



Agenda Item 1A: Current situation and regional priorities

Recognition of Equivalence

(Presented by IATA)

SUMMARY

The objective of this working paper is to stress the importance and challenges for the implementation of a recognition of equivalence program. For that purpose, States need to consider within the planning and development of such programs the particularities of the region, as well as the need for the support and recognition of third-party States so to capture all benefits of an RoE Program.

The Recognition of Equivalence process creates considerable benefits for the facilitation of air transport, by exempting connecting passengers from specific flights from recurrent security measures at the transiting airports, allowing for the reduction of flight connecting times, increasing connectivity options, and enhancing the passenger experience.

This recognition must be structured under a robust and comprehensive process, which considers all dynamics of aviation security, considering the need to address future security concerns, avoiding loss of passenger confidence, and achieving the support of other States.

References:

- Annex 17 of the Chicago Convention
- Doc 8973 – Aviation Security Manual

ICAO Strategic Objectives:

Security & Facilitation

1. Introduction

1.1 The Recognition of Equivalence (RoE) enables the exemption of security screening processes for certain transfer passengers and/or baggage at transiting airports, thus significantly improving the passenger experience, increasing flight connection options and the reductions in connecting times. Airlines and airport also enjoy benefits, such as reduced OPEX costs and better utilization of their assets.

1.2 Annex 17 includes Standards 4.4.3 and 4.5.5 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 implemented and carried out in one State are equivalent in terms of outcomes to the security measures carried out in another State. This recognition process may involve only one, two, or more countries.

1.3 The ICAO Second High-Level Conference on Aviation Security (HLCAS/2) held on 29-30 November 2018, in Montreal Canada, addressed one-stop security arrangements, and concluded that one-stop security arrangements between States based on the recognition of equivalence of security measures can provide benefits for all stakeholders, such as more efficient operations, faster transfer times for passengers, and increased passenger satisfaction. The Conference encouraged States to enter collaborative arrangements and implement one-stop security arrangements to increase the sustainability of the aviation security system by avoiding unnecessary duplication of security controls, consistent with the guidance material in the ICAO Aviation Security Manual (Doc 8973).

2. Discussion

2.1 IATA considers security a major cornerstone for the successful recovery of the aviation industry, hence promoting the implementation and recognition of agile, risk-based solutions such as risk-based passenger screening differentiation and new technologies, Recognition of Equivalence for passenger and personal belongings, and hold baggage. These can enhance the overall industry security resilience and help reduce vulnerabilities while simplifying security procedures through the application of modern processes and technologies.

2.2 Even when the recovery of the Americas region is well on its way, there are many challenges the industry is facing to achieve an effective and efficient operation, including limited infrastructure, staff shortage, increased level of costs and the need for the implementation of new technologies and processes. Security checkpoints at airports will need to accommodate the increased demand for passengers and hold baggage screening coming with the recovery. As such, IATA encourages States to exempt from re-screening passengers and/or their hold baggage that have already been screened to an equivalent level during their journey and which have remained within a security sterile environment, helping alleviate these challenges.

2.3 Despite Annex 17 standards allowing Recognition of Equivalence, the implementation of the process is still limited from a worldwide perspective.

2.4 There are efforts to implement the Recognition of Equivalence for passengers and personal belongings in our region. For instance, Brazil is well advanced in the development of documentation to sign an MOU with at least two origins and to further work on implementing a pilot program. Colombia and Peru have advanced in the process of the recognition of each other's security measures to implement an RoE pilot program.

2.5 States must consider the challenges of implementing an RoE system in a holistic way. This includes the validation of the RoE Program by ICAO and other States. Without the support and validation of the process by third countries, the goal to simplify security procedures and enhance the travel experience might not be fully achieved.

3. Suggested action

3.1 The Meeting is invited to:

- a) Address the opportunity of implementing an RoE Program, by establishing appropriate partnerships to enable aviation security and travel experience enhancements.
- b) Establish priorities such as closer government-to-government and industry cooperation to reduce the long-term challenges of extraterritorial measures, the universal implementation of ICAO's Chicago Convention, Annex 17 global

standards, and the enhancement of information sharing to support sound risk assessments.

- c) To continue supporting the work that is being done by the Recognition of Equivalence Working Group through the ICAO Regional AVSECFAL Group in the development of a regional roadmap for RoE Implementation.
- d) To involve the industry in the decision-making process with respect to those operational aspects considered for the implementation of an RoE program to ensure an efficient RoE roll-out.

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