Thank you to our Sponsors
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!
Welcome Remarks

Gordon Wright,
Head Cargo Border Management,
IATA
Keynote Speech

Douglas Yeo, Senior Deputy Director, Singapore MoT
Update on upcoming local and regional regulatory changes impacting Air Cargo Border Management

Alexander Cornelius,
Manager Cargo Safety, Security & Compliance,
Singapore Airlines
Update on Regional Regulatory Changes Impacting Air Cargo Border Management

Alexander Cornelius
Manager Cargo Safety, Security & Compliance
Singapore Airlines
Impetus for Change

• ICAO 2021 requirement for State Security Programme
  • 100% Screening
  • Validated Consignors
  • Approved as other entities applying security controls

• Threat Mitigation

• Customs move towards Digitization

• More efficient revenue collection?
Scope

- Hong Kong
- Japan
- Singapore
- China
- Indonesia
- Australia
Singapore

- **Current**
  - Regulated Agent Scheme
  - Known Consignor Scheme based on Business relationship/Industry recognized security certification
  - Exemptions for programme participants

- **Change**
  - Extension of State Oversight to Regulated Known Consignor Scheme
  - Intro 2020

**What it means?**
- Consistency in regulation across the secure supply chain
- Operational efficiency benefits
- If KC regulations are onerous, could lead to less KC and more UC.
- Increased level of screening could then lead to warehouse congestion
  Insufficient capacity to deal with crisis-related screening
Australia

• **Current**
  • Regulated Agent Scheme
  • Known Consignor Scheme
  • Piece Level Screening only for US bound Cargo

• **Change**
  • Introduction of 100% Piece Level Screening for all Cargo
  • Exemptions for KC
  • Intro Mar 2019

**What it means for us?**
- GHAs need to ensure capacity requirements are met
- KC take up rate if poor could lead to operational efficiency issues
- Influx of screening personnel (Standards)
Hong Kong

- **Current**
- Regulated Agents
- KC programme

- **Change**
  - Introduction of 100% Piece Level Screening for all Cargo
  - Phased approach starting Oct 2018 (Intro 2021)
  - Studies in place for off site screening, regulation of KC
  - K9 and Palletised Cargo screening (CT) under study

**What it means for us?**
- State / GHAs need to ensure capacity requirements are met
- Off-site screening controls need to be regulated
- Influx of screening personnel (standards)
Indonesia

• **Current**
  - Line 1 and Line 2 Screening
  - KC programme allows for no screening at Line 2

• **Change**
  - Review underway on KC programme
  - Take up rate low due to costs
  - AOSP in English to be accepted

**What it means for us?**
- Only concern at moment is that KC may be required to be audited by the Airline
- Watch this space
The Indonesian Ministry of Finance has informed that they are enforcing Customs Regulation PMK 158/PMK.04/2017 for cargo shipments brought by air.

Full implementation was by 29 Sep 18.

The regulation mandates the following information to be electronically provided in the OCI line of the FWB and/or FHL:
- Importer Tax ID
- Harmonised System (HS) code

**What it means for us?**
- Potential Impact is that resolution takes bet 7-14 days if incomplete info which could lead to warehouse related issues.
The General Administration of Customs of the P.R. China (GACC) has issued Decree No. 56, requiring the following information to be electronically provided in the OCI* line of the FWB and/or FHL for cargo shipments into/ via China wef 01 June 2018:

- Shipper Enterprise Code
- Consignee Enterprise Code
- Consignee Contact Name
- Consignee Contact Telephone Number

**What it means for us?**

Since most forwarders’ systems are not able to support the OCI field, airlines have to manually capture and submit the information to China Customs.
Japan

• Japanese Customs and the Tariff Bureau of Ministry of Finance requires **ACI** to be submitted 3 hours before flight arrival at the Japanese airport.
• The FWB and FHL must include the name and the address of shipper and consignee.
• Effective from Mar 2019.
• JP Customs/NACCS system is unable to process the data in Cargo-IMP format. The data must be converted into EDIFACT format before transmitting to the NACC.

• Airlines may submit the FFM/FWB/FHL to NACCS through the conversion services provided by:
  • Ground Handling Agent (GHA)
  • “Aviation EDI network” (ARINC/SITA)
USA

- Current
- ACISP
- MSP
- ACAS Pilot

- Change
- Introduction of ACAS for all

What it means for us?
Airlines need to work with the TSA to ensure implementation
Further discussion in the PLACI track
Anecdotal

- CSD related
  - Increased requests for CSDs for upstream screening
- Increased pressure to screen for LiBa, wildlife, illicit
  - Some regulators expect this
  - How do we plan to mitigate this?
  - Additional screeners?
  - Technology solutions?
  - Alternate screening methods?
Questions or Sharing?

https://www.youtube.com/watch?v=ub NF9QNEQLA
Thank you
Networking break
10:30 – 11:00

Thank you to all our Sponsors!
Integrating threat information into training programs and how to create an information ecosystem between regulators and industry

Moderator:

Matthew Vaughan,
Director Aviation Security, IATA

Panelists:

Jim Edgecombe,
Cargo Security Manager, United Airlines

Matthew Fleming,
Manager, Security International & Freight, Qantas Airways Ltd

Ian Gilchrist,
Head, Aviation Security Unit, Qatar CAA

Douglas Yeo,
Senior Deputy Director for Security Policy with the Ministry of Transport, Singapore
### Table 3-1. Threat-type risk levels

<table>
<thead>
<tr>
<th>THREAT TYPE</th>
<th>Likelihood</th>
<th>Consequence</th>
<th>Vulnerability</th>
<th>RISK</th>
</tr>
</thead>
<tbody>
<tr>
<td>PERSON-DELIVERED IED on the body or in cabin baggage</td>
<td>High</td>
<td>High</td>
<td>Medium-high to High</td>
<td>HIGH</td>
</tr>
<tr>
<td>LANDSIDE ATTACKS</td>
<td>High</td>
<td>Medium-low to High</td>
<td>Medium-high</td>
<td>MEDIUM-HIGH</td>
</tr>
<tr>
<td>MANPADS in conflict or proliferation zone</td>
<td>Medium-high</td>
<td>High</td>
<td>Medium-high</td>
<td>MEDIUM-HIGH</td>
</tr>
<tr>
<td>IED IN CARGO</td>
<td>Medium-high</td>
<td>Medium-high to High</td>
<td>Medium-high</td>
<td>MEDIUM-HIGH</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>THREAT TYPE</th>
<th>Likelihood</th>
<th>Consequence</th>
<th>Vulnerability</th>
<th>RISK</th>
</tr>
</thead>
<tbody>
<tr>
<td>IED IN HOLD BAGGAGE</td>
<td>Medium-low</td>
<td>High</td>
<td>Medium to Medium-high</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>VEHICLE-BORNE IED</td>
<td>Medium</td>
<td>Medium-high</td>
<td>Medium-high</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>AIRCRAFT USED AS A WEAPON</td>
<td>Medium</td>
<td>High</td>
<td>Medium</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>CONVENTIONAL HIJACK</td>
<td>High</td>
<td>Medium-low</td>
<td>Medium-low</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>CHEMICAL, BIOLOGICAL, AND RADIOLOGICAL THREATS</td>
<td>Medium</td>
<td>Medium-high</td>
<td>Medium-high</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>IED IN SERVICES (catering, in-flight supplies, etc.)</td>
<td>Medium-low</td>
<td>High</td>
<td>Medium</td>
<td>MEDIUM-LOW</td>
</tr>
<tr>
<td>ATTACK USING REMOTELY PILOTED AIRCRAFT SYSTEMS (on aviation targets)</td>
<td>Low</td>
<td>High</td>
<td>Medium-high</td>
<td>MEDIUM-LOW</td>
</tr>
<tr>
<td>MANPADS (non-conflict or proliferation zone)</td>
<td>Medium-low</td>
<td>High</td>
<td>Medium-high</td>
<td>MEDIUM-LOW</td>
</tr>
<tr>
<td>CYBER-ATTACKS</td>
<td>Low</td>
<td>High</td>
<td>Medium-low</td>
<td>LOW</td>
</tr>
</tbody>
</table>
3.1.3 Each Contracting State shall keep under constant review the level and nature of threat to civil aviation within its territory and airspace above it, and establish and implement policies and procedures to adjust relevant elements of its national civil aviation security programme accordingly, based upon a security risk assessment carried out by the relevant national authorities.

Note.—Guidance material regarding threat assessment and risk management methodologies can be found in the Aviation Security Manual (Doc 8973 — Restricted).
CHAPTER 3. ORGANIZATION

3.1 National organization and appropriate authority

... 

Note.—Guidance material regarding threat assessment and risk management methodologies can be found in the Aviation Security Manual (Doc 8973—Restricted).

3.1.3 bis Each Contracting State shall establish and implement procedures to share, as appropriate, with its airport operators, aircraft operators, air traffic service providers or other entities concerned, in a practical and timely manner, relevant information to assist them to conduct effective security risk assessments relating to their operations.

...
CHAPTER 5. MANAGEMENT OF RESPONSE TO ACTS OF UNLAWFUL INTERFERENCE

5.1 Prevention

5.1.6 Each Contracting State shall ensure that its national civil aviation security programme defines processes for the reporting of information concerning incidents of acts of unlawful interference and preparatory acts thereto, by any entity responsible for the implementation of the national civil aviation security programme in a practical and timely manner to the relevant authorities, as appropriate, in accordance with 2.1.4.
WASHINGTON, Aug 30 (KUNA) - US Secretary of Homeland Security Kirstjen Nielsen traveled to Australia this week for the Five Country Ministerial during which she met with senior security officials from Australia, Canada, New Zealand and the United Kingdom to discuss "persistent and emerging threats and how the "Five Eyes" nations can work jointly to thwart them," it was announced Thursday.

The Department of Homeland Security (DHS) said in a statement that Nielsen reached a number of "actionable agreements with our foreign partners to keep the public safe." It indicated that she and her counterparts also agreed to establish a new "Aviation Security 5" working group "to confront evolving security threats to the aviation sector; to strengthen connectivity between cyber centers to enable shared 24/7 monitoring of nefarious cyber activity; to coordinate and consider joint attribution and response activities in the event of a cyber attack or foreign interference incident and to strengthen efforts to counter human trafficking." They also discussed "challenges posed by refugee flows and irregular migration and agreed that more must be done to build asylum capacity in countries of origin and surrounding regions in order to protect vulnerable populations."

Furthermore, Nielsen highlighted recent DHS actions to counter threats, including "major aviation security and border security enhancements, new counterterrorism measures, increased efforts to confront human trafficking, new approaches to defending cyberspace and protecting critical infrastructure and actions to counter foreign interference." (end) si.rk
Strategic Goal 1.2: Improve intelligence-driven operations with increased information sharing

Effective intelligence and information sharing with frontline operators and transportation partners improves situational awareness and enhances our ability to identify and respond to security risks. We will pursue timely integration of actionable intelligence and increased information sharing to support TSA as an adaptive security organization.

<table>
<thead>
<tr>
<th>Objectives</th>
<th>FY18 Outcome</th>
<th>Owner</th>
<th>Estimated Date of Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.2.1 Accelerate implementation of all phases of the intelligence cycle, to advance the effective delivery of relevant, timely, and actionable information to TSA operational components and transportation security stakeholders.</td>
<td>Lead: I&amp;A</td>
<td>Operations Support: G5, RCA, SPIE Security Operations LE/FAMS</td>
<td>FY19</td>
</tr>
<tr>
<td>1.2.2 Increase participation and scope of formalized multimodal intelligence and information sharing forums to more holistically share threat information and improve threat awareness for industry and government security operations across all transportation modes.</td>
<td>Lead: I&amp;A</td>
<td>Operations Support: SPIE Security Operations</td>
<td>FY19</td>
</tr>
<tr>
<td>1.2.3 Establish a multi-functional, cross-office Counterintelligence Unit with resources from I&amp;A, INS, and LE/FAMS in order to improve protection of TSA assets, operations, and information while strengthening TSA security capabilities.</td>
<td>Lead: I&amp;A</td>
<td>Operations Support: G5 Enterprise Support: T&amp;D, HC, INS Security Operations LE/FAMS</td>
<td>FY20 (Note FY18 milestones)</td>
</tr>
<tr>
<td>1.2.4 Modernize and expand TSA intelligence systems and infrastructure at headquarters, in the field, with industry and other stakeholders, including expanded and improved H5ON systems, data management software, and physical security improvements at dispersed locations to improve the scope and speed of disseminating threat information and make transportation security operations more agile and effective.</td>
<td>Lead: IT</td>
<td>Operations Support: I&amp;A</td>
<td>FY20</td>
</tr>
</tbody>
</table>
UK Aviation Security Strategy

Getting ahead of the threat
Guidance

Aviation security if there’s no Brexit deal

How possible changes to aviation security would affect businesses and passengers if the UK leaves the EU in March 2019 with no deal.

Published 24 September 2018
From: Department for Transport
TSA AIR CARGO
ADVANCE SCREENING

REQUIRED INFO FROM AIRLINES

- Where a package is from
- Who sent it
- How it was sent
- Where it's been & going
- Contents

BREAKING NEWS

CBS THIS MORNING

TSA TERROR CONCERNS

BOMB FEARS PROMPT NEW SECURITY FOR FLIGHTS FROM MIDDLE EAST
Air cargo serving e-commerce

September 2017

Digital technologies have revolutionized the retail industry, buying patterns and consumer expectations, and will continue to do so at an ever increasing pace.

The global economy is increasingly turning to e-commerce: whether for online shopping between consumers and businesses, or consumer to consumer, or business to business. Traditional and digital worlds are also closely integrated with multi-channel solutions and business models mixing offline, online and even virtual experiences.

Consumers in stores use more and more digital devices (their own or the ones provided by the retailer) to虚拟ly buy clothes and customize the goods they will then order, buy products that are either out of stock or not sold in stores, scan product labels to check availabilities, and arrange delivery and returns.

E-commerce growth is the ‘not-to-be-missed’ opportunity!

Since 2005, global internet retail sales have grown above 20% a year on average according to Euromonitor International, much faster than traditional store based sales.

In addition to rising domestic volumes sent by large and small e-retailers, the fast-growing cross-border e-commerce market remains a key growth driver. The International Post Corporation (IPC) reported in its annual survey that between 2013 and 2015, e-commerce from Asia Pacific to Europe grew by 66%. The global value of e-commerce sales forecast for 2019 is expected to reach USD 3.5 trillion.

$3’500’000’000’000
value of global e-commerce forecast for 2019

Air cargo responding to the e-commerce challenge: the industry action plan

- Strengthen safety and security for air cargo and airmail
  Safety and security must be further enhanced with stronger collaboration and compliance with programs related to training, trusted partner identification and compliance with regulations and best practices. The e-commerce industry will benefit from these initiatives in terms of image and also in terms of efficiency and non-rejections of goods.

- Engage with e-commerce players to align understanding on air cargo safety and security matters
  Stronger collaboration between commercial partners will benefit all! Interactive dialogue to transmit information like predictive and effective volumes, bookings and allocations can help optimize capacity, load factors, routes, physical flows and environmental footprint.
Networking break
12:30 – 14:00

Thank you to all our Sponsors!
Emerging screening technologies

Sandeep Dhaliwal,
Global Sales Director Air Cargo,
Rapiscan Systems
Security Technologies in Express & Air Cargo

Sandeep Dhaliwal
Global Sales Director – Air Cargo
Security Technologies In Security

The Past – Driving Forces

Incidents & Threats → New Regulations

→ New Security Technologies

New Regulations

Layer 1
Layer 2
Layer 3
Layer 4
Security Technologies In Security

The Past – Pass the Audit/Comply

Security measures and advancements to regulations are a necessity

Implementing Security measures became a tick box exercise
Security Technologies In Security

Present – Manufacturers are getting ahead of the Curve

Non-Radiation Explosive Trace Detectors

Tray Return Systems for checkpoint control

High penetration X-Ray generators
Security Technologies In Security

Present – Cargo Companies Seeing the Advantages

Std 3 Screening for Express Cargo

- Faster Throughput
- Smaller Footprint
- Automated Level 1
- Energy Efficient
- Linking data
- Track full journey of the parcel

Utilising existing systems
- Faster throughput
- Working in automated environment
- Linking data
- Track full journey of the parcel

Matrixing DV

Linking data
Track full journey of the parcel
Security Technologies In Security

Present – Cargo Companies Seeing the Advantages

Higher Penetration X-Rays

Safer
Less need for 2\textsuperscript{nd} Level security inspection
Less missed connections
Link data
Specific Development for RTT Air Cargo

Future – Next Generation Products - Collaborate

Working with the Cargo Companies allows Vendors/Manufacturers to target their R&D to the areas of interest and need

Example – Dangerous Good for Std 3 (EDS)

Flammable Liquids  Liquefied Gases  Compressed Gases

Lithium Batteries  Curtainless Shrouds
Specific Development for RTT Air Cargo

Future – Next Generation Products - Collaborate

Next Generation of Development

Faster belt speed for Std 3 EDS

Faster belt speed for Dual View

Additional detection capabilities for Std 3 EDS, Specific to country or customer –

Firearms
Narcotics
Currency
Endangered Species
Pharmaceuticals

Working with AI
Thank you!
ACI / PLACI / IFR: What is the latest on this alphabet soup of acronyms?

Moderator: Mike White, President, CNS

Panelists:
Darren Hart, Freight Data Lead, UK Border Force
Craig Clark, Branch Chief, CBP
Sam Png, Networks Consultant, Information Management Services, Rockwell Collins
Networking break  
15:30 – 16:00

Thank you to all our Sponsors!
Joint session with
AirPharma Conference
How secure is the Pharmaceutical Supply Chain?

Moderator:
James Lobello,
Aviation and Business Security, Lufthansa

Panelists:
Loraine Bout,
Intelligence Manager EMEA & APAC, Sensitech

Matthew Fleming,
Manager, Security International & Freight, Qantas Airways Ltd

Elad Gadot,
Executive Director, Corpsec
How Secure is the Pharmaceutical Supply Chain?

Bangkok
October 2018
EMEA Pharma Theft: By Location

EMEA—Pharmaceutical Cargo Theft by Location, 2016 – 2018 YTD

- Unsecured Parking: 76%
- Warehouse/DC: 11%
- In-Transit: 11%
- Company Yard/Premises: 2%
US Pharma Theft: By Location

United States—Pharmaceutical Cargo Theft by Location, 2016–2018 YTD

- Unsecured Parking 90%
- Warehouse/DC 9%
- Secured Parking 1%
Brazil Pharma Theft: By Location

Unknown 68%
In-Transit 19%
Unsecured Parking 8%
Warehouse/DC 5%
Mexico Pharma Theft: By Location

Mexico—Pharmaceutical Cargo Theft by Location, 2016–2018 YTD

- In-Transit: 80%
- Company Yard/Premises: 14%
- Unsecured Parking: 3%
- Rail: 2%
- Boarding House/Carrier Facility: 1%
APAC Pharma Theft: By Location

APAC—Pharmaceutical Cargo Theft by Location, 2016–2018 YTD

- Unsecured Parking: 67%
- In-Transit: 33%

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EMEA Pharma Theft: By Type of Event
US Pharma Theft: By Type of Event

- Last-Mile Courier: 63%
- Theft of Full Truckload: 19%
- Pilferage: 8%
- Facility Theft: 7%
- Fictitious Pickup: 3%
Brazil Pharma Theft: By Type of Event
Mexico Pharma Theft: By Type of Event

- Hijacking: 83%
- Last-Mile Courier: 12%
- Pilferage: 2%
- Facility Theft: 2%
- Theft of Full Truckload: 1%
APAC Pharma Theft: By Type of Event

- Hijacking: 67%
- Theft of Full Truckload: 33%
EMEA Pharma Theft: By Value
US Pharma Theft: By Value
Brazil Pharma Theft: By Value
Mexico Pharma Theft: By Value
APAC Pharma Theft: By Value
# Regional Pharma Theft Trends

<table>
<thead>
<tr>
<th>Region</th>
<th>Details</th>
</tr>
</thead>
</table>
| **EMEA**     | - *Pharmaceuticals* sought after by organized criminals  
               - Largely underreported  
               - Fear of negative impact to business  
               - Incidents nearly doubled from 2016 to 2017  
               - In 2018 nearly same number of incidents already as 2017  
               - Slight increase at the end of this year expected |
| **Brazil**   | - *Pharmaceutical* thefts 2018 expected to surpass 2017  
               - Increase more related to increase in overall number of records  
               - Since 2016 percentage of *Pharmaceutical* thefts remained stable (2-3% of total)  
               - 2018 will most likely not differ |
| **United States** | - Volume of pharmaceutical thefts is dropping,  
                   - Increase in average value in the last couple of years,  
                   - Existence of advanced theft types aimed at pharma  
                   - Clear that organized cargo thieves are still actively targeting *Pharmaceuticals*. |
| **Mexico**   | - Rise of cargo theft  
               - *Pharmaceutical* thefts during 2018 show 48% decline compared to 2017  
               - Likely due to increased investment in security measures in response to significant losses experienced in 2017  
               - Effective in first half of 2018  
               - Expected that cargo thieves will continue to actively target this product type because black market demand for *Pharmaceuticals* remains high |
| **APAC**     | - Challenging to obtain data in APAC region.  
               - Recorded data shows relatively constant number of incidents throughout the years.  
               - Possible future increase due to more investments in intelligence in the upcoming years |
Thank you to our Sponsors
Welcome Reception 18:00 – 19:30
Day 2: Cargo Security & Facilitation Forum

9-10 October 2018, Bangkok, Thailand
Thank you to our Sponsors
IATA Competition Law Compliance

Do not discuss:
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- Bids on contracts or allocation of customers
- Geographic/Product market allocations and marketing plans, including
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Welcome Remarks

Gordon Wright,
Head Cargo Border Management,
IATA
Keynote Speech

Howard Stone,
Vice President Security,
UPS
Trusted Trader Programs: Is there really a benefit or has that time passed?

Moderator:
Shawn Beddows, Manager, Cargo Border Management, IATA

Panelists:
Ross Lockie, Regional Officer, Aviation Security & Facilitation, ICAO Asia & Pacific Office
Andrew Reynolds, Project Expert, Asia Pacific Security Project, WCO
Manuel Garza, Director, CBP
Networking break
10:30 – 11:00

Thank you to all our Sponsors!
E-Commerce
Is it moving faster than we can follow?

Moderator:
Andrew Farrelly,
Co-founder, CT Strategies

Panelists:
Jeff Koehl,
Staff Rep, Corporate Security, Cargo Security compliance,
United Airlines

James Lobello,
Head of Security, the Americas,
LufthansaCargo

Andrew Reynolds,
Project Expert, Asia Pacific
Security Project, WCO
Advance Data For Mail
How close are we really and how will ACI and PLACI regulatory requirements for cargo impact mail?

Moderator: Christopher Gibson, Co-founder, CT Strategies

Panelists:

Tripp Brinkley, Security Manager, UPU

Christelle Defaye-Geneste
Head of European and Customs Affairs, La Poste France

Manuel Garza, Director, CBP
1. THE POSTAL SUPPLY CHAIN

**PHYSICAL PROCESSES**

**LEG 1**
- **COLLECT**
  - ORIGIN POST

**LEG 2**
- **TRANSPORT**
  - OFFICE OF EXCHANGE

**LEG 3**
- **DELIVERY**
  - DESTINATION POST
## 1. THE POSTAL SUPPLY CHAIN

### DATA EXCHANGES PROCESSES

<table>
<thead>
<tr>
<th>DECLARATION FORMS</th>
<th>Paper version</th>
<th>Electronic version</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Postal</td>
<td>Cargo</td>
</tr>
<tr>
<td><strong>Customs</strong></td>
<td>CN22 / CN23</td>
<td>SAD</td>
</tr>
<tr>
<td><strong>Security</strong></td>
<td>CSD</td>
<td>CSD</td>
</tr>
<tr>
<td><strong>Transport</strong></td>
<td>CN38 / CN41</td>
<td>HAWB / MAWB</td>
</tr>
</tbody>
</table>
1. THE POSTAL SUPPLY CHAIN

POSTAL PRODUCTS

- LETTERS / CARDS
  - Letters
  - Post Cards
- OTHER OBJECTS
  - Avertissements
  - Documents
  - Books
  - « M » Bags
  - Small packets

POSTAL PARCELS
- Parcels

EMS
- Docs and Goods

Scope of items subject to electronic advance data
TABLE OF CONTENTS

THE POSTAL SUPPLY CHAIN

THE EU REGIME FOR MAIL

CHALLENGES AND INITIATIVES
2. THE EU REGIME FOR MAIL

GLOBAL POSTAL MODEL

The EAD model is based on:
- 3 types of messages (postal, customs and transport)
- 8 sequential EDI messages

1. CN23 data to border agency
2. CN23 data to border agency
3. Assessment complete / Referral notification
4. Assessment complete / Referral notification
5. Dispatch data
6. Receptacle ID and Item ID list (option)
7. Consignment data
8. Manifest

Destination Territory

Origin Post

Air Carrier

Destination Post

Destination Customs
2. THE EU REGIME FOR MAIL

ICS 2 & Global Model

1 - CN23 data

2 - CN23 data to border agency

3 - Assessment complete / Referral notification

4 - Assessment complete / Referral

5 - Dispatch data

6 - Receptacle ID and Item ID list

7 - Consignment data

8 - Manifest

F42 MAWB

F44 Receptacle and Item List/Id

Destination Customs

Air Carrier

PreDES

CUSRSP

PreDES

CUSITM

EDI message

Origin Post

Air Carrier

Destination Post
Data exchanges: current system between Airlines and posts
2. THE EU REGIME FOR MAIL

Data exchanges : ICS 2 requirements

- Issue n°1 : EAD flag for each item ?
- Issue n°2 : conversion matrix between CARDIT standard to XML Cargo messages ?
- Issue n°3 : who will do the conversions ? (Airlines or Posts)
- Issue n°4 : In case of referral, what kind of communication ?
2. THE EU REGIME FOR MAIL

ICS 2 TIMELINE

- **Common system specifications ready**: 2018
- **Release 1**: 15/03/2021
  - Air express pre-loading
  - Postal Air pre-loading
- **Release 2**: 01/03/2023
  - Air general cargo
  - Air express full
  - Postal by Air full
- **Release 3**: 01/03/2024
  - Rail
  - Road
  - Maritime
- **ICS1 phase out**: 26/03/2025
3. CHALLENGES AND INITIATIVES

CHALLENGE 1: Operational issues

- EU volume forecasts based on 650 Mo items a year
- EMS, Parcels and small packets included in the scope of Release 1
- How to deal with items in closed despatch transit or in wrong directions?
- Quality of data provided by the origin post: actions to be populated across worldwide
3. CHALLENGES AND INITIATIVES

CHALLENGE 2 : Technical issues

Purchase IT equipments:
- Computers
- Scanners
- Supervision and monitoring IT Tools

Discuss with Customs authorities on:
- Referrals
- Timelines
- Specific procedures

Develop a training programme for:
- Data capture capability
- Data quality management
- Applicable procedures for each referral
3. CHALLENGES AND INITIATIVES

CHALLENGE 3: Legal and other issues

- Data sharing agreements
  - Multilateral or bilateral?
  - Governance (UPU, IPC, any other?)

- Data privacy regulations
  - GDPR compliance
  - E-Privacy perspectives
  - Data protection on the common repository

- Any other issues
  - Languages compatibility
  - ENS usable for electronic fiscal clearance?
3. CHALLENGES AND INITIATIVES

POSTAL INITIATIVE 1: local and regional pilots

![](image)

- SECUREX
- ACAS
- AMAS
- GREEN LANE
3. CHALLENGES AND INITIATIVES

POSTAL INITIATIVE 2 : Customs Declaration System
3. CHALLENGES AND INITIATIVES

POSTAL INITIATIVE 3: Compliance Hub

Posts A and B not EAD compliant

Post C is EAD compliant and provides added services for EAD

Alternative plan if all DOs are not fully ready
Networking break  
12:30 – 14:00 

Thank you to all our Sponsors!
Illegal Wildlife Trade – Secondary Risks Posed by IWT

Claire Beastall,
Training and Capacity Building Coordinator,
TRAFFIC
Reducing Opportunities for Unlawful Transport of Endangered Species (ROUTES)

Illegal Wildlife Trade - Secondary Risks Posed by Illegal Wildlife Trade

IATA Cargo Security and Facilitation Forum
10 October 2018, Bangkok, Thailand
GOAL
To disrupt wildlife trafficking by reducing the use of legal transportation supply chains

- Improving Data Analytics
- Engaging Corporate Leaders
- Training Transport Personnel
- Strengthening Policies & Protocols
- Increasing Client Awareness
Wildlife Trade

The sale or exchange of wild animal and plant resources whether living, dead, whole, as parts or derivatives made from them.

Subject to national laws and international regulation
Legal Wildlife Trade

Worth more than **USD354 billion** per year

Important to global trade, businesses and local communities
Illegal Wildlife Trade

- Fourth largest transnational criminal activity (after trafficking of drugs, counterfeit items and people)
- Often organised by criminal networks
- Makes use of existing transport networks
- Exploits weak governance systems
Wildlife Trafficking by Air

Findings:

- Global in nature
- Often through large, international hub airports
- Hub airports in higher risk regions (particularly with developed infrastructure and little enforcement capacity) are most likely to be exploited
- Loopholes used by wildlife traffickers can also be manipulated by traffickers of other contraband
It’s a Global Problem

It’s a Global Problem

Between 2009 and 2017: Instances of wildlife trafficking by air were recorded in at least 136 countries.
Between 2009 and 2017: Wildlife seizures from air transport more than quadrupled.
Impacts of Wildlife Trafficking

55 ELEPHANTS KILLED EVERY DAY

1,342 RHINOS KILLED IN 2015
Less Obvious Impacts

- Undeclared Revenues and Tax
- Risk to Environment & Global Health
- Loss of Tourism and Income
- Support for Corruption and Organised Crime
- Threats to National Security and Stability
The known involvement of organised, transnational criminal syndicates in the illegal trade in rhino horn highlights the severe global crime aspects of this issue.
August 2015 - Adoption of Resolution 69/314: Tackling illicit trafficking in wildlife

“... illicit trafficking in protected species of wild fauna and flora is an increasingly sophisticated form of transnational organised crime”

“Make illicit trafficking in protected species of wild fauna and flora involving organized criminal groups a serious crime”.
Wildlife crime is a serious transnational organized crime that deserves serious consequences.
Organised Crime and the Totoaba
Potential Rewards

Wildlife trafficking = Low risk activity,
Rewards can be very high

241 Totoaba swim bladders
(16.5kg)

Kilograms

<table>
<thead>
<tr>
<th>Substance</th>
<th>Kilograms</th>
</tr>
</thead>
<tbody>
<tr>
<td>Totoaba</td>
<td>16.5</td>
</tr>
<tr>
<td>Heroin</td>
<td>10.5</td>
</tr>
<tr>
<td>Methamphetamine</td>
<td>24.9</td>
</tr>
<tr>
<td>Cocaine</td>
<td>29</td>
</tr>
<tr>
<td>Marijuana</td>
<td>4,518.8</td>
</tr>
</tbody>
</table>
Risks to the Aviation Sector

**Reputation**
Media reports may give airline name, flight number or suggest staff involvement.

**Legal**
Risk of prosecution for failing to ensure cargo is legal.

**Economic**
Increased scrutiny leads to lost business, possible cost of repatriation.

**Safety**
Risk of injury and spread of disease from smuggled wildlife.
Wildlife Smuggling by Air

**Passengers**
- Small shipments
- High value
- Live animals
- Light products
- In carry-on/check-in luggage
- On the body

**Cargo/Courier**
- Large & small shipments
- Live animals & products
Transport Method Breakdown (2009 - 2017)

- Checked baggage: 57%
- Air freight: 24%
- Mail: 15%
- Passenger: 4%
- Private aircraft: 0%

Wildlife Smuggling on the Person

Hong Kong, October 2016

• 60kg ivory seized from three passengers

• Ivory found in tailor-made vests hidden inside their carry on baggage

• Harare - Dubai - Hong Kong
Zurich, September 2018

• 6kg of bush meat (crocodile, pangolin and porcupine) found in passenger baggage

• Cameroon - Brussels - Zurich
Wildlife Smuggling in Baggage

Bangkok, August 2010

• Sedated Tiger cub in passenger suitcase
• Animal spotted during baggage scan
• Bangkok - Iran
Wildlife Smuggling in Baggage

Bangkok, November 2013

- 470 Black Pond Turtles found in 4 suitcases
- Baggage belonged to one passenger
- Lahore - Bangkok

That week, authorities intercepted three wildlife smuggling attempts
Los Angeles, March 2017

- 12 live reptiles (including three King Cobras) found in mail shipment
- Hidden in potato chip cannisters
- Hong Kong - USA
Wildlife Smuggling in Cargo

Chennai, July 2016

• 500 Indian Star Tortoises seized from cargo
• Declared as crabs
• Screening staff saw contents moving
• Chennai - Kuala Lumpur
## Wildlife Smuggling in Cargo

<table>
<thead>
<tr>
<th>Date</th>
<th>Wildlife found</th>
<th>Declared as</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 April 2017</td>
<td>18 rhino horns</td>
<td>Artwork</td>
</tr>
<tr>
<td>1 May 2017</td>
<td>408kg pangolin scales</td>
<td>General products</td>
</tr>
<tr>
<td>3 May 2017</td>
<td>304kg pangolin scales</td>
<td>Dry herbs</td>
</tr>
<tr>
<td>14 May 2017</td>
<td>330 Madagascan tortoises</td>
<td>Stones</td>
</tr>
<tr>
<td>9 June 2017</td>
<td>288kg pangolin scales</td>
<td>Oyster shells</td>
</tr>
<tr>
<td>16 June 2017</td>
<td>393kg pangolin scales</td>
<td>Oyster shells</td>
</tr>
<tr>
<td>30 July 2017</td>
<td>76kg elephant ivory</td>
<td>?</td>
</tr>
<tr>
<td>30 July 2017</td>
<td>300kg pangolin scales</td>
<td>?</td>
</tr>
</tbody>
</table>

### Multiple seizures at one Airport
- All from cargo
- All with fake addresses
Assessments carried out under the ROUTES Partnership have identified several good practices and some areas for improvement.
Kuala Lumpur, Malaysia, April 2017

- 18 rhino horns (51.4kg)
- Sent by cargo as “works of art”
- All items loaded at Maputo are supposed to be scanned
- Maputo - Doha - Kuala Lumpur
Ivory seized in residential area - Kampala

• 1.3 tonnes ivory was being packed for dispatch

• Local press reports stated that some of the boxes bore labels from the local airport cargo handling company

• These were labelled as “CLEARED”
Wildlife Trafficking is a Crime

- Recognise wildlife trafficking as a criminal activity
- Encourage uptake of e-freight technology
- Ensure compliance of airport clients/contractors with policies on legal carriage of goods
- Know your customer
Red Flags

- Not unique to wildlife
- These help to identify criminal activity - including wildlife trafficking
Industry responses

- Training for staff
- Anti-wildlife Trafficking Policies
- Creation of reporting mechanisms for staff
- Withdrawal of cargo services from high risk ports
- Awareness materials for staff
- In-flight magazine articles
- Information at check-in
- Information for passengers
THANK YOU

For resources referenced in this document, or for more information visit:

https://routespartnership.org
Measuring Smart Border Times:
What have we learned and how can we leverage the data to improve trade facilitation?

Laura Rodriguez,
Manager Implementation & Quality Assurance,
Cargo iQ
Together Towards Border Efficiency

Laura Rodríguez
Manager Implementation & Quality Assurance, Cargo iQ
Bangkok, 10 October 2018
A Shared Understanding

Process Improvement

Shipment Control

Common, Agreed Performance Commitments

Focus existing resources on where to improve.

Unique routemap & clear milestones for each shipment
80 members from across the industry

Door to door shipments

Airport to airport shipments

12 million annual

SMART DATA
Easy and customized access to your performance data in comparison to the industry

AUDIT
Audits our members on quality

OPERATING PLAN
Maps the process to transport air cargo consignments from shipper to final consignee

Unique Route Map | Clear Milestones | Reliable Monitoring

80 members from across the industry
12 million annual
Airport to airport shipments

6 million annual
Door to door shipments

SMART DATA
Easy and customized access to your performance data in comparison to the Industry

AUDIT
SGS audits our members on quality

MASTER OPERATING PLAN
Maps the process to transport air cargo consignments from shipper to final consignee

Unique Route Map per Shipment | Clear Milestones | Reliable Monitoring
NFD
Notification for delivery

Import border processes

DLV
Shipment handed over
GLOBAL AVERAGE

1.4 days

(22% of door-to-door time)

6.8 million shipments

North America

Western Europe

Middle East & North Africa

South Asia

Latin America & the Caribbean

Sub-Saharan Africa

Eastern Europe & Central Asia

East Asia & the Pacific
Variance per region

Slowest country in the region

Fastest country in the region
Global increase of 1 hour (3%)
Visibility of shipment
Piece handling
<72h delivery times

e-commerce

Air Cargo

AWB tracking
Shipment handling
Average Airport to Airport Journey Time

<table>
<thead>
<tr>
<th># shipments</th>
<th>Avg RCS to NFD Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt; 8 million</td>
<td>1.85 days</td>
</tr>
</tbody>
</table>

Average Door to Door Journey Time

<table>
<thead>
<tr>
<th># shipments</th>
<th>Avg PUP to POD Time</th>
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<tr>
<td>&gt; 1 million</td>
<td>5.4 days</td>
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Average Airport to Airport Journey Time

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5.4 days

Average Door to Door Journey Time

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</table>

Time spend at destination borders 1.4 days

Structural obstacles

Customer behavior
GLOBAL AVERAGE

1.4 days
(22% of door-to-door time)
6.8 million shipments

Thank you!

Q&A
Networking break 15:30 – 16:00

Thank you to all our Sponsors!
Joint Session
with Cargo Claims and Loss Prevention

Moderator:
Andrew Farrelly,
Co-Founder, CT Strategies

Panelists:
Ricardo Bernardi,
Partner, Norton White

Elad Gadot,
Executive Director, Corpsec

Ross Lockie,
Regional Officer, Aviation Security & Facilitation,
ICAO Asia & Pacific Office

Howard Stone,
Vice President Security, UPS
Closing Remarks

Gordon Wright,
Head Cargo Border Management,
IATA
Upcoming IATA Cargo Events
Save the Date!

https://www.iata.org/events/Pages/index.aspx
Thank you to our Sponsors
Thank you for joining us in Bangkok & Safe travels!