



CARGO SECURITY

A risk-based, supply chain approach to security strikes the right balance between ensuring the flow of global trade and securing air cargo.

The Issue

Over the last 25 years, acts of terror targeted toward commercial aircraft have caused a wholesale change in both passenger and cargo screening requirements. The Lockerbie incident in 1988 resulted in the UK development of the principle of supply chain security – the application of security controls all along the supply chain and the validation of each actor of the supply chain. 9/11 reinforced awareness of the vulnerability of the aviation industry and led the U.S. to establish requirements for 100% screening of cargo on passenger aircraft. The 2010 Yemen incident brought more focus on in-bound cargo/extraterritorial measures and highlighted the importance of cargo data – cooperation between customs and aviation security authorities. While the revised regulations have improved security, they have resulted in a patchwork of differing and often redundant requirements. This in turn has impacted the industry with greatly increased cost and sometimes limited ability to respond to new requirements.

The Solution

IATA fully supports the concept of supply chain security. IATA further advocates a global approach to risk based supply chain security, the use of cargo data, and the introduction of new technologies. IATA developed the Secure Freight program to promote the implementation of global air cargo supply chain security standards and programs and established the Cargo Security Task Force (CSTF) to ensure critical coordination between government and industry. The CSTF is active on every issue with regard to global cargo security issues and is working closely with ICAO to further these efforts into SARPS. The CSTF will review and provide recommendations on the information for the security of the airfreight supply chain for cargo, express and mail, contained within the following:

- Industry position
- Standard resolutions and recommended practices
- IATA Security manual
- IATA Operational Safety Audit (IOSA)
- IATA Training & Development Institute (ITDI) materials
- Secure Freight Program

As information, Secure Freight pilots have been completed in Malaysia, Kenya, Mexico, Chile and the UAE; South Africa, China, and Brazil and being evaluated.



In Europe, a number of specific issues dominate the cargo security agenda:

Air Cargo or Mail Carrier operating into the Union from a Third Country Airport (ACC3) EC Regulation 859/2011, adopted in August 2011, introduced security requirements for cargo carried into the European Union. Under this law, all carriers carrying cargo into the EU had to apply for an ACC3 status to their responsible EU Member States by February 2012. This first step was merely a paper exercise, with which all IATA airlines have been able to comply.

During 2012, the EC developed further regulation in view of the independent validation required for air carriers, regulated agents and known consignors in third countries as of 1st July 2014.

IATA's focus on the ACC3 issue will include a number of objectives for 2013:

- In cooperation with the UK and the Netherlands, train an adequate number of independent validators to be available for airlines to proceed to their required ACC3 validations before July 2014
- Help airlines to prepare for the EU independent validation of their operations, through guidelines and self-assessment tools, together with awareness trainings and workshops
- Work with the EC to ensure that the validation/inspection activities of other third countries can be recognized as equivalent to EU independent validation: e.g. recognition of TSA inspections at foreign station

EU Air Cargo Advanced Screening (ACAS) pilots

In early 2012, the European Commission initiated planning for ACAS pilots in Europe as a precursor to adopting any new regulatory requirements, based on the model of the U.S. ACAS. E.U. ACAS pilots began in April 2012 in the UK, Germany, Belgium, France, and the Netherlands but were limited to express operators.

In 2013, IATA will continue to work with the both government and industry to support the expansion of additional ACAS pilots and to Influence the regulatory proposal to ensure that requirements are adapted to different air carriers operations (express, all cargo, and/or PAX aircraft).