Air Cargo Digitalization and Security

Increasing synergies between all stakeholders
The Air freight Supply Chain faces increasing challenges.

Migrate from a paper based process to a data driven process for transportation of goods.

Digitalisation is the way to Simplifying business for air cargo.

Response to COVID-19:

Digitalisation is the only way out for air cargo.

The pandemic has accelerated several emerging trends, including supply chain digitization, that will revolutionize how the entire cargo segment does business.
Background

S/RES/2309 (2016)
Security Council

Signature of MoU between ICAO and WCO

22 September 2016
Trade Facilitation Agreement/TFA

22 February 2017
Resolution on Cargo Modernization Industry and Transformation

05 June 2017
CART Reports

2020-2021
WCO-ICAO Guiding Principles and Guidelines

16 February 2021
Global Collaboration for air cargo in Covid-19 period and in a post-COVID-19

International Organizations

IOM

UN Migration

World Health Organization

Regional Organizations

CART

Industry Partners

ACI

AIRPORTS COUNCIL INTERNATIONAL

IATA

WORLD CUSTOMS ORGANIZATION

ORGANISATION MONDIALE DES DUFFES
The way forward

Air Cargo Digitization

New business Model

Challenges

Framework Regulatory
Risk Assessment
Infrastructures
Capacity Building
Oversight
General Principles

Transnational Crime

Key Steakholders
- Regulated Agent
- Customs
- Airport & GHA
- Aircraft operators
- Unknownen & known Consignors

Security controls
- Supply chain security process
- Protection of Cargo after security controls
- Focus on high-risk cargo
- Application of security control according to shipment’s classification
- Training

Key Principle

Civil aviation as a Target

• No cargo can fly until it is secure
• Each individual consignment of cargo has to be evidenced to be secure – supply chain or screening.
Security Supply Chain

Shippers
- Secure preparation
- Secure packing
- Tamper evidence
- Secure handover
- Security message and record
- Secure receipt
- Protect
- Secure transport
- Secure handover
- Incident reporting

Forwarders
- Secure receipt
- Verify chain integrity
- Separate and protect
- Secure handover
- Maintain records
- Security plan
- Secure warehouse
- Secure airside operations
- Screening competence
- Maintain records

Consignees
- Secure receipt
- Verify chain integrity
- Separate and protect
- Secure handover
- Maintain records
- Secure receipt
- Protect
- Secure transport
- Secure handover
- Incident reporting

Maintain records
- Security plan
- Secure warehouse
- Secure airside operations
- Screening competence
- Maintain records

Incident reporting
- Secure receipt
- Protect
- Secure transport
- Secure handover
- Incident reporting

Verify chain integrity
- Secure receipt
- Protect
- Secure transport
- Secure handover
- Incident reporting

Secure handover
- Secure receipt
- Protect
- Secure transport
- Secure handover
- Incident reporting

Maintain records
- Security plan
- Secure warehouse
- Secure airside operations
- Screening competence
- Maintain records

Secure transport
- Secure receipt
- Protect
- Secure transport
- Secure handover
- Incident reporting

Maintain records
- Security plan
- Secure warehouse
- Secure airside operations
- Screening competence
- Maintain records

Incident reporting
- Secure receipt
- Protect
- Secure transport
- Secure handover
- Incident reporting

Verify chain integrity
- Secure receipt
- Protect
- Secure transport
- Secure handover
- Incident reporting

Secure handover
- Secure receipt
- Protect
- Secure transport
- Secure handover
- Incident reporting

Maintain records
- Security plan
- Secure warehouse
- Secure airside operations
- Screening competence
- Maintain records

Incident reporting
- Secure receipt
- Protect
- Secure transport
- Secure handover
- Incident reporting

Verify chain integrity
- Secure receipt
- Protect
- Secure transport
- Secure handover
- Incident reporting

Secure handover
- Secure receipt
- Protect
- Secure transport
- Secure handover
- Incident reporting

Maintain records
- Security plan
- Secure warehouse
- Secure airside operations
- Screening competence
- Maintain records
Multiplicity of the Security Requirements for Air Cargo

On October 28, 2010, the global counter-terrorism community disrupted a potential attack when individuals with ties to the Al-Qaida in Yemen attempted to conceal and ship explosive devices in Cargo on board aircraft ultimately destined for the United States.

How to connect these programs together?
Multiplicity of the Security Requirements for Air Cargo

Why Can We not do on Cargo What We can do on the Passenger side

PKD

Common Database PKD for Air freight
Multi-layered approach to air cargo security

Advance Cargo Information

Secure Supply Chain

Screening

Air Cargo
Advance Cargo Information

(Presentation by IATA at the ICAO-WCO workshop on Air Cargo Security and Facilitation)
Why ACAO is interesting by developing Air Cargo in Arab Region

Air Cargo in Arab States

The evolution of air freight in the Arab group during the period from 1970 to 2020

THE ARAB BLOC’S SHARE OF THE INTERNATIONAL AIR FREIGHT MARKET DURING THE PERIOD 2010 TILL 2019

ACAO
Rest of the world

ACAO

8.68% 9.36% 11.26% 12.65% 13.36% 13.80% 14.30% 14.25% 14.41% 14.42%

31.32% 30.64% 48.74% 37.35% 36.64% 36.20% 35.70% 35.75% 35.59% 35.78%

0 5000 10000 15000 20000 25000 30000 35000
What’s Challenges for Arab Region

Lack of Legislation
- inadequate or inefficient infrastructure and services; insufficient funds

Tenuous security environment and Regional “hotspots”:
- Conflict zones,
- terrorism,
- transnational organized crime (drug, human being trafficking),
- proliferation of weapons (Manpads), etc.

Disparity between States on adoption of technologies and innovation

inadequate enforcement powers allocated to the designated Appropriate Authority for security;

Situation is below the global average, indicating that some Arab States are unable to properly oversee aviation security and facilitation.

Need to strengthen implementation of Standards in Annex 17 — Security, and risk mitigation.

Lack of sharing information of threat and risk in civil aviation

Unsatisfactory implementation of Standards in Annex 9 — Facilitation, and APIS and ACI

lack of coordination, and duplication of capacity-building efforts.
Enhance civil aviation security

- Specific training
- Expanded network of participants
- Assistance and support to State

- Arab AVSEC Group (Tools & Guidelines)
- Criteria for screeners
- Statement of ACAO Assembly
- Harmonization of Training
- Remote oversight

- Security Committe
- Cyber Security Working Group
- Working Group of risk assessment
- International and regional Organization

- Annual program
- Joint activities
- Convention of training
- Security Culture
- Participation to training conducted by International and Regional Organization

harmonize
Capacity Building
Coordination
Assistance
Enhance civil aviation security

Synergies between all stakeholders
Joint Program 2021-2022
ACAO’s activities in relation to COVID-19

- Dedicated section of the ACAO web-site (informations on COVID 19, Member States Measures)
- Coordinate with ICAO-MID and AACO
- Participate at CART and Contribute to the guidelines and information notes issued by this task-forces.
- Work on guidance materials.
- Global webinar series: improving awareness on COVID-19
- Statement issued by the 26th General Assembly of the ACAO on the implementation of measures to confront the emerging corona virus pandemic, and Mechanisms for the restart and recovery of the civil aviation sector,
AxCAO’s activities in relation to COVID-19

webinar series: improving awareness on COVID-19

ISO 45001 Quality Safety Health
26-27 October 2020

Joint Seminar with DfT on Security Cargo
28-29 October 2020

Online Workshop: Impacts of COVID-19 Public Health Measures on AVSEC requirements as they pertain to the design and management of screening points
21-23 July 2020

22-26 June 2020
Conclusion

Be Part of the Chagne

“Once a new technology rolls over you, if you’re not part of the steamroller, you’re part of the road.”

Stewart Brand
Thank You