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**SECURE FREIGHT PROGRAMME**

(Presented by Malaysia)

**EXECUTIVE SUMMARY**

In this paper, Malaysia presents the initiatives undertaken together with the International Air Transport Association (IATA), Malaysia Airports (KLIA), shippers, forwarders, surface transporter providers, airport operators, airline operators and other agencies (stakeholders) in the air cargo environment in implementing the Secure Freight Programme Pilot Project.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective B – Security, <i>Enhance global civil aviation security</i>
<i>Financial implications:</i>	No financial implications
<i>References:</i>	No references

## 1. INTRODUCTION

1.1 Today, there are some security gaps and inconsistencies in too many State regulations impacting too many key cargo markets. Adequate global standards for air cargo supply chain security do not exist.

1.2 Air cargo security is insufficiently understood by many regulators in their approach to development and implementation of their national programmes. To address this issue, Malaysia with IATA had initiated the Secure Freight Programme Pilot Project.

## 2. BACKGROUND

2.1 Malaysia is committed to working with industry to improve the security and facilitation of passenger and freight movements at its airports. This commitment is reflected in the close cooperation between Malaysia and IATA in various industry projects.

2.2 The Department of Civil Aviation has been working closely for over a year with MASKargo, Malaysia Airports (KLIA) and IATA on preparing to implement Secure Freight; which intends to secure air cargo at its origin, protect it as it moves through the supply chain and thereby reduce present complexities and costs. DHL Logistics Malaysia and INTEL Malaysia have more recently joined the Pilot and thus completed the supply chain.

## 3. SCOPE OF SECURE FREIGHT PROGRAMMES

3.1 The Secure Freight Programme (SFP) aims to address deficiencies in the implementation of cargo standards by contracting States i.e. States contracted to implement ICAO Annex 17 — *Security* and Annex 9 — *Facilitation* (Chapter 4: Entry and Departure of Cargo and Other Articles).

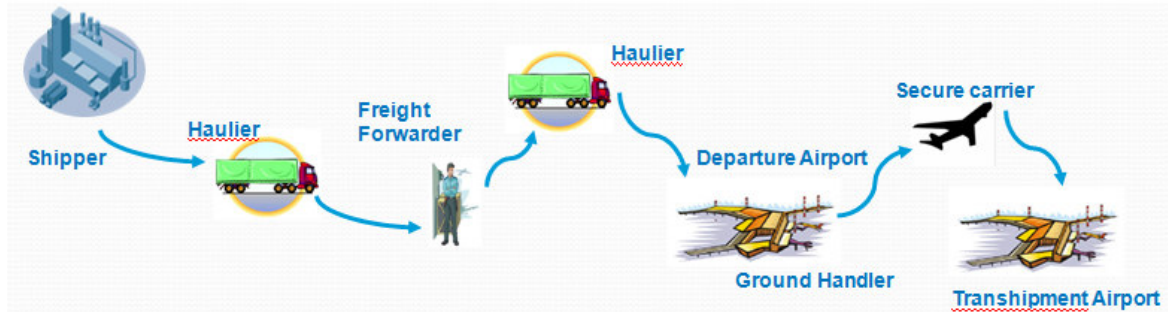
3.2 It also aims to achieve conformance with IATA's Security Management System (SeMS) Cargo Addendum and compliance with the World Customs Organisation's Safe Framework of Standards.

## 4. OBJECTIVE OF SECURE FREIGHT PROGRAMMES

4.1 Secure Freight Programme is intended to provide a medium to a long-term solution to the development of global air cargo supply chain security standards.

4.2 The key objective of this programme is, through the development of security standards, to enable the air cargo industry to influence, positively, emergent security regulations, providing a platform for greater consistency.

4.3 This programme is intended to be for the benefit of air cargo supply chain operators in Malaysia and can be extended to the other States.



## 5. INVOLVEMENT

5.1 Nationally, it involved IATA in consultation with Malaysia as a First Pilot Country.

5.2 Locally, it involved shippers, forwarders, surface transporter providers, airport operators, airline operators and other agencies (stakeholders) in the air cargo environment.

## 6. PROGRESS UPDATE OF THE PROGRAMME

6.1 Two groups already been formed, i.e. Steering Groups and Working Group that meet once a month or as necessary to review progress towards its deliverables.

6.2 Conducted several conference calls and face to face meeting with IATA.

6.3 Develop National Secure Freight Programme and Local Procedures based on IATA Global Manual (Standards Manual) that met with the local security environment.

6.4 Approach relevant agencies and industrial player in order get their support with the Secure Freight Programme.

6.5 Launch the trial stage (soft launch) in May 2010.

## 7. EXPECTED OUTCOME

7.1 To be internationally recognised within Contracting States and compliant with ICAO Annex 17.

7.2 An air cargo industry comprised of certified secure operators in a secure supply chain system.

7.3 More secure air cargo network plus simplified business process with reduced cost and delivery times, at the same time zero incidents on air cargo;

7.4 Harmonization with multiple programmes through one set of standards and consistent with ICAO and IATA best practices.

## 8. **CONCLUSION**

8.1 Malaysia is committed to securing its air cargo supply chain through the implementation of the National Secure Freight Programme.

8.2 Malaysia intends to invite ICAO and Contracting States to give support and observe the implementation on completion of the programme.

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