

**INTERNATIONAL CIVIL AVIATION ORGANIZATION – WORLD CUSTOMS ORGANIZATION**

**JOINT COMMUNIQUÉ**

**ON ENHANCING AIR CARGO SECURITY AND FACILITATION  
– SYNERGY THROUGH COOPERATION**

**Singapore  
6 July 2012**

The Singapore Ministry of Transport, Singapore Customs, the International Civil Aviation Organization (ICAO) and the World Customs Organization (WCO) convened a Joint Conference on the subject of enhancing air cargo security, in Singapore from 5 to 6 July 2012.

The conference sought to raise awareness of the cooperation between ICAO and WCO, and to encourage aviation security and customs authorities to coordinate their efforts to further strengthen air cargo security and facilitation.

**AIR CARGO SECURITY AND FACILITATION**

Air cargo is an important component of global trade and international civil aviation. The ability to move goods securely and efficiently by air contributes significantly to international commerce and economic development. The protection of the air cargo supply chain is also critical to the safety and security of civil aviation.

The threat from international terrorism remains a major concern, and the possibility of terrorists exploiting vulnerabilities in air cargo security as a means to attack civil aviation and the supply chain is real. There is a need to respond to current and emerging threats and to strengthen air cargo security accordingly.

The global supply chain is a complex system of interconnected parties. Collaboration between those parties is essential to ensure effective security risk management. The authorities responsible for customs and aviation security, airport and airline operators, shippers, freight forwarders and cargo agents and other stakeholders must coordinate their efforts to ensure the safe, secure and efficient movement of goods.

**THE ROLE OF ICAO, THE WCO, AVIATION SECURITY  
AND CUSTOMS AUTHORITIES**

ICAO and the WCO are the principal international organizations that provide standards, recommended practices and guidance material for States in the fields of air cargo security and facilitation. ICAO and national transport security authorities are the leaders in aviation security, and the WCO and national customs authorities can play a supporting role.

Aviation security and customs authorities work with operators to ensure that air cargo is subject to the required security and facilitation measures to enable it to be carried securely and efficiently by air. Such measures may require the inspection of goods and conveyances by aviation security and customs authorities.

### **THE ICAO AND WCO INSTRUMENTS THAT CONTRIBUTE TO AIR CARGO SECURITY AND FACILITATION**

Annex 17 to the Chicago Convention on International Civil Aviation contains the ICAO Standards and Recommended Practices (SARPs) relating to the security of air cargo and air mail. The ICAO Aviation Security Manual (Doc 8973 - Restricted) provides guidance material to support the implementation of the Standards and Recommended Practices.

Annex 9 to the Chicago Convention on International Civil Aviation contains the ICAO Standards and Recommended Practices relating to the facilitation of air cargo and air mail. The ICAO Facilitation Manual (Doc 9957) provides guidance material to support the implementation of the Standards and Recommended Practices.

The SAFE Framework of Standards to Secure and Facilitate Global Trade contains the WCO's measures for delivering supply chain security through Customs-to-Customs and Customs-to-Business partnerships.

The WCO and ICAO signed a revised Memorandum of Understanding in June 2011 which aims to strengthen cooperation at the global level to protect the movement of goods and people from unlawful acts while improving the facilitation of legitimate movements, with the aim of delivering an effective and proportionate response to the threats to air cargo security.

### **THE WAY FORWARD**

Global economic development depends on, and supports the growth of, air cargo. ICAO and WCO will work together to:

- i) Enhance international cooperation to prevent acts of unlawful interference;
- ii) Encourage close coordination between authorities at the State level responsible for aviation security and customs;
- iii) Support a risk-based approach to ensure additional security measures are applied to high-risk cargo while facilitating the movement of low-risk consignments;
- iv) Promote security measures that focus on outcomes and provide a level of operational flexibility to accommodate different circumstances;
- v) Align policy and regulatory frameworks to achieve synergy, avoid duplication, and promote mutual recognition of air cargo security regimes and joint oversight activities;

- vi) Compare the WCO SAFE Framework of Standards and ICAO's Annex 17, and supporting guidance, to assess the opportunities for including measures in each other's instruments with a view to harmonizing and aligning process to the greatest extent possible;
- vii) Examine in detail the similarities and differences of the two security programmes and make recommendations for amendments to the relevant instruments, in order to achieve a greater level of compatibility and potential for mutual recognition and joint oversight, with a view to reducing the administrative burden for regulators and the private sector;
- viii) Promote the establishment of supply-chain security processes by States;
- ix) Reinforce the principle that security controls should be implemented at the point of origin and cargo protected from unauthorized interference thereafter;
- x) Encourage the sharing of information and best practice between all relevant parties in the air cargo supply chain;
- xi) Ensure that aviation security and Customs authorities are aware of each other's frameworks, mandates, and tools in order to identify ways to strengthen coordination and efficiency at the operational level;
- xii) Determine how electronic advance cargo information can be used to support risk management in air cargo security by identifying threats and implementing the appropriate countermeasures;
- xiii) Monitor and evaluate the results of pilot exercises to collect advance information for the purposes of risk analysis. Where appropriate, determine how best to make that information available to the relevant aviation security agencies and other stakeholders;
- xiv) Ensure that international governmental institutions, and industry stakeholders and their representative organizations, are involved in the process of developing air cargo security measures to achieve practical, sustainable and effective solutions; and
- xv) Promote capacity-building assistance to support the implementation of air cargo security and facilitation measures.

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