



DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

First Meeting (DGCA-MID/1)
(Abu Dhabi, UAE, 22-24 March 2011)

Agenda Item 6: Aviation Security Issues

SECURE FREIGHT: UPDATES FOR THE MIDDLE EAST REGION

(Presented by IATA)

SUMMARY

The failed bombings that happened past October reminded us that civil aviation remains a target for terrorists, whose methods continue to evolve. The latest plot may have been an attempt to take advantage of perceived vulnerabilities in the air cargo system.

This paper aims to create awareness in the Middle East of **Secure Freight**, an air cargo security solution, which has been built to strengthen and harmonize measures and best practices for air cargo security, taking into account the need to protect the entire air cargo supply chain.

Secure Freight is an industry led initiative that can help member States from this region to reach compliance with the new supply chain standards in Annex 17.

1. INTRODUCTION

1.1 Cargo Security is at the forefront of the industry in light of the failed bombings in October 2010. Working on lessons learned from this attack, certain considerations need to be taken; air cargo is a key element of the global supply chain, and air transport is designed for items that are needed today or tomorrow and not next week.

1.2 ICAO's has endorsed supply chain security as a standard for states beginning in July 2011, and it has been agreed that ICAO will serve as the focal point for continuing improvements in the security of the global supply chain. IATA is working with Australia, Canada, Singapore UK, US and the EC to provide an industry perspective on a way forward. In particular IATA contributed as a participant of the ICAO Supply Chain Study group which met in Geneva on Dec 5 & 6, 2010.

1.3 IATA believes that effective cargo security must be based on a combination of three measures; accelerated use of electronic data, screening technology enhancements and supply chain processes. All underpinned by risk management principles.

1.4 IATA is advocating the accelerated use of electronic data to help identify suspicious cargo and IATA has created a message standard for cargo data transmission - the security declaration. This can be used by states to evaluate cargo passing through their borders. The security declaration complements IATA's e-freight program which is replacing paper shipping forms, some 20 of them.

1.5 Screening technology is also important. Screening can complement effective intelligence and supply chain solutions. However, we need governments to test and certify technology that can screen pallets and oversize items. There is some promising technology but it is taking far too long to move from the laboratory to the airport. We also need governments to work together to recognize each others screening systems and security programs.

1.6 We need a supply chain approach; that is a layered approach whereby freight is secured up-stream in the supply chain, from the moment a box is packed until the moment it arrives at the aircraft,. Shippers, forwarders, airports, and airlines; all should have a responsibility for maintaining the security of air cargo.

2. DISCUSSION

2.1 In the context of air cargo, IATA recognises the absolute inter-dependence of supply chain operators and aims to work with affected stakeholders, governments and industry to develop solutions accordingly.

2.2 The principles that Secure Freight initiative is based upon are:

- From the moment a box is packed until the moment it arrives at the aircraft, train, truck or ship, it is protected from tampering.
- It is based on the premise that shippers, forwarders, airports, and airlines all should have a responsibility for maintaining the security of air cargo.
- Most importantly, it allows the flexibility for cargo to be screened at an appropriate point on its journey to the airport or dock and then transported securely.

2.3 These principles have several advantages:

- It prevents creating choke points where cargo might be stalled or backed up, which would certainly be the case of relying on airports where space constraints and facility limitations are common in various regions of the world.
- It allows for security tailored to the commodity being shipped, rather than one-size fits all inefficient security.
- It makes for multimodal security. This makes land and sea shipping secure as well.

2.4 IATA has been committed to supply chain security for many years. The Secure Freight initiative is a supply chain solution that we believe works. It is being piloted in Malaysia now and our plans in 2011 include expanding sharing the benefits of the lessons learned and the tools developed, in other regions of the world, including the Middle East.

2.5 Secure Freight does not intend to duplicate any existing Supply Chain security programs that a State may already have in place or intends to put in place. IATA's objective is to support the development of new programs when none exist and to enhance existing one in the areas that the need is identified.

2.6 ICAO has endorsed supply chain security as a standard for states beginning in July 2011 and we have agreement that ICAO will serve as the focal point for continuing improvements in the security of the global supply chain.

2.7 IATA is currently represented in various industry and government working groups in which standards and the analysis of mature and existing supply chain security programs are presently being undertaken. The leanings of these comparisons are being reflected in parallel to the nature of the Secure Freight Standards evolve and mature.

2.8 We are working with Australia, Canada, Singapore UK, US and the EC, to provide an industry perspective on a way forward. We would like to engage the Civil Aviation Authorities from the Middle East region to further expand our outreach and support to an important partner in the world trade.

2.9 IATA is therefore currently reaching out some member states in the region to provide this expertise, via the introduction and implementation of additional Pilots, targeted to support and reinforce the supply chain principles already existing and catalyzing other incipient initiatives that are ready to take off as well.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the contents of this information paper.