



SECOND HIGH-LEVEL CONFERENCE ON AVIATION SECURITY (HLCAS/2)

Montréal, 29 to 30 November 2018

Agenda Item 5: Ensuring sustainability of security measures

**RECOGNITION OF EQUIVALENCE OF SECURITY MEASURES
ONE-STOP SECURITY**

(Presented by Australia, Brazil, Canada, Jordan, Kuwait, New Zealand, Oman, Saudi Arabia, Singapore, Tunisia, United Arab Emirates and the International Air Transport Association)

SUMMARY

Implementation of One-stop security increases cooperation and collaboration between States and it is made possible by two Annex 17 — *Security Standards* and one Recommended Practice. Further adoption of One-stop security arrangements between like-minded States, based on recognition of equivalence of security measures (in order to avoid unnecessary duplication of security controls) would give rise to indubitable benefits: for aviation security; for the industry; and for its customers. States should be encouraged to recognize other States' aviation security systems (where determined to be equivalent and where consistent with their assessment of risk) in order to increase the global sustainability of the aviation security system.

Action by the High-level Conference on Aviation Security is in paragraph 3.

1. INTRODUCTION

1.1 One of the Strategic Objectives of the ICAO Aviation Security Panel was to monitor the development of the One-stop security concept and to promote the conclusion of new multilateral One-stop security arrangements between States, in order to avoid duplication of security measures wherever practicable.

1.2 Annex 17 includes Standards 4.4.3 and 4.5.4, and Recommendation 2.4.9, allowing States to exempt passengers, cabin and hold baggage from re-screening, provided a recognition of equivalence process has been put in place to ensure that the security measures carried out in one State are equivalent (in terms of the security outcome) to security measures carried out in other State(s).

1.3 Standard 4.4.3: Each Contracting State shall ensure that transfer passengers of commercial air transport operations and their cabin baggage are screened prior to boarding an aircraft, unless it has established a validation process and continuously implements procedures, in collaboration with the other Contracting State where appropriate, to ensure that such passengers and their cabin baggage have been screened to an appropriate level at the point of origin and subsequently protected from

unauthorized interference from the point of screening at the originating airport to the departing aircraft at the transfer airport.

1.4 Standard 4.5.4: Each Contracting State shall ensure that transfer hold baggage is screened prior to being loaded onto an aircraft engaged in commercial air transport operations, unless it has established a validation process and continuously implements procedures, in collaboration with the other Contracting State where appropriate, to ensure that such hold baggage has been screened at the point of origin and subsequently protected from unauthorized interference from the originating airport to the departing aircraft at the transfer airport.

1.5 Recommendation 2.4.9: *Each Contracting State should consider entering into collaborative arrangements in order to increase the sustainability of the aviation security system by avoiding unnecessary duplication of security controls. The arrangement should be based on verification of equivalence of the security outcome ensured by the application of effective security controls at origin.*

1.6 Guidance material regarding One-stop security has been included in the ICAO Aviation Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference (Doc 8973 — Restricted) and subsequently amended by ICAO guidance material Recognition of Equivalence of Security Measures – One-Stop Security (June 2018, Restricted).

2. BENEFITS AND CHALLENGES OF ONE-STOP SECURITY

2.1 Implementation of One-stop security is still sporadic worldwide. One-stop security may be holistic (exempting transfer passengers and their cabin baggage, and transfer hold baggage from re-screening) or itemized (e.g. exempting only transfer hold baggage from re-screening). A One-stop security arrangement may cover all transfer operations between two or more States, or its scope may be limited to a selected airports and selected routes. The recognition of the equivalence may be by one State only (unilateral recognition) or reciprocal (bilateral/multilateral recognition).

2.2 The duplication of efforts, unnecessary between mature regimes, may erode aviation security by diverting resources from the efficient utilization and their re-allocation to where they are most needed to increase aviation security efficiency and sustainability.

2.3 While appropriate authorities for aviation security may require increased resources to establish and maintain One-stop security arrangements (including monitoring changes in the threat and risk environment), industry (airports and airlines) have mutual benefits such as: more efficient operations, facilitated speedier transfer times for passengers, fewer missing bags, and increased passengers satisfaction.

2.4 Implementation of One-stop security increases collaboration, mutual understanding and the exchange of information on relevant aviation security procedures between States and more groups of like-minded States should consider furthering cooperation by concluding a Bilateral and/or Multilateral One-Stop Security Agreements/MoUs, which would pave a way for one stop security. States should be further encouraged in fostering implementation of the One-stop Security Arrangements, in accordance with appropriate SARPs and guidance material, in order to enhance sustainability in aviation security through collaboration and appropriate utilisation of resources.

3. **ACTION BY THE HIGH-LEVEL CONFERENCE**

3.1 The High-level Conference on Aviation Security is invited to:

- a) note the content of this working paper; and
- b) encourage States to enter into collaborative arrangements and implement One-stop Security Arrangements in order to increase the sustainability of the aviation security system, by avoiding unnecessary duplication of security controls, where consistent with their assessment of risk.

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