



WORKING PAPER

ASSEMBLY — 40TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 12: Aviation Security — Policy

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

(Presented by Australia, United Kingdom and United Arab Emirates)

EXECUTIVE SUMMARY

One-stop security arrangements increase cooperation and collaboration between States when implemented in accordance with Annex 17 SARPs. Implementation of one-stop security arrangements between like-minded States would give rise to certain benefits; e.g. more efficient operations, quicker transfer times for passengers, and increased passenger satisfaction.

However, the implementation of one-stop security is still sporadic worldwide. States should be further encouraged 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 determined to be equivalent and where consistent with the guidance material in the International Civil Aviation Organization (ICAO) *Aviation Security Manual* (Doc 8973) as amended.

Action: The Assembly is invited to:

- a) request States to further adopt the principles of international cooperation as defined in air services agreements and the recognition of equivalent security measures; and
- b) support the need for States to enter into collaborative arrangements, such as bilateral and/or multilateral agreements and implement one-stop security arrangements in accordance with the specific regulatory language of Annex 17 and the ICAO *Aviation Security Manual* (Doc 8973) 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.

<i>Strategic Objectives:</i>	This working paper relates to the <i>Security and Facilitation</i> Strategic Objective.
<i>Financial implications:</i>	
<i>References:</i>	<i>Second High-level Conference on Aviation Security Report</i> (Doc 10123)

1. INTRODUCTION

1.1 The Second High-level Conference on Aviation Security (HLCAS/2) held on 29-30 November 2018 addressed one-stop security arrangements. HLCAS/2 concluded that one-stop security arrangements between like-minded States based on the recognition of equivalence of security measures can provide certain benefits; e.g. more efficient operations, quicker transfer times for passengers, and increased passenger satisfaction. The conference encouraged 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 the guidance material in the ICAO *Aviation Security Manual* (Doc 8973) as amended.

1.2 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.

1.3 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).

2. BENEFITS AND CHALLENGES OF ONE-STOP SECURITY

2.1 However, the implementation of one-stop security is still sporadic worldwide.

2.2 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 selected airports and selected routes. The recognition of the equivalence may be by one State only (unilateral recognition) or reciprocal (bilateral/multilateral recognition).

2.3 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.

2.4 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 aircraft operators) have mutual benefits such as: more efficient operations, quicker transfer time, fewer missing bags, and increased passenger satisfaction.

2.5 The trilateral Memorandum of Understanding - MoU on the Aviation Security Measures Applicable to Transfer Hold Baggage on Routes between the United Kingdom of Great Britain and Northern Ireland, the Commonwealth of Australia and the United Arab Emirates was signed in March 2018 to promote increased cooperation and collaboration on aviation security. Recognising the continuing threat to civil aviation from terrorism, the agreement brings important security benefits for flights operating on routes spanning the three countries, as well as increasing mutual understanding and the

exchange of information on relevant aviation security procedures. The agreement is rooted in new principles regarding international cooperation for aviation security as developed by the ICAO, and is one of the first agreements of its type to be concluded.

3. **CONCLUSION**

3.1 Implementation of one-stop security increases collaboration, mutual understanding and the exchange of information on relevant aviation security procedures between States. More like-minded States should consider furthering cooperation by concluding bilateral and/or multilateral one-stop security agreements/MoUs, where equivalency of security outcomes is established, which would pave the way for one stop security. States should be further encouraged in fostering implementation of the one-stop security arrangements, in accordance with appropriate Annex 17 SARPs and guidance material, in order to enhance sustainability in aviation security through collaboration and appropriate utilisation of resources.

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