



**Speaking Notes by the Secretary General of ICAO, Mr. Raymond Benjamin,
to The International Air Cargo Association (TIACA)
26th Air Cargo Forum and Exposition**

*Panel Session Theme: "Collaboration for Smart Security:
Government and Industry Working Together"*

2 October 2012, Atlanta

BY SESSION TOPICS

Introductory Remarks

1. Good morning, ladies and gentlemen. I am delighted to join you today on the occasion of the 26th International Air Cargo Forum and Exposition, and especially to take part in this morning's panel discussion on *Collaboration for Smart Security*.
2. As a specialized agency of the United Nations and an Organization dedicated to the establishment of global Standards, ICAO is acutely aware of the role collaboration plays in overcoming challenges.
3. Though my Organization may be better known for working mainly with State governments in this regard, we are also keenly aware today that the development of closer and more meaningful links with industry players is essential to realizing effective air transport progress.

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a) Major Security developments

4. I could not help but remark that our discussion this morning focuses not only on the role of government and industry collaboration in the aid of security, but notably in the establishment of 'smart' security. This is a very important distinction at this point in time.
5. For ICAO today, more effective aviation security is very much a matter of realizing 'smarter' security methods. This means relying on improved data capture and intelligence sharing, which in turn feeds into detailed risk-analyses.
6. This approach allows governments and law enforcement agencies to target their resources and procedures more specifically on higher-risk threats, with the dual benefit of relieving lower-risk passengers and shipments from unnecessary delays and inconvenience.
7. From an economic standpoint, alleviating these delays and minimizing security-related inefficiencies is absolutely essential, especially where air cargo is concerned.

a) **Major Security developments** (*cont'd*)

8. A few weeks ago, ICAO concluded a very successful **High-level Conference on Aviation Security**. This was ICAO's first global, Ministerial-level meeting on security in more than ten years.
9. The conference recognized the urgent need to further enhance air cargo and mail security by strengthening and harmonizing security and facilitation measures, and recalled that uniform and consistent implementation of such measures is critical to ensure the security of the global air cargo and mail supply chain, and to facilitate global economic trade.
10. The conference recommended ICAO adopt a comprehensive framework for enhancing security and promoting the efficient flow of goods. This framework comprises principles on air cargo and mail security that serve to protect the entire air cargo supply chain, and which highlight a process for more accurately identifying and securing high-risk cargo.
11. The Conference concluded and recommended that:
 - A. Security Standards – Air cargo
 - the vulnerability of air cargo and mail calls for immediate action by Member States through the harmonization and strengthening of the air cargo supply chain security framework, while mindful of the necessity to facilitate the growth of international trade and the movement of goods; and recommended that ICAO adopt new security SARPs by means of a fast-track amendment to Annex 17. These SARPs should further the implementation of secure supply chain systems, set common baseline security measures for passenger and all-cargo aircraft, drive enhanced measures to identify and secure high-risk cargo, and facilitate the movement of cargo and mail, particularly at transfer and transit points.
 - B. Global Approach
 - The Conference concluded that the multifaceted nature of the air cargo and mail industry necessitates a global approach in the development of security requirements and best practices; and recommended that the principles of a total supply chain approach to air cargo and mail security be adopted and a robust oversight and quality control programme be established and maintained, which are to serve as a cornerstone for ICAO and all stakeholders in taking action to secure the air cargo and mail supply chain.
 - C. International Cooperation
 - The Conference concluded that international cooperation among all stakeholders is essential to countering the threat posed to air cargo and mail; and recommended that ICAO, the WCO, the UPU, and industry stakeholders continue their technical cooperation and align policy and regulatory frameworks to achieve synergy between aviation security programmes, Customs requirements, and postal security requirements, avoid duplication, and promote the mutual recognition of their security regimes and joint oversight activities.
 - D. Capacity-building
 - The Conference concluded that there is a strong need for capacity-building initiatives to assist Member States in their efforts to comply with international air cargo and mail security and

Customs standards; and recommended that an international capacity-building strategy specific to air cargo and mail security be developed to aid Member States that require assistance in implementing international air cargo and mail security standards. Such a strategy should be aligned with the ICAO Assistance and Capacity Building Strategy for Aviation Security, and based, as far as possible, on results drawn from the ICAO Universal Security Audit Programme (USAP) audits.

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b) Technology for the air cargo environment

12. One example of how this will save time and money is the implementation of the secure supply chain concept, and in particular the *Known Consignor* regime. Where cargo previously had to be screened or stored for 24-48 hours at the departure airport, it will now be possible to secure it only once at its point of origin through the *Known Consignor* provision, and then protect it from interference until its point of destination.
13. Additionally, the establishment of a secure supply chain means that shipments arriving at transit or transfer points will no longer need to be subject to further screening procedures—again saving industry significant time and money, especially when these savings are calculated over time and extrapolated across the entire sector.
14. The world's airlines today carry over 48 million tons of freight per year and more than one third of the value of world trade relies directly on air transport. These contributions are significant to a variety of economic indicators, but most notably they have direct impacts on improved social development and general prosperity levels through the expansion of local, national and international markets.

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c) Global Efforts: harmonized global standards, role of ICAO & WCO

15. ICAO, the WCO and the UPU are working to align their provisions as much as possible. In July of this year, during the ICAO-WCO Joint Conference, our two organizations agreed to collaborate more intensely on a number of initiatives. Current proposals include co-hosted events, joint submissions to international forums and collaborative training modules, amongst other suggestions.
16. We are also examining how to improve efficiency by exchanging more information on cargo shipments, in particular by leveraging advance cargo information.
17. All of these efforts will be aided by joint assistance and capacity-building efforts, including ICAO-WCO support for improved coordination between aviation security and customs personnel, industry operators, and other stakeholders.
18. On the subject of mail, ICAO is now working more closely with the Universal Postal Union, supporting its efforts to develop new air mail security standards that complement existing ICAO provisions and take account of emerging security concepts.

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d) Industry-Regulator Collaboration

19. TIACA was present at ICAO's High-level Conference on Aviation Security. I am very pleased to report that it was characterized by a spirit of cooperation that made it possible to act decisively on numerous issues.
20. As I have already mentioned, the conference recommended ICAO adopt a comprehensive framework that will serve to protect the entire air cargo supply chain, and which highlight a process for more accurately identifying and securing high-risk cargo.
21. Applying these principles calls for an inclusive approach and we welcome and support collaborative initiatives that assist in this regard.
22. We must also pay special attention to the fact that, within the next decade, related trade volumes are expected to nearly double—rising at more than twice the rate of world Gross Domestic Product. This brings into sharper focus the challenges before us and the need for us to optimize our collaborative opportunities.
23. To this end, ICAO is now cooperating on a more comprehensive and formalized basis with relevant bodies in the air cargo area, notably the World Customs Organization, the Universal Postal Union and related industry associations. We also established a new professional position in our Aviation Security Branch in May of this year, dedicated to air cargo issues.
24. I am very pleased to note that The International Air Cargo Association (TIACA) has also recently begun to participate more actively in ICAO.
25. We have very much appreciated TIACA's contributions thus far to the AVSEC Panel's Working Group on Air Cargo Security. It has also been invited, along with IATA, ACI, FIATA, and the Global Express Association, to assist in the development of the joint ICAO-World Customs Organization publication on security and facilitation that we will be finalizing next year.

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e) Role of shippers, forwarders, airlines, etc.

26. One such example in the area of air cargo is the development of e-Freight. ICAO is currently working with stakeholders to produce materials such as an electronic consignment security declaration template. This will assist the industry to implement efficient and secure e-Freight processes.
27. We would encourage TIACA to consider pursuing active participation in the development of this e-Freight consignment security declaration, as it can only benefit from the closer involvement of handling agents and freight forwarders.

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Concluding remarks

28. Ladies and gentlemen, the world has come to depend on a highly efficient air transport system. We must ensure it remains dynamic and flexible even as we seek to secure it more effectively moving forward.
29. ICAO understands that greater collaboration among all stakeholders, States and industry alike, will be essential in order to meet the growing demand for air services. Our shared challenge is to facilitate and enhance this growth, but without compromising on the effectiveness of our security measures or their long-term sustainability.
30. Thank you for the opportunity to share these thoughts with you today.
