



**Agenda Item 4A: Initiatives for the development and sustainability of air transport in the Region**

**STRATEGY FOR THE IMPLEMENTATION OF THE ONE STOP SECURITY CONCEPT (OSS)**

(Presented by the Secretariat)

**SUMMARY**

Since the late 90s of the 20th century, the concept of One Stop Security (OSS) has been the subject of discussion in the ICAO Civil Aviation Security Expert Panel, as well as in ICAO Assembly and High Level Conferences. However, with the exception of the Member States of the European Union and very few States of other regions, the OSS concept has not been implemented. This working paper presents the importance and challenges for the implementation of the One Stop Security (OSS) concept in the region, as part of the strategy contained in the Declaration to promote connectivity through the development and sustainability of air transport in the Pan-American region for the years 2020-2035. The reduction of costs associated with the security inspection of transfer passengers and their luggage and the reduction of the minimum connection time at airports are essential for the competitiveness and development of air transport in the Region.

**References:**

- *Annex 17 – Security, 12th edition, Julio 2022*
- *Doc 8973 – Aviation Security Manual, 13th edition, 2022*
- *Recognition of the equivalence of security measures – One stop security (OSS) - Limited Distribution - July 2021*
- *Doc 9587 - Policy and Guidance Material on the Economic Regulation of International Air Transport, 4th edition, 2017*
- *Doc 9807 - Universal Security Audit Programme Continuous Monitoring Manual, 3th edition, 2021*
- *Declaration to promote connectivity through the development and maintenance of air transport in the Pan-American region that presents the vision for the 2020-2035, Sept. 2018*

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| <b>ICAO Objectives:</b> | <b>Strategic</b> | <i>C: Aviation security and facilitation<br/>D: Economic development of air transport</i> |
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## 1. Analysis

1.1 The Declaration to Promote Connectivity through the Development and Sustainability of Air Transport in the Pan American Region - Vision 2020-2035, reaffirmed the commitment to the harmonized implementation of the Global Aviation Security Plan (GASeP), with the culture of the security of air transport incorporated into the training and operation of civil aviation organizations and with the support to promote the secure, orderly and sustainable development of air transport.

1.2 In resolution adopted by the ICAO Council on 25 June 1986, the need to insert a clause on aviation security in bilateral agreements related to air transport services is established in which States ratify their mutual obligation to protect aviation security against acts of unlawful interference and will act in accordance with the aviation security standards established by ICAO, in particular with Annex 17. model clause on aviation security is available in Doc. 9587 - Policy and Guidance Material on the Economic Regulation of International Air Transport.

1.3 Under the proposals of the Committee on Unlawful Interference (Current Aviation Security Committee) with the assistance of the panel of experts on aviation security (AVSECP) and decision of the Council in compliance with Resolution A35-9 of the Assembly, amended Annex 17 – Aviation Security - (Amendment 11 - 8th edition - Applicable July 1, 2006) and the one stop security concept for passengers and baggage was introduced for the first time in Annex 17 to the Chicago Convention.

1.4 Annex 17 – Aviation Security - establishes the need for all transfer passengers, their carry-on baggage and hold baggage to be inspected before they board an aircraft, unless the State where the transfer occurs transshipment has established a validation process and applies, in collaboration with the other Contracting State, where appropriate, ongoing procedures to ensure that such passengers and their carry-on and hold baggage have been duly inspected at the point of origin and subsequently secured against unauthorized interference (Standards 4.4.3<sup>1</sup> and 4.5.5<sup>2</sup>)

1.5 The same Annex recommends that States consider the advisability of entering into collaborative arrangements in order to increase the sustainability of the aviation security system by avoiding unnecessary duplication of security controls. Arrangements should be based on verification of the equivalence of aviation security results obtained with the application of effective security controls at the origin. (Recommendation 2.4.9<sup>3</sup>).

1.6 Finally, our region has airports of great importance that handle passengers in transfer and transit and have great potential to improve their efficiency and reduce the costs associated with the re-inspection of passengers and luggage in transfer. If this is achieved, airports can offer more reduced transfer

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<sup>1</sup> 4.4.3 Each Contracting State will ensure that passengers of commercial air transport operations that make a transfer and their hand luggage are inspected before they are shipped in an aircraft, unless the State has established a validation and apply process, in Collaboration with the other contracting state, when appropriate, permanent procedures to ensure that such passengers and their hand luggage have been duly inspected at the point of origin and then have been protected against unauthorized interference, from the point of the inspection, in the Origin Airport, until your shipment at the exit aircraft, at the hub airport.

<sup>2</sup> Each Contracting State shall ensure that hold baggage destined for transfer is inspected before being loaded onto an aircraft engaged in commercial air transport operations, unless it has established a validation procedure and applies permanent procedures in collaboration with the other State. contracting party, where applicable, to ensure that such hold baggage has been screened at the point of origin and then protected against unauthorized interference, from the airport of origin to its loading on the departing aircraft, at the transfer airport.

<sup>3</sup> 2.4.9 Recommendation. Each Contracting State should consider the convenience of arranging collaborative arrangements in order to increase the sustainability of the aviation security system, avoiding unnecessary duplication of security controls. The arrangements should be based on the verification of the equivalence of the aviation security results that are obtained with the application of effective security controls at the origin.

times to airlines operating in them, thus becoming more attractive and competitive destinations and providing a more satisfactory travel experience to passengers.

1.7 This possibility of direct routes in airport peers without the need for an additional process of security inspection to passengers and their luggage is aligned with the commitment of the SAM Regional Office to support the States of the SAM region in the generation of competences in terms of security and promote the air connectivity of the States of the region.

1.8 The ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group, at its Tenth Meeting in November 2022, recognized the convenience of a single control system for the region, with the objective of improving aviation security systems in the NAM/CAR and SAM Regions and, when the case allows, reducing the use of human resources and supporting the use of security equipment and other material resources, improving and facilitating regional connectivity, which would result in benefits for those who use air transport, as well as for States and the industry.

1.9 As a result, the Group is expected to analyse and discuss the procedures and prepare a plan for their implementation and guidance material accordingly to the needs of the States concerned

**2. Information**

2.1 The study of data from each airport is crucial for States to decide whether to invest in a One Stop Security (OSS) project. The first step in evaluating the feasibility of this project is to analyse the number of international transit passengers at the main airports. Additionally, refining the data by segregating the numbers by origin is important, as this will allow prioritization of efforts for implementing OSS in each state.

2.2 The second working document of the Services Committee of the European Commission: Work towards an improved and more resilient aviation security policy: A balance<sup>4</sup>, economic study of the benefits of the arrangements of a One Stop Security project in the European Economic Area - EU/EEA and Switzerland, reports that the implementation of the OSS project has benefited 69,382,229 passengers in transfer, with an economy in transfer passenger rates of € 339,279,264 (2018 values).

2.3 According to IATA data presented in Table 1, on the movement of international passengers in five important airports in our region, it shows that international transshipment has significant value and that millions of passengers could benefit from a better travel experience and that airlines could use shorter connection times in their flight planning with the implementation of the OSS concept.

| AIRPORT         | INTL. PASSENGERS O/D (millions) | INTL PASSENGERS TRANSFER (millions) | INTL PASSENGERS TOTAL (millions) | INTERNATIONAL HUB (%) |
|-----------------|---------------------------------|-------------------------------------|----------------------------------|-----------------------|
| Bogotá (BOG)    | 24.0                            | 2.0                                 | 26.0                             | 7.7%                  |
| Lima (LIM)      | 19.7                            | 1.9                                 | 21.6                             | 8.8%                  |
| Panamá (PTY)    | 4.7                             | 9.0                                 | 13.7                             | 65.9%                 |
| Santiago (SCL)  | 20.4                            | 1.3                                 | 21.7                             | 6.0%                  |
| Sao Paulo (GRU) | 28.1                            | 1.0                                 | 29.1                             | 3.4%                  |

**Table 1 - International passenger’s data (IATA - 2019)**

<sup>4</sup> <https://data.consilium.europa.eu/doc/document/ST-6124-2023-INIT/en/pdf>

2.4 The implementation of the One-Stop Security project has proven to be highly beneficial for passengers and has allowed a significant economy in transfer passenger rates. This result suggests that states should consider evaluating potential savings and market gains in aviation, even if a specific security rate is not applied in the region. Ultimately, the costs associated with the aviation security must be paid by someone, whether the government or through passenger rates.

### 3. Discussion

3.1 The determination of States and/or airports to recognize the equivalence should consider the operational data, seeking to select the origins that have a number of passengers in transfer in their state/airport, as well as information that the security system of the State of origin has a potential to have its recognized equivalence. Be guided by the recommendations of the airport and aircraft providers when selecting the States and considering possible unilateral agreements can be good practices to expand the number of routes benefited from the one stop security concept.

3.2 Likewise, it is important to note that, in the context of aviation security, the recognition of equivalence is defined as the acceptance and formal approval by a State of the security measures applied in another State, for being at least equivalent to its own measures in terms of results in security.

3.3 The decision for validation implies that the State must carry out periodic evaluations, to be defined among the States, of the security procedures applicable and implemented by the validated State, with the frequency of the evaluations documented in the recognition arrangement, taking into account the robustness of the aviation security supervision programme of the recognized State.

3.4 In addition, any changes that may affect the validity of an equivalency recognition arrangement, such as changes in the operational environment or in the threat and risk context, observation of non-compliances that affect security outcomes, or major changes in programmes and security regulations must be communicated as soon as possible to the validating State, through previously arranged information exchange mechanisms between the competent authorities, airports and airlines.

3.5 Arrangements for one-stop security screening should include infrastructure and operational aspects for the protection of transfer passengers and their carry-on baggage from unauthorized interference. The main premise of the single security check is that passengers and their personal belongings covered by the arrangement are not mixed with passengers who have not undergone equivalent inspection, as well as considering the impact of OSS for customs authorities and other law enforcement border control entities.

3.6 Another challenge that States must take into account in the implementation of the OSS is the recognition of its security measures validation system by other States and by ICAO. The non-recognition of the validation system by other States may imply the request of additional security measures by that State, emerging new processes in the journey of transfer and origin passengers, while the non-recognition of the validation system by ICAO would affect the degree of effective implementation of critical elements for an aviation security oversight system and the indicative degree of compliance with Annex 17 standards under the Universal Security Audit Programme – USAP.

3.7 Many modern airports are equipped with boarding gates and corridors that allow the flow of transferring passengers to be separated, as well as baggage handling systems that can distinguish between baggage coming from validated airports and that coming from non-validated airports. Likewise, it is essential to coordinate with the airport operational team to ensure that aircraft are parked in the assigned positions to guarantee that the operation is as efficient as possible in compliance with aviation security requirements.

4. **Conclusion**

4.1 It is undeniable that the implementation of the One Stop Security – OSS concept brings numerous benefits to the States that apply it, a simpler transfer process for passengers, shorter connection times between flights and operational and efficiency advantages for passengers, airports and airlines, including lower costs in inspection processes and greater aviation connectivity in the region.

5. **Suggested action**

5.1 The Meeting is invited to consider the information presented in this working paper and support the implementation of the One Stop Security strategy in the SAM region, and:

- a) consider the implementation of OSS in their States, ensuring passenger security and promoting efficiency in airport processes;
- b) participate in the validation process of other States through the exchange of relevant information for the validation process within the OSS concept;
- c) consider measuring passenger data on international transfer flights at their main airports in such a way as to assess the benefits that they may have in the validation of the OSS in their State, especially the reduction of minimum transfer times on flights validated, the best passenger travel experience and economic savings from the implementation of the concept;
- d) involve the industry, airports and airlines in decision-making regarding the operational aspects to take into account for the implementation of the OSS, to ensure that the operation is as efficient as possible in compliance with the requirements of aviation security; and
- e) participate in the activities promoted by the SAM Regional Office to support States in the generation of aviation security and facilitation competencies, and seek any necessary support when necessary.