



Asia-Pacific
Economic Cooperation

2005/STAR/006
Aviation Security Panel 1

Air Cargo Systems Based on ICAO Standards that Balance Security and Trade Facilitation

Submitted by: ICAO



**Third Conference on Secure Trade in the APEC
Region
Incheon, Korea
25-26 February 2005**



Air Cargo Systems Based on ICAO Standards that Balance Security and Trade Facilitation

Presented by Graham Lockwood
International Civil Aviation Organization
Asia/Pacific Office, Bangkok.

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ICAO

- Was created in 1944 to promote the safe and orderly development of civil aviation in the world
- Specialized agency of the UN, it sets international standards and regulations necessary for the safety, security, efficiency and regularity of air transport and serves as the medium for cooperation in all fields of civil aviation among its 188 Contracting States

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Aviation Security Legal Instruments

- Convention on Offences and Certain Other Acts Committed on Board Aircraft
- Conventions for the Suppression of Unlawful Seizure of Aircraft
- Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation

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Aviation Security Legal Instruments

- Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation
- Convention on the Marking of Plastic Explosives for the Purpose of Detection

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AVSEC Mechanism

- Provides direct assistance to states
- Strengthened through a plan of action following 9/11
- Introduced an audit program to evaluate compliance and correct deficiencies

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Universal Audit Program

- 13 States audited in Asia/Pacific
- 9 scheduled for 2005
- All 188 Contracting States expected to be audited by 2008

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Actions by the 33rd Session of the ICAO Assembly 2001

- The Assembly unanimously adopted Resolution A33-1, **Declaration on the misuse of civil aircraft as weapons of destruction and other terrorist acts involving civil aviation**

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35th Session of the ICAO Assembly - 2004

- Considered a progress report on the AVSEC Plan of Action and expenditure of \$20 million through 2007.
- Requires full and active participation to be effective.
- ICAO has intensified its work.

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Actions taken since

- ➔ Amendment 10 to ICAO Aviation Security Annex 17 covers a range of matters
- ➔ Domestic airports, background checks, certification of screeners, locking of cockpit doors, hold stowed screening
- ➔ Security of passports and standardization of airline/airport documentation

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Actions taken since

- Working groups on
- Threats
- In flight security personnel
- Audits & training
- Man portable air defence systems
- Amendment 11 to Annex 17

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The threat to Air cargo

- Threat moved from hijacking to sabotage of aircraft
- Cargo recognised as a vulnerable or soft target
- ICAO has made cargo security one of its priorities

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Constraints

- Volume of cargo increasing
- Diversity in size density and nature
- Cargo systems are well known
- Able to target specific flights
- Low risk to criminal elements

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Constraints

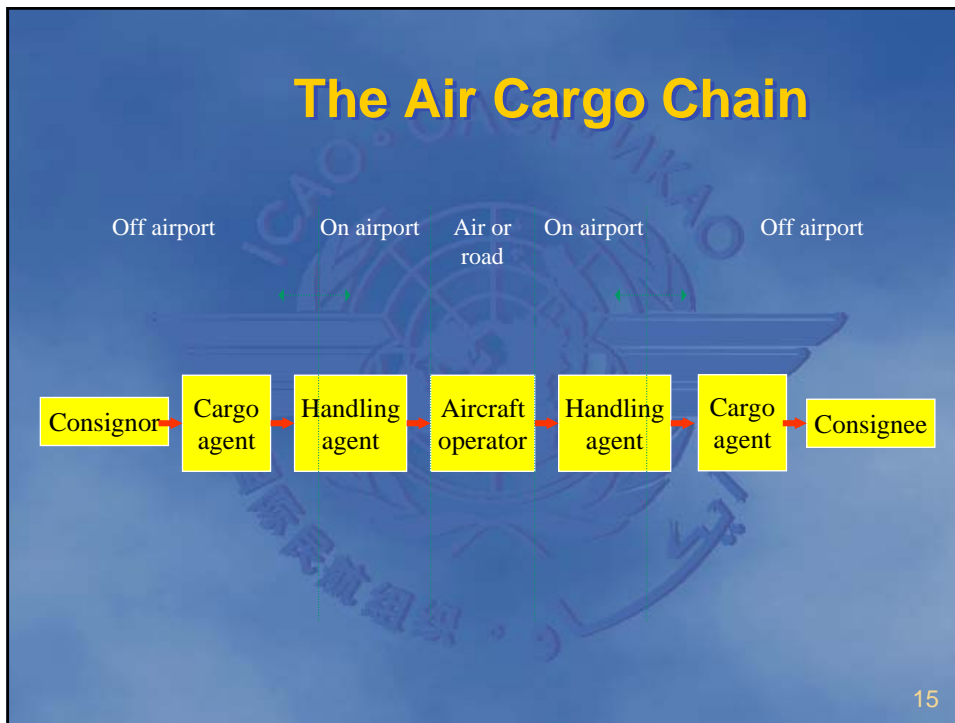
- None of the technical means of screening cargo are appropriate
- Screening all cargo immediately before loading as we do passengers is not viable
- Delaying cargo is counter-productive

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Possible solution

- ✓ Profiling of the cargo/originator/handling agent
- ✓ Applying security controls from point of acceptance to delivery
- ✓ Security controls are less problematic when carried out as early as possible
- ✓ **Solution is based on prevention rather than cure**
- ✓ **Maintaining the security integrity of the cargo chain**

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Security & Facilitation Annex 17 Recommendation 2.2

Each Contracting State should whenever possible arrange for the security controls and procedures to cause a minimum of interference with, or delay to the activities of, civil aviation provided the effectiveness of these controls and procedures is not compromised.

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ICAO Annex 17 Standard 4.5.2

Each Contracting State shall establish measures to ensure that cargo, courier and express parcels and mail intended for carriage on passenger flights are subjected to appropriate security controls

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ICAO Annex 17 Standard 4.5.3

Each Contracting State shall establish measures to ensure that operators do not accept consignments of cargo, courier express parcels or mail for carriage on passenger flights unless the security of such consignments is accounted for by a **regulated agent** or such consignments are subjected to other security controls to meet the requirements of 4.5.2

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Regulated Agent Annex 17 Definition

An agent, freight forwarder or any other entity who conducts business with an operator and provides security controls that are acceptable or required by the appropriate authority in respect of cargo, courier and express parcels and mail.

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Preventive Security

- ✓ Prevent explosive devices from being placed into consignments at source
- ✓ Maintain security of consignments declared secure
- ✓ Determine the acceptability of cargo by assessing the standard of applied security controls

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Preventive Security

- ✓ Intended that the Regulated Agent presents cargo to the airline that is “fit to fly”.
- ✓ That the cargo has been subjected to security measures as approved by the appropriate authority in the Contracting State.

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Known Consignors

- ➔ An originator of property for transportation by air for their own account and who has established business with a regulated agent or an aircraft operator on the basis of agreed criteria addressing the security of goods

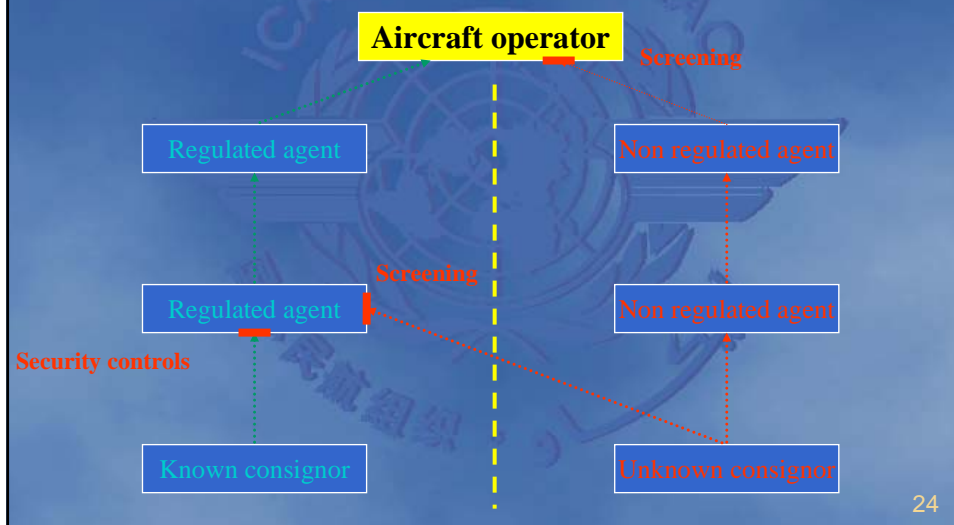
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Known Consignors

- Without a Known Consignor a Regulated Agent would be required to screen all cargo.

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The Regulated Agent Concept



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Cargo Security Regime

- The appropriate authority must specify
 - ⇒ Security procedures for airlines
 - ⇒ Security procedures for regulated agents
 - ⇒ Criteria for known consignors

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Weak Links

- Ground transportation
- Sub-contractors
- Training standards
- Auditing the systems can identify weaknesses

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To make it work

- Consultation with industry is essential
- Application of ICAO Annex 17
Standards may not be easy
- Common procedures are necessary

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Conclusion

- ICAO recognises the need to expedite the movement of air cargo economically, safely and securely.
- ICAO has developed and will continue to develop systems that facilitate cargo movement.

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Conclusion

- Standardization of procedures is an essential element.
- States are urged to ratify the ICAO AVSEC legal instruments and implement all Annex 17 Standards and Recommended Practices.

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Conclusion

- Not one State can combat the threat to aviation as threats do not recognise borders.
- Use of global multi-lateral arrangements to coordinate protective countermeasures, share information on transnational crime and threats to civil aviation

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Conclusion

- Challenge for States to keep pace.
- ICAO as a UN agency is working to meet that challenge

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Thank You

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