

**61ST CONFERENCE OF
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ASIA AND PACIFIC REGION**

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AGENDA ITEM 5: AVIATION SECURITY AND FACILITATION

IATA CSD/E-CSD REFORM INITIATIVE

Presented by the International Air Transport Association (IATA)

INFORMATION PAPER

SUMMARY

IATA launched a reform initiative in 2023 to modernize the Consignment Security Declaration (CSD) framework, enhance digital adoption and resolve the adoption and implementation challenges.

Based on the reform findings and outcomes, IATA is proposing a series of adjustments to the CSD/e-CSD framework and supporting IATA Resolution. The basis of these adjustments are outlined in this Information Paper.

IATA CSD/E-CSD REFORM INITIATIVE

1. INTRODUCTION

1.1 In 2010, the International Air Transport Association (IATA), working closely with industry and government partners, conceptualized the Consignment Security Declaration (CSD) and its electronic equivalent (e-CSD). To advance this initiative, a dedicated Working Group was established in 2011 and in April 2012, a successful e-CSD proof-of-concept was conducted with industry partners.

1.2 Prior to the CSD/e-CSD, the absence of a harmonized mechanism to issue and transfer a consignment security status created difficulties for industry and regulators, including inconsistent and often paper-based processes, data errors, no standardized format or data elements, differing regulatory requirements, and duplicative steps such as unnecessary re-screening.

1.3 The CSD/e-CSD was introduced to resolve these issues by providing a consistent, globally harmonized method to issue and transfer a security status throughout the secure supply chain. It also serves as the recognized mechanism supporting ICAO Annex 17, Standard 4.6.8.

2. DISCUSSION

2.1 Since the introduction of the CSD/e-CSD, several challenges have evolved, undermining the effective adoption and implementation:

- a. Digitization: The cargo security supply chain remains heavily dependent on manual processes, exemplified by the ongoing reliance on the paper-based CSD. Additionally, some supply chain partners do not accept/utilize the e-CSD.
- b. Conflicting Regulatory Requirements: Certain jurisdictions mandate additional data in the CSD/e-CSD beyond standardized the elements, while others require omission of specific fields. These practices repurpose the CSD/e-CSD for State-centric regulatory objectives, undermining its original intent as a harmonized global standard.
- c. Data Transmission and Messaging: Some authorities require unique codes and formats within the CSD/e-CSD, bypassing internationally harmonized messaging standards.

3. PROPOSED ADJSUTMENTS TO THE CSD/E-CSD FRAMEWORK

3.1 In 2023, IATA commenced a reform initiative, with the aim of modernizing and reforming the CSD/e-CSD and addressing the ongoing adoption and implementation challenges. Following extensive industry engagement through this reform initiative, IATA has developed a draft amendment to the CSD/e-CSD framework. The primary objectives of the proposed amendments include:

- a. Enhance clarity and consistency across the framework, based on the experience drawn over the past years since inception of the CSD/e-CSD
- b. Remove overlap and duplication to better modernize and streamline requirements; and
- c. Strengthen where possible adoption and implementation of the e CSD, while retaining the paper-based CSD for entities and jurisdictions that are not yet able to utilize the e CSD.

3.2 The first draft of the reform package was shared with stakeholders, including industry representatives and governments, in January 2026 for the initial review and consultation phase. The second draft of the reform package, incorporating initial stakeholder feedback, is currently being finalized. A second review and consultation period is expected to commence by August 2026.

3.3 IATA aims to finalize all amendments by November 2026 for endorsement through the IATA governance process. Implementation of the revised Resolution is expected to commence in July 2027.

4. ACTION BY THE CONFERENCE

4.1 The Conference is invited to note the information contained in this Paper.

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