

ICAO Air Cargo Digitalization in COVID-19 Times: *Perspectives on Security*

Intersection of Digitalization and Physical Security

25 August 2021

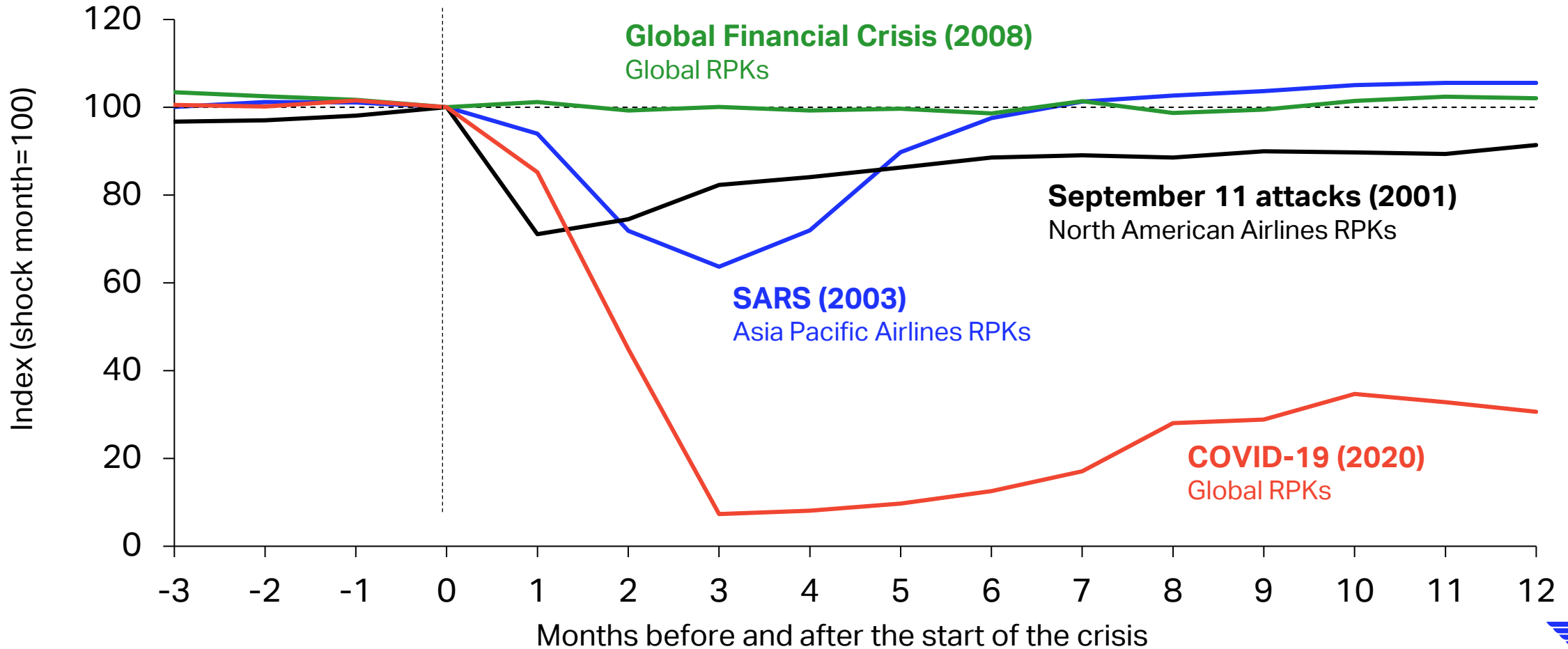
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COVID-19 has been an unprecedented shock

This shock to air travel has been larger and longer lasting than others

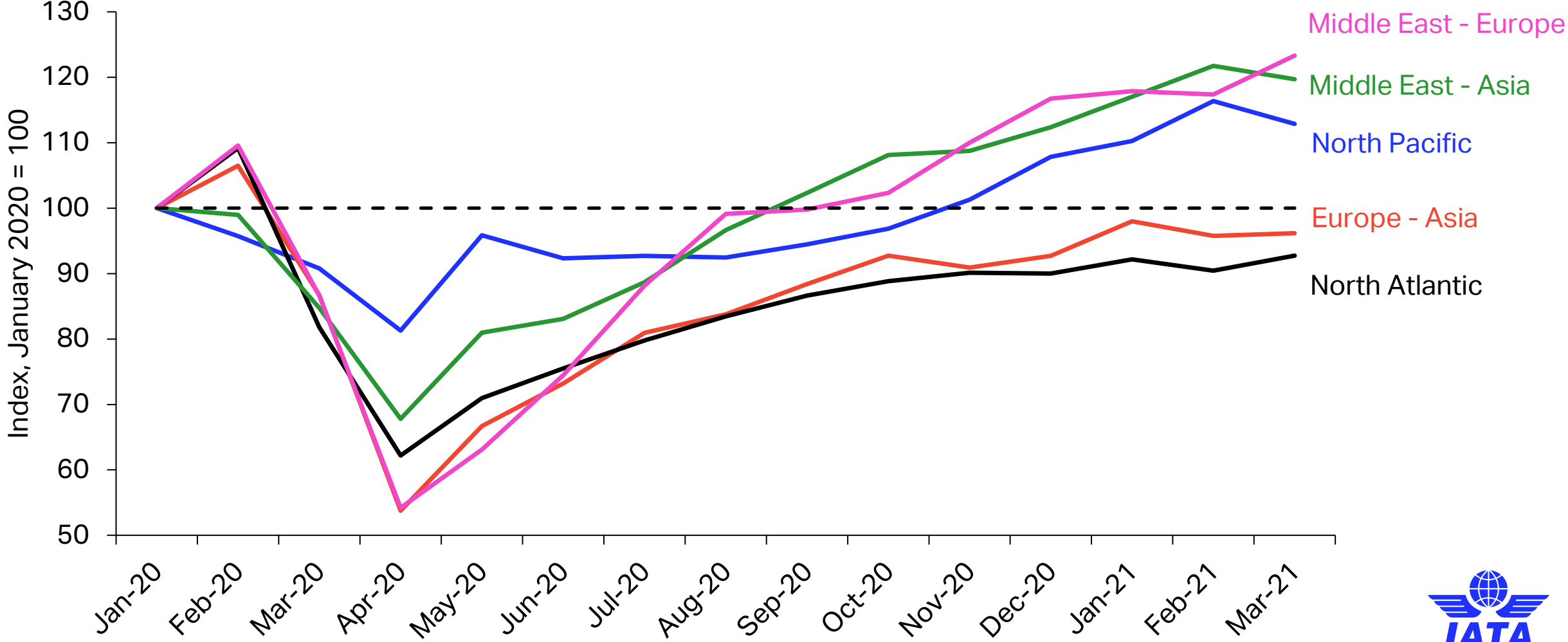
Impact of past shocks on air travel*



Cargo performance differs widely by trade lane

Segments across Pacific and Middle East hubs seeing strongest growth

Cargo tonne km flown by major trade lane, segment basis



Source: IATA Economics using data from IATA Monthly Statistics

Enhancing Aviation Security & Cyber

Industry outreach

ICAO GAsEP & Capacity building

Effective implementation of security measures

Emerging threats – CT and non-CT

Cost & efficiency

Addressing extraterritorial security measures

Information sharing and trusted communities

Industry consultation

Policy & innovation

IOSA and the Security Management System (SeMS)

Outcome-focused approaches

Position papers and guidance material



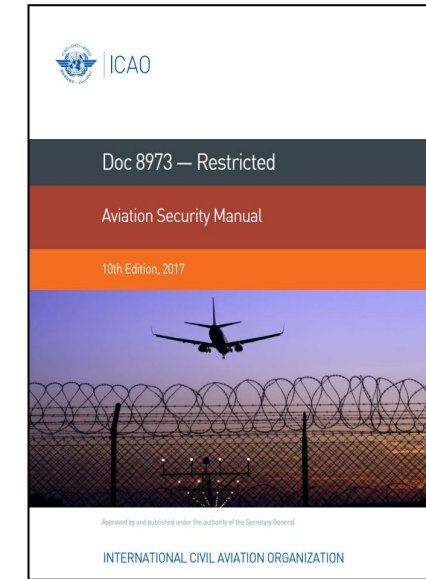
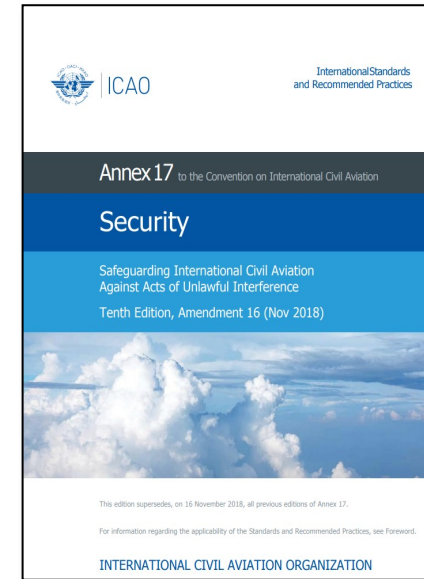
ICAO AVSEC Risk Context Statement

3. REASSESSMENT OF CATEGORIES OF THREAT AND RISK

3.1 The greater part of the work of the WGTR recently has been the review of existing assessments of threats to aviation resulting in the updated threat-type risk levels table below.

Relative overall residual risk by threat type

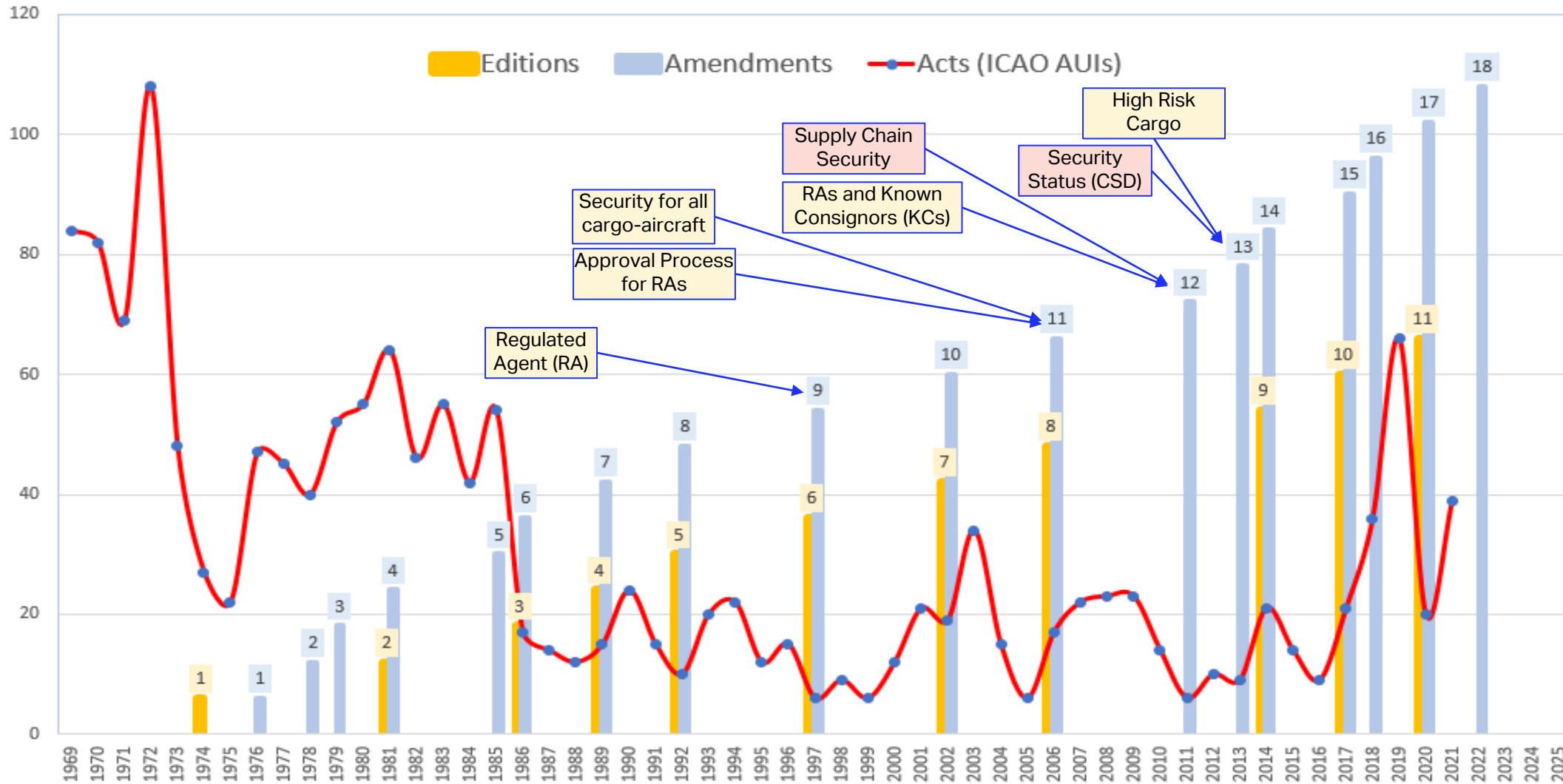
THREAT TYPE	Likelihood	Consequence	Vulnerability	RISK
PERSON-DELIVERED IED on the body or in cabin baggage	High	High	Medium-High	HIGH
LANDSIDE ATTACKS (including landside vehicle-borne IED)	Medium-High	Medium	Medium-High	MEDIUM-HIGH
IED IN CARGO/MAIL	Medium-High	High	Medium-High	MEDIUM-HIGH
MISSILES AND OTHER ATTACKS FROM DISTANCE (other than RPAS):				
On airports in conflict/proliferation zones	High	Medium	Medium-High	MEDIUM-HIGH
On aircraft in conflict/proliferation zones	Medium-High	High	Medium	MEDIUM-HIGH
On airports outside conflict/proliferation zones	Medium-Low	Medium	Medium-High	MEDIUM
On aircraft outside conflict/proliferation zones	Low	High	Medium-High	MEDIUM-LOW
ATTACK USING RPAS (on aviation targets)	Medium	High	Medium-High	MEDIUM
IED IN HOLD BAGGAGE	Medium-Low	High	Medium	MEDIUM
VEHICLE-BORNE IED AIRSIDE ATTACKS	Medium-Low	Medium-High	Medium	MEDIUM
AIRCRAFT USED AS A WEAPON	Medium	High	Medium	MEDIUM
CHEMICAL THREATS	Medium	Medium-High	Medium-High	MEDIUM
CONVENTIONAL HI-JACK (with terrorist intent)	Medium-Low	Medium-Low	Medium-Low	MEDIUM-LOW
IED IN SERVICES (catering, in-flight supplies, etc.)	Medium-Low	High	Medium	MEDIUM-LOW
BIOLOGICAL, AND RADIOLOGICAL THREATS	Low	Medium	Medium	LOW
CYBER ATTACKS	Low	High	Medium-Low	LOW



ICAO Aviation Security Risk Context Statement (September 2020), as produced by the AVSEC Panel, Working Group on Threat and Risk (WGTR). Industry is NOT a member.

ICAO Annex 17 Overview

Evolution of ICAO Annex 17



2016 - ICAO State Letter Phasing Out Account Consignors (ACs)

2020 - ICAO State Letter Reminder Phasing Out ACs



Air Cargo Security Insight

2011 - Establishment of a “**supply chain security** process, which includes the **approval of RAs and/or KCs**, if such entities are involved in implementing **screening or other security controls** of cargo and mail” [Amendment 12 of Annex 17 Standard 4.6.2]

2013 – Issuance of a **Security Status** which shall accompany, either in an **electronic format or in writing**, the cargo and mail through the security supply chain” [Amendment 13 of Annex 17 Standard 4.6.7]

- ICAO Security Manual (Doc 8973) – Consignment Security Declaration (CSD)
- IATA Recommended Practice 1630 for CSD
- IATA Resolution 651 for **eCSD**

2016 – ICAO State Letter AS 8/2-16/85 dated 1 September 2016 to **phase out Account Consignors** (AC) by 30 June 2021

2020 – ICAO State Letter AS 8/2-20/126 dated 30 November 2020 – **reminder** for the phasing out of AC/s

2021 – **Open Architecture in Aviation Security Systems** (AVSEC Panel 32 WP/7 and WG Innovation) approach for checkpoints, checked baggage, cargo, airport/aircraft supplies, or any other screening operations

2022/23

- removal of reference to any other entity rather than RAs and KCs in the ICAO Annex 17 Chapter 4.6 (Amendment 19 cycle) and adjustment of IATA RP 1630, Resolution 651 and messaging
- Feasibility study for using IATA One Source as approved RAs/KCs registry
- Feasibility study for “intelligence assessment” of eCSD

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THANK YOU!

