



ICAO



Solutions for Air Cargo Digitalization Supporting the Global COVID-19 Response

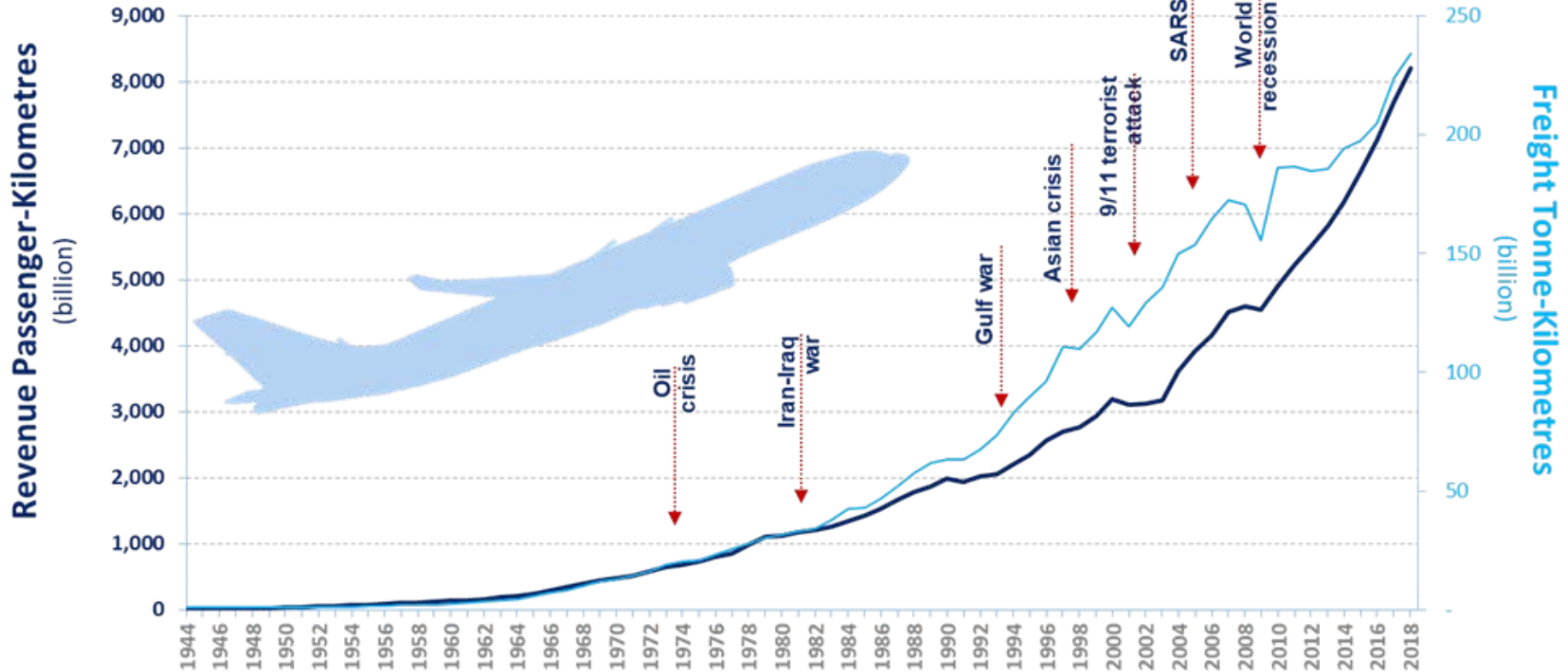
Webinar: *Air Cargo Digitalization in COVID-19 Times: 'Perspectives on Security'*

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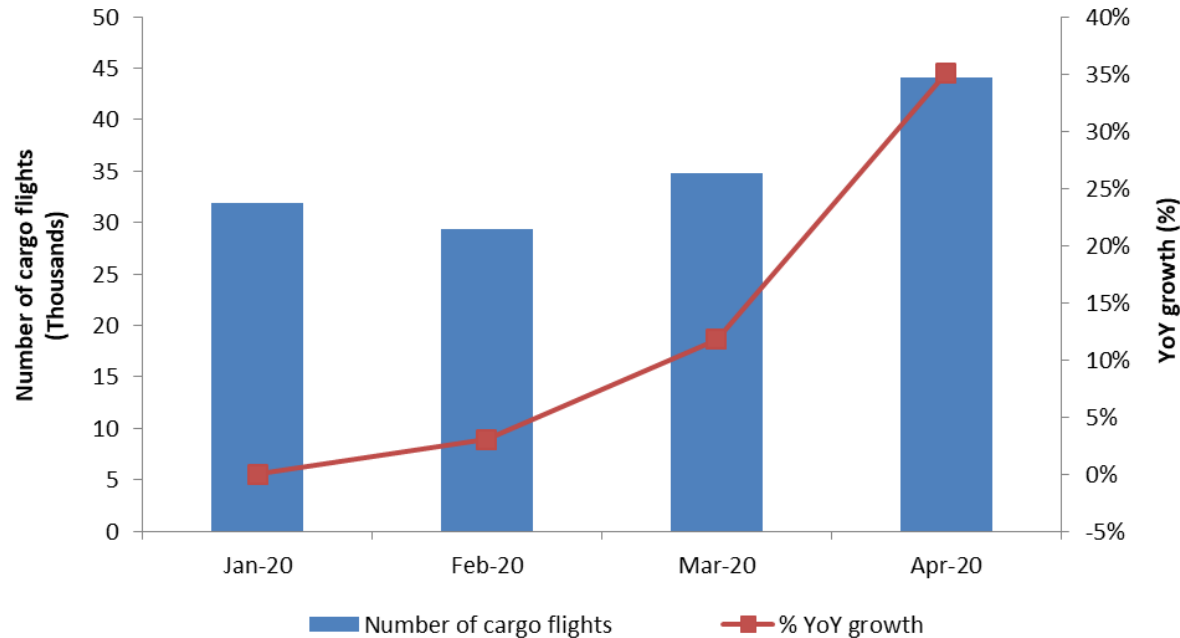


Growth of air transport up to 2018





In contrast to the fall in passenger traffic, cargo flights surged with the increased cargo-only operations using passenger aircraft





Key Principle #3 – Ensure essential connectivity

States and industry should maintain essential connectivity and global supply chains, especially to remote regions, isolated islands and other vulnerable States.

Global Implementation Roadmap – Implementation of CART Rec #7

“To address the need for broader digitalization of information exchange, efforts will be made to further facilitate larger scale aviation movements of passengers and cargo...”

Air cargo services are a key component of global supply chains, offering fast and reliable transport of high-value goods, including vaccines and medical equipment. However, the pace of digitalization has been slow compared to other modes.



ICAO Public Health Corridor (PHC) Concept

- Inclusive of cargo operations (EB 2020/36)
- For cargo, it highlights considerations on:
 - Contact with surfaces contact in the immediate environment or with objects used by the infected person (e.g., paper)
 - Physical distancing
- COVID-19 introduces the need to minimize physical contact among supply chain actors and adds new urgency to the need for digital, contactless technologies and processes



Enter Digitalization

- Digitalization is the use of digital technologies to change a business model and provide new revenue and value-producing opportunities.
- It will allow aviation to bring in new technologies, as well as better apply existing ones.



Why digitalization? What are the benefits?

- Alignment with public health measures, such as the ICAO PHC concept, arising from the COVID-19 pandemic through contactless technologies
- Increased safety through awareness of dangerous goods
- Increased security through faster pre-clearance and other benefits
- Increased efficiency through reducing delays along the entire supply chain, particularly at borders and modal interfaces



Digitalization can improve overall security

- Digitalization can make it easier to adhere to ICAO SARPs and other provisions, including:
 - Annex 17 - Security
 - Aviation Security Manual (Doc 8973 – Restricted)
- Regulators are requiring more data on cargo shipments than ever before
- It enables more risk-based approaches through greater data accessibility
- The emergence of artificial intelligence will further increase the reliability of security measures



Current air cargo digitalization exercise:

- Supports existing SARPs and other provisions, as opposed to developing new ones; and
- Can readily evolve to meet new requirements and challenges in alignment with SARPs and other provisions.

Short term: Digitalization will support current regulations.

Long term: Digitalization will encourage regulations to evolve due to the benefits it enables



New ICAO Collaboration with Other UN Agencies announced in September 2020:

بيان مشترك بشأن إسهام التجارة وسلاسل الإمداد على الصعيد الدولي في تحقيق انتعاش اجتماعي واقتصادي مستدام أثناء جائحة فيروس كورونا (COVID-19)

وبناءً على ذلك، فإننا نؤيد زيادة رقمنة الإجراءات التجارية والجمركية باستخدام المعايير العالمية للأمم المتحدة ضماناً للتبادل السريع والأمن للبيانات والمعلومات المتعلقة بالبضائع ووسائل النقل.

Joint Statement on the Contribution of International Trade and Supply Chains to a Sustainable Socioeconomic Recovery in COVID-19 Times

“Therefore, we support further digitalization of trade and customs procedures, using global, United Nations standards, to ensure the fast and secure exchange of data and information concerning cargo and means of transport.”



One year in, we have...

1. Built a clear case for digitalization and how ICAO can support Member States and other stakeholders;
2. Initiated formal collaboration with UN Economic Commission for Europe to develop deliverables, some of which are near completion;
3. Began exploring partnerships with Member States to develop a new global air cargo eco-system encompassing various regulatory needs built on the latest standards; and
4. Began working with industry stakeholders to identify specific business requirements/needs and develop an inclusive plan to advance #3.



Objective of the ICAO-UNECE Collaboration

Develop multimodal standards for information exchange across the supply chain as part of the UN Development Account (UNDA) *Transport and Trade Connectivity in the Age of Pandemics* project.

This represents an integrated approach to transport policy, encompassing air cargo and mail supply chains.



Develop technical specifications (standards) for documents accompanying goods transported by air, in the framework of the UNDA COVID-19 response project (segment on digitalization of data and document flows) to support harmonized standardization of data and documents from a multimodal perspective, aligned to the UN/CEFACT semantic standards and Multimodal Transport Reference Data Model.



The Multimodal Transport Reference Model of the United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT) that includes the necessary technical specifications for air cargo-related electronic documents and data exchange that will allow implementers to develop aligned electronic document equivalents (e.g., e-AirWaybill, Dangerous Goods Declaration, electronic Consignment Security Declaration).



UN Development Account project in support of the COVID-19 Rapid Response:

Transport and Trade Connectivity in the Age of Pandemics: Contactless, Seamless and Collaborative UN Solutions

Relevant project components that will benefit stakeholders:

- Reducing physical contacts among the participants of international trade and transport operations (aligned with ICAO Public Health Corridor concept)
- Pursuing collaborative rather than unilateral solutions on trade and transport response to the pandemic



Support from a diverse and growing group of stakeholders

UN System:

- UNECE
- ICAO

Industry (note recent joint statement):

- International Air Transport Association (IATA)
- The International Air Cargo Association (TIACA)
- International Port Community Systems Association (IPSCA)
- International Federation of Freight Forwarders (FIATA)
- Global Express Association (GEA)

Pilot implementation will bring additional partners.



Verifiable Credentials

- A key component of reliable, secure information exchange in digital trade, transport and finance
- Leading stakeholders, including the U.S. Department of Homeland Security (DHS), are engaged in developing standards and architectures that will bring increasing benefits—including security—to the global supply chain digitalization effort
- Open standards based on interoperability that facilitate understanding and cooperation between diverse stakeholders from different states, UN agencies, and supply chain actors are poised to augment end-user choice through a marketplace of advanced options for digital trade and transport that can connect different domains



روابط مفيدة في هذا النشاط / Helpful links on this activity

بيان مشترك بشأن إسهام التجارة وسلاسل الإمداد على الصعيد الدولي في تحقيق انتعاش اجتماعي واقتصادي مستدام أثناء جائحة فيروس كورونا (COVID-19)

<https://www.icao.int/Security/COVID19/PublishingImages/Pages/Statements/%28d8%a7%d9%84%d8%b9%d8%b1%d8%a8%d9%8a%d8%a9%20%20%29.PDF>

Joint Statement by UN system entities on the Contribution of international trade and supply chains to a sustainable socio-economic recovery in COVID-19 times: [https://www.icao.int/Security/COVID-19/PublishingImages/Pages/Statements/\(%20English%20\).pdf](https://www.icao.int/Security/COVID-19/PublishingImages/Pages/Statements/(%20English%20).pdf)

UNDA *Transport and Trade Connectivity in the Age of Pandemics* project profile:

http://www.un.org/development/desa/da/wp-content/uploads/sites/52/2020/08/2023X_Transport-and-Trade-Connectivity-in-the-Age-of-Pandemics.pdf



New from ICAO – *Priority Brief: Air Cargo*

Four considerations on the supply chain, its criticality for the emerging e-commerce driven marketplace, the needs for both regulatory evolution and digitalization

Five recommendations include those for digitalization and economic regulatory measures

Find it at:

https://www.icao.int/sustainability/Documents/ICAO-PRIORITY-BRIEF_Air-Cargo_2021.04.19.FINAL.pdf

We welcome your feedback



PRIORITY BRIEF





Some of the questions on digitalization we will examine today

- What are some of the risks that air cargo digitalization can mitigate?
- How do we ensure new digital technology is itself secure?
- What are ICAO and other UN agencies uniquely positioned to do that can bring about paperless, secure, digital trade and transport?
- How can stakeholders learn about in detail and even help advance digitalization standards and their development?
- When and how can interested States and other stakeholders implement new and upcoming deliverables?
- What kinds of strategies can States adopt to establish a robust digital services infrastructure?



We value your ideas and feedback!

Please engage through asking questions and sharing your ideas...