to also adapt

PLACI / ACAS IN A GLOBAL NETWORK



Michael Ford | Vice President of Government and Industry Affairs | BDP International

Session 5b: TSA Air Cargo Division Update

John Beckius

Executive Director, Air Cargo Division

Policy, Plans and Engagement

TSA



Session 6: Cargo Targeting System for Air

Robert White

CTS Project Manager,

Enforcement & Compliance Sub-directorate

WCO





World Customs Organization
Cargo Targeting System (WCO CTS)



Introduction WCO

- Independent intergovernmental body whose mission is to enhance the effectiveness and efficiency of Customs administrations.
- The WCO represents **183 Customs administrations** across the globe that collectively process approximately 98% of world trade.

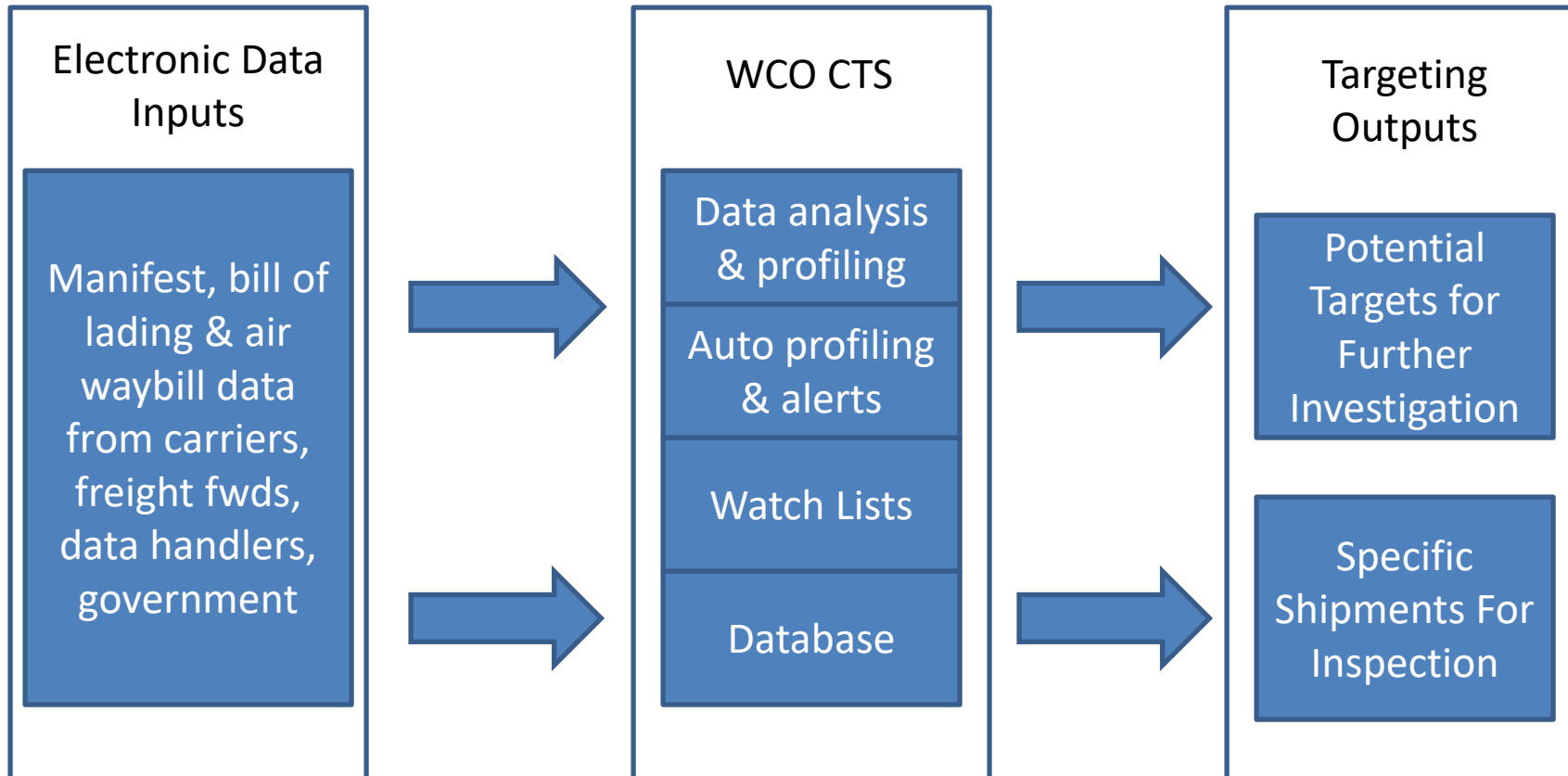


Introduction WCO CTS

- IT application enabling the risk assessment and targeting of import, export, transit and transshipment cargo across the full range of Customs risks.
- Operating in maritime container and air cargo domains including express shipments.
- Developed and owned by the WCO.
- Available to all WCO Members without purchase or licence fees.



WCO CTS Solution





WCO CTS Deployments

- Bahamas, Jamaica
- Chile,
- Panama
- Georgia, Ukraine
- Kenya
- Maldives, Sri Lanka
- Philippines, Singapore.



WCO CTS Package

- WCO supplied deployment package consists of:
 - Pre-deployment assessment.
 - Hardware (if required).
 - Software.
 - Manifest/Bill Data assistance
 - User training and mentoring.
 - Technical support.
 - Application Maintenance.



WCO CTS Air Cargo

- Available from 2017 after pilots in New Zealand and Panama.
- Single system covering containers and air cargo.
- Existing deployments upgraded.
- Included in all new deployments.
- Standardized data filing using IATA C-XML or WCO CTS XML formats.



Benefits WCO Members

- Fulfills key Customs goals and international instruments:
 - WCO Revised Kyoto Convention – Sections 6.3 & 6.4
 - WCO SAFE Framework of Standards – Standard 2
 - WTO Trade Facilitation Agreement – Standards 7.3 & 7.4
- Replacing inefficient manual processes.
- No cost software / low overhead / complete package / sustainability.
- Proven, effective solution.
 - Intuitive and user friendly.
 - Quick and simple access to manifest information.



Benefits Air Industry

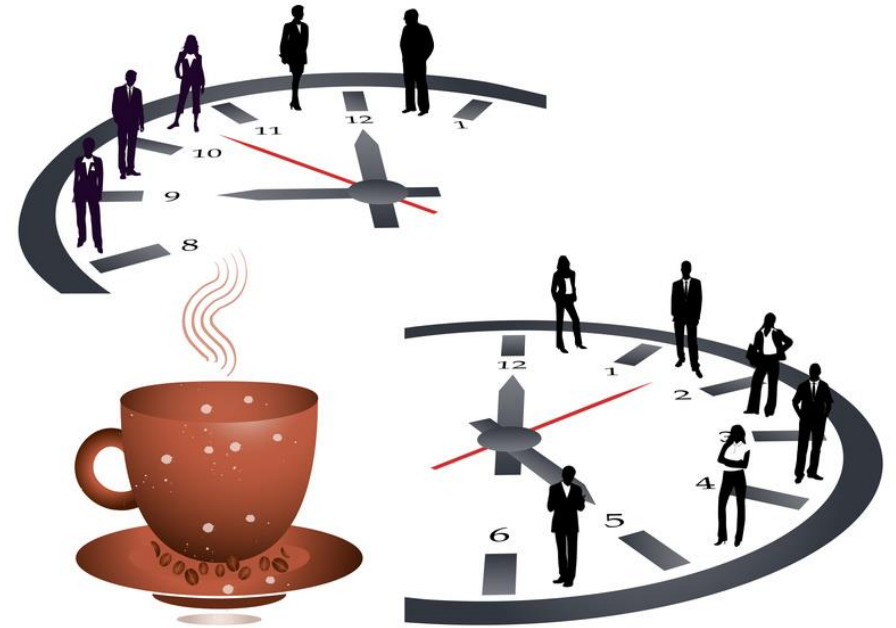
- Standardized system available to all WCO Members.
- Standardized data filing using IATA C-XML format messages.
- Enables quicker, more effective risk assessment by Customs.
- Enables informed facilitation of cargo not deemed high risk.



For further information:
Robert.White@wcoomd.org

Networking break 15:30 – 16:00

Kindly sponsored by;



Joint Session

Lithium Battery Workshop, Cargo Security & Facilitation Forum and Air Cargo Operations

Moderator:

Dietmar Jost

Customs & Security Advisor

GEA

Panelists:

Howard Stone, VP Aviation Security, UPS

Liz Merritt, Managing Director Cargo, A4A

Alex Rodriguez, Compliance Manager, MSA Security

Eric Gillett, Policy Specialist Dangerous Goods, UK CAA

Jimmy Pang, Managing Director, Alliance Knowledge Mngt Ltd

IATA
CARGO
EVENTS

Amsterdam, Netherlands
29-31 October 2019



IATA Lithium Battery Workshop: Safety Risk from Undeclared/Misdeclared Lithium Batteries



Eric Gillett, Policy Specialist Dangerous Goods

29th October 2019

Undeclared/Misdeclared in Cargo



CAA Workshop Recommendations

How can product designers, manufacturers and distributors be made more aware of UN 38.3 test requirements and dangerous goods shipping requirements?

- Establish national regulations requiring importer to obtain evidence of tests
- Reshaping consumer demand by focusing on verifiable test status during marketing
- Global access to test credible test reports via databases
- Measures to stop abuses of certification marks, e.g. UL
- States to promulgate IATA lithium battery guidance, e.g. via social media

CAA Workshop Recommendations

How can counterfeit, poorly manufactured or untested batteries be prevented from entering the supply chain, or be intercepted at the earliest opportunity?

- Further scrutiny of the supply chain by air operators stemming from emerging ICAO Annex 6 requirements
- ICAO to resolve responsibilities of freight forwarders and explore opportunities for detection through screening (Flight Ops WG-Safe Carriage of Goods)
- IATA commitment to develop protocol for sharing non-compliance data between members without breaching anti-trust regulations
- Enhancement of IATA Air Cargo Agent accreditation process

Detection through screening

- Lithium batteries within small parcels are identifiable through visual x-ray
- UK cargo sector is developing similar methodologies but recognising that cargo packages and consignments are often larger making visual screening more complex.

Alkaline



Nickel Metal Hydride

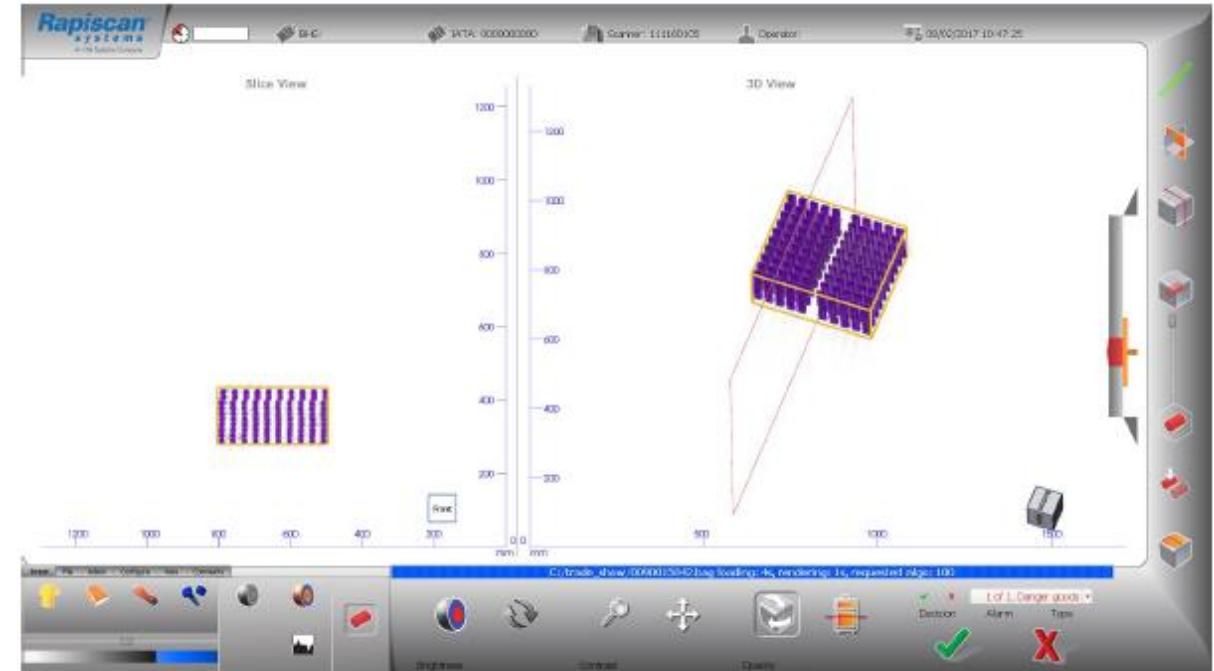


Lithium



Automated Screening Solutions

- On advanced screening equipment, algorithms can be developed to detect particular dangerous goods
- Good potential for machine learning (AI) solutions
- Operational within one UK express courier sector site
- Low False Alarm Rate



Workshop Questions

How can freight forwarders, air operators and their agents leverage existing data to identify potential shipments of undeclared or misdeclared dangerous goods?

- Potential electronic systems to analyse:
 - Air waybill and customs declaration data using natural language processing and fuzzy matching against list of dangerous goods from the ICAO Technical Instructions, synonyms, etc.
 - Package mass density
 - Shipper/forwarder compliance history data

Workshop Questions

How can the various regulators and other agencies collaborate more effectively on investigation and enforcement?

- CAA to establish working group with Customs, Office for Product Safety (trading standards), etc. to develop agency agreements for sharing intelligence and collaborative enforcement.
- Better coordination of related activities by ICAO, Universal Postal Union, IATA, World Customs Organisation, International Federation of Freight Forwarders Associations (FIATA) and The International Air Cargo Association (TIACA)

Niá:wen
 谢谢
 Thank
 màhsì
 Merci
 masi chok
 唔該
 T'ooyaksiy' nisim'
 Graciās
 You
 Se:kenh:
 Obrigado
 Miigwech

Day 1 Closing Remarks

Gordon Wright

Head, Cargo Border Management

IATA



Thank you to all our sponsors!



Shaping Europe's smartest cargo hub at Amsterdam Airport



Thank you to our sponsor!

Rapiscan[®]
s y s t e m s

An OSI Systems Company



Welcome Reception 18:00 – 19:30

Exhibition Hall area

Kindly sponsored by;



IATA
CARGO
EVENTS

Amsterdam, Netherlands
29-31 October 2019

