

**IATA
CARGO
EXPERTS
CONFERENCE**

CSD/eCSD Reform Initiative **A Digital Future!**

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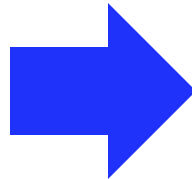
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Consignment Security Declaration

What is the CSD/e-CSD?

1. Creates an audit trail detailing how and when cargo has been secured
2. Transfer Security Status reliably and consistently throughout the secure supply chain
3. The e-CSD is the electronic version of the paper-based CSD
4. Align with Annex 17 **Standard 4.6.8**



Annex 17 Standard 4.6.8:
Each Contracting State shall ensure that **cargo and mail that has been confirmed and accounted** for shall then be **issued with a security status** which shall **accompany**, either in an electronic format or in writing, the cargo and mail **throughout the secure supply chain**



International Standards
and Recommended Practices



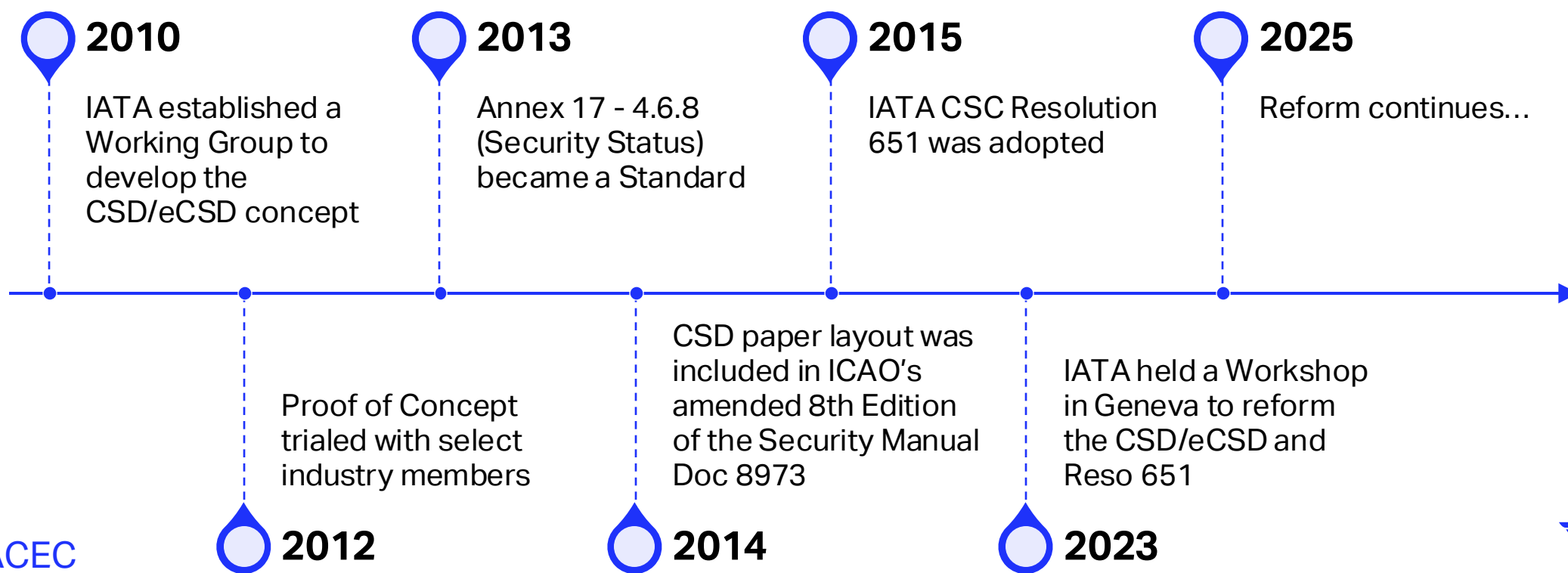
Consignment Security Declaration

Why were the CSD and e-CSD created?

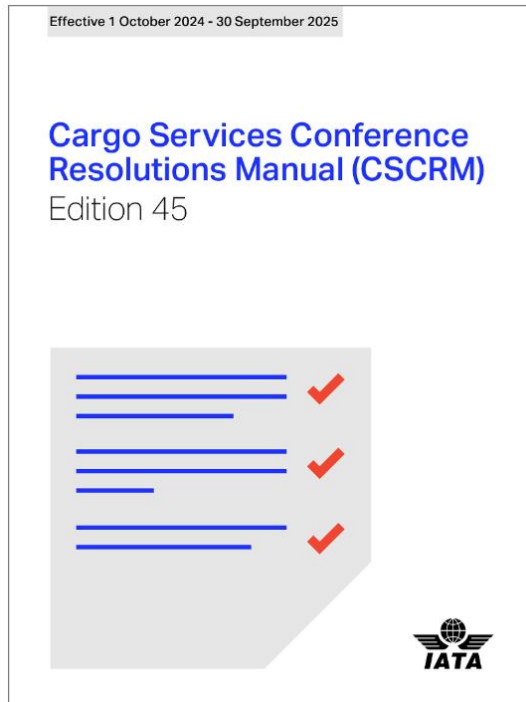
- 1: To provide Regulators with a standardized audit trail with relevant security information of a typical supply chain movement;
- 2: Establish a common global standard for exchanging relevant security information alongside the supply chain complying with any global security;
- 3: Reduce complexities in the supply chain



CSD/e-CSD timeline and evolution



IATA Resolution 651



What is an IATA Resolution?

- a rule adopted by the respective IATA Traffic Conference (for example, the Cargo Services Conference) that sets mandatory standards, practices and conditions.

Resolution 651:

- Requires composition, use and exchange of CSD/e-CSD data

Mandatory for Member Airlines:

- Resolutions are **binding** on IATA member airlines

CSD/e-CSD Reform Initiative

Purpose: To address CSD/e-CSD and Resolution 651 adoption and implementation challenges:

1. Some airlines and jurisdictions are not implementing
2. Inconsistent implementation
3. Opportunity for refinement and modernization
4. **Full transition to digital (e-CSD)!**

Regulated Entity Category (RA, KC or AO) and Identifier (of the regulated party issuing the security status)		Unique Consignment Identifier (if AWB format is nnn-nnnnnnnn)	
①		②	
Contents of Consignment		③	
<input type="checkbox"/> Consolidation			
Origin	Destination	Transfer/Transit points (if known)	
④	⑤	⑥	
Security Status	Reasons for issuing the Security Status		
	Received from (codes)	Screening Method (codes)	Grounds for Exemption (codes)
⑦	⑧	⑨	⑩
Other Screening Method(s) (if applicable)		⑪	
Security Status Issued by		Security Status Issued on	
⑫		⑬	
Name of Person or Employee ID		Date (ddmmmyy) Time (tttt)	
Regulated Entity Category (RA, KC or AO) and Identifier (of any regulated party who has accepted the security status given to a consignment by another regulated party)			
⑭			
Additional Security Information			
⑮			

E-CSD Adoption

Why do we stand with e-CSD acceptance?

April 2022 IATA Survey:

150 Member State responses
Less than 50% accept the e-CSD

Some supply chain partners also do not accept the e-CSD

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CSD/e-CSD Reform Timeline



CSD/e-CSD Reform Initiative

Priorities and other considerations:

- Security Status needs to be transferred (shared) reliably and consistently
- The means for collecting and transferring must be **consistent and harmonized**
- **Global application** – not targeted for specific region/s
- Ideally entirely **digitized** (with paper-based option for exceptional circumstances)
- Fulfill airline requirement to issue and track a security status
- Maintaining alignment and compliance with Annex 17 Standard 4.6.8

The means doesn't have to be a CSD/eCSD!



IATA CARGO EXPERTS CONFERENCE

**Brussels, Belgium
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Thank You!

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