



# Air Cargo Security Challenges

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# Multiplicity of the security requirements

Some but not all!

## U.S.:

- IAC (Indirect Air Carrier) & Regulated Agent
- Certified Cargo Screening Program
- ACAS (Air Cargo Advance Screening)

## Canada:

- Air Cargo Security Programme,
- PACT (Pre load Air Cargo Targeting)

## European Union:

- Regulated Agent Programme
- ACC<sub>3</sub> (Air Cargo/Mail Carrier into the EU 3rd Party Airport)
- PRECISE (Pre Loading Consignment Information Security Entry)

## China:

- Regulated Agent Regime

## Singapore:

- Air Cargo Agent Regime

## Australia:

- Regulated Air Cargo Agent
- Accredited Air Cargo Agent Schemes

## International Org.

- IATA: Secure Freight and e-Freight
- TIACA: strongly supports automation and paper-free transactions
- WCO: Single window programme

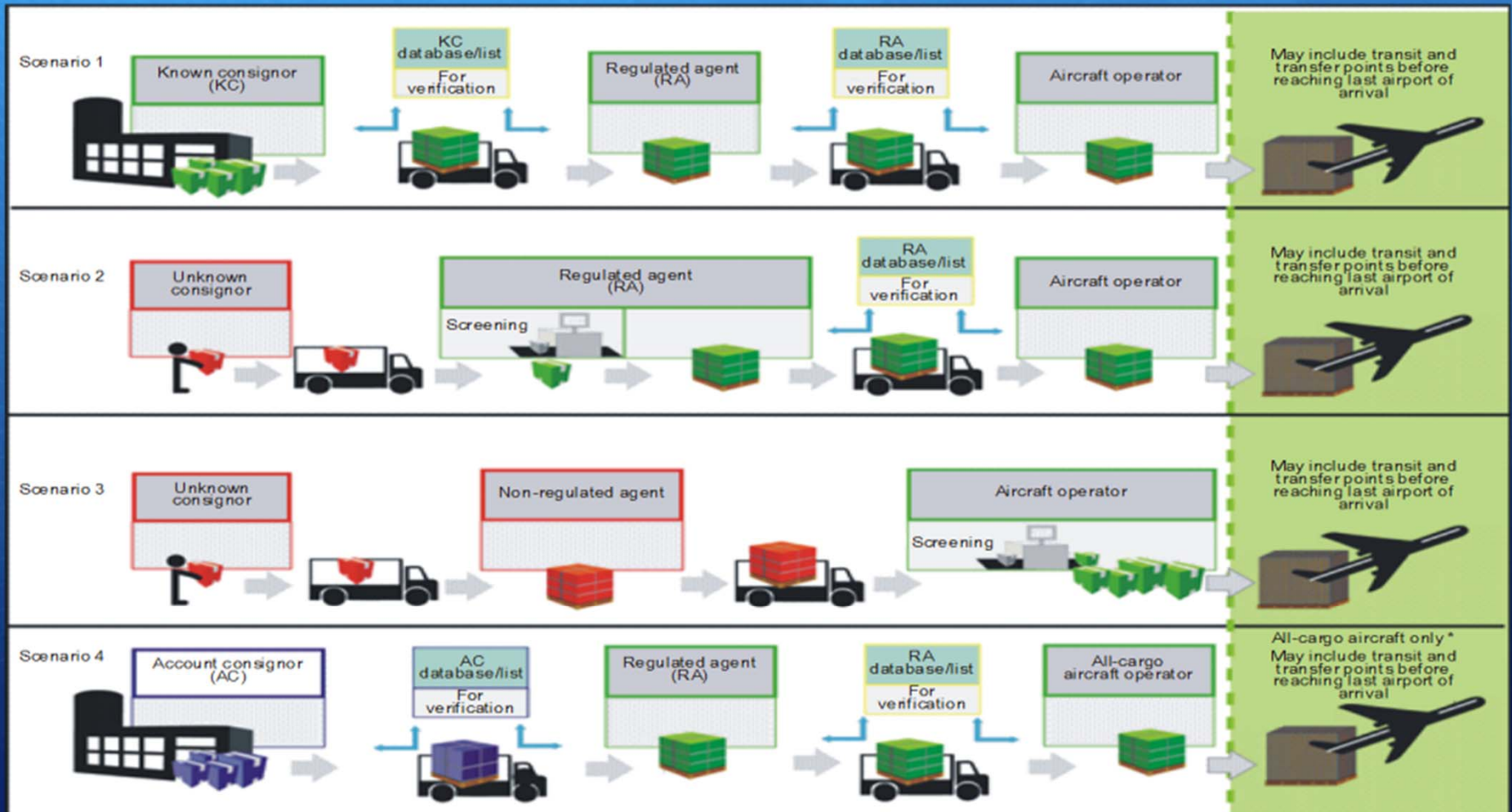
How to connect these programmes together ?



# Variety leads to complications

- Differences in security requirements while operating in a global supply chain:  
Indirect Air Carriers and Regulated Agents
- Differences in screening technology allowable depending upon country:  
Air Cargo Screening
- New Advance Data Screening Programs bring operational and technical challenges we are currently working through
  - Notification, Communication, Understanding who will handle what and when between Forwarders and the Air Carriers?
  - Technology, can my company do the messaging or should we contract it?
  - Training, Standard Operating Procedures
  - Additional Cost
  - Possible disruption in service

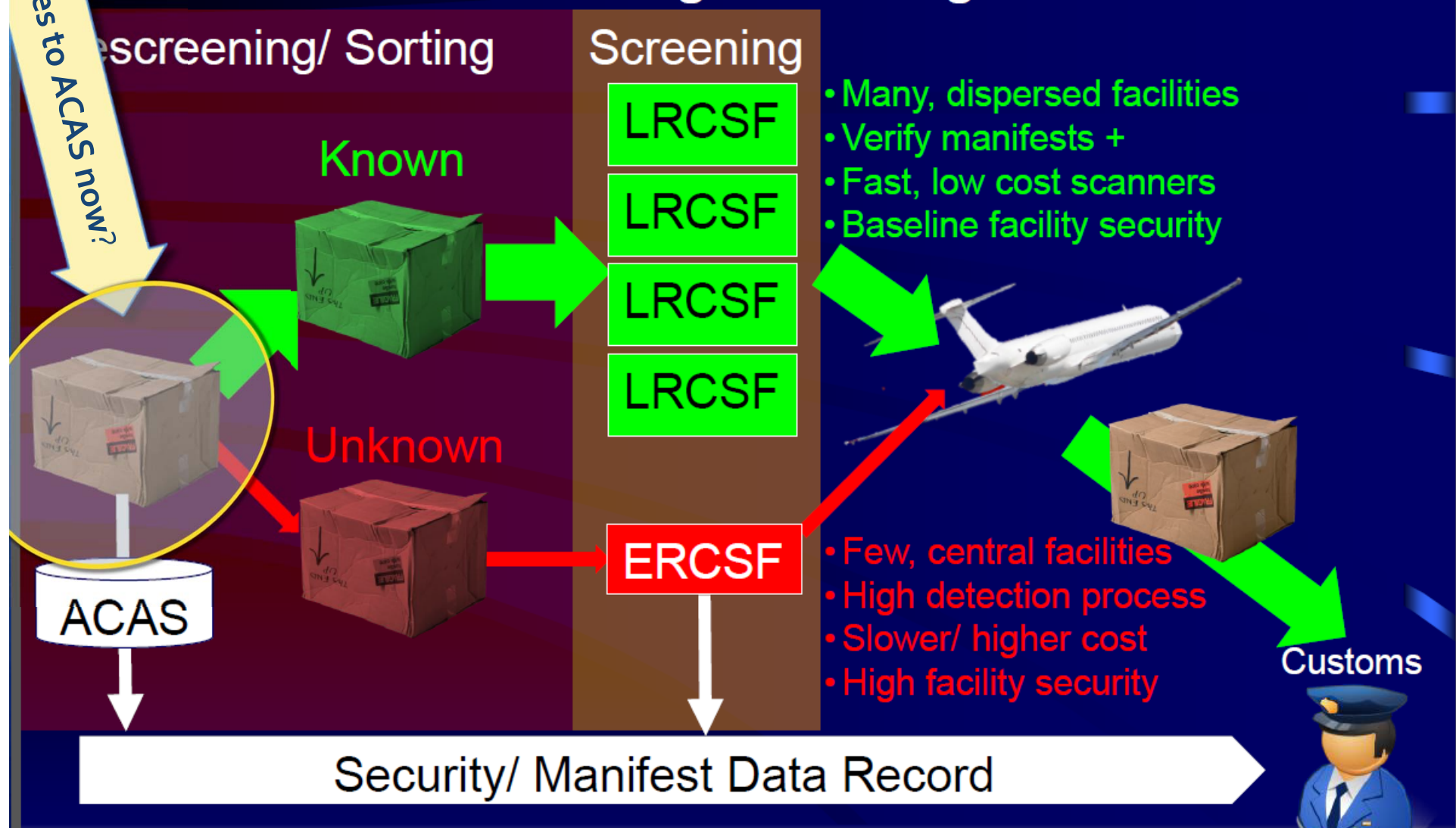
# ICAO has developed KC and RA regime which facilitates export procedures



\* When cargo originates from an account consignor it can ONLY be loaded onto an all-cargo aircraft. Furthermore, at a point of transfer, the cargo can be loaded onto a passenger aircraft ONLY AFTER it has been appropriately screened.

# This is what happens in the field (export phase)

What goes to ACAS now?



# This is what happens in the field (export phase)

What should go to ACAS

Prescreening/ Sorting

Screening

Known

Unknown

LRCSSF  
LRCSSF  
LRCSSF  
LRCSSF

ERCSF

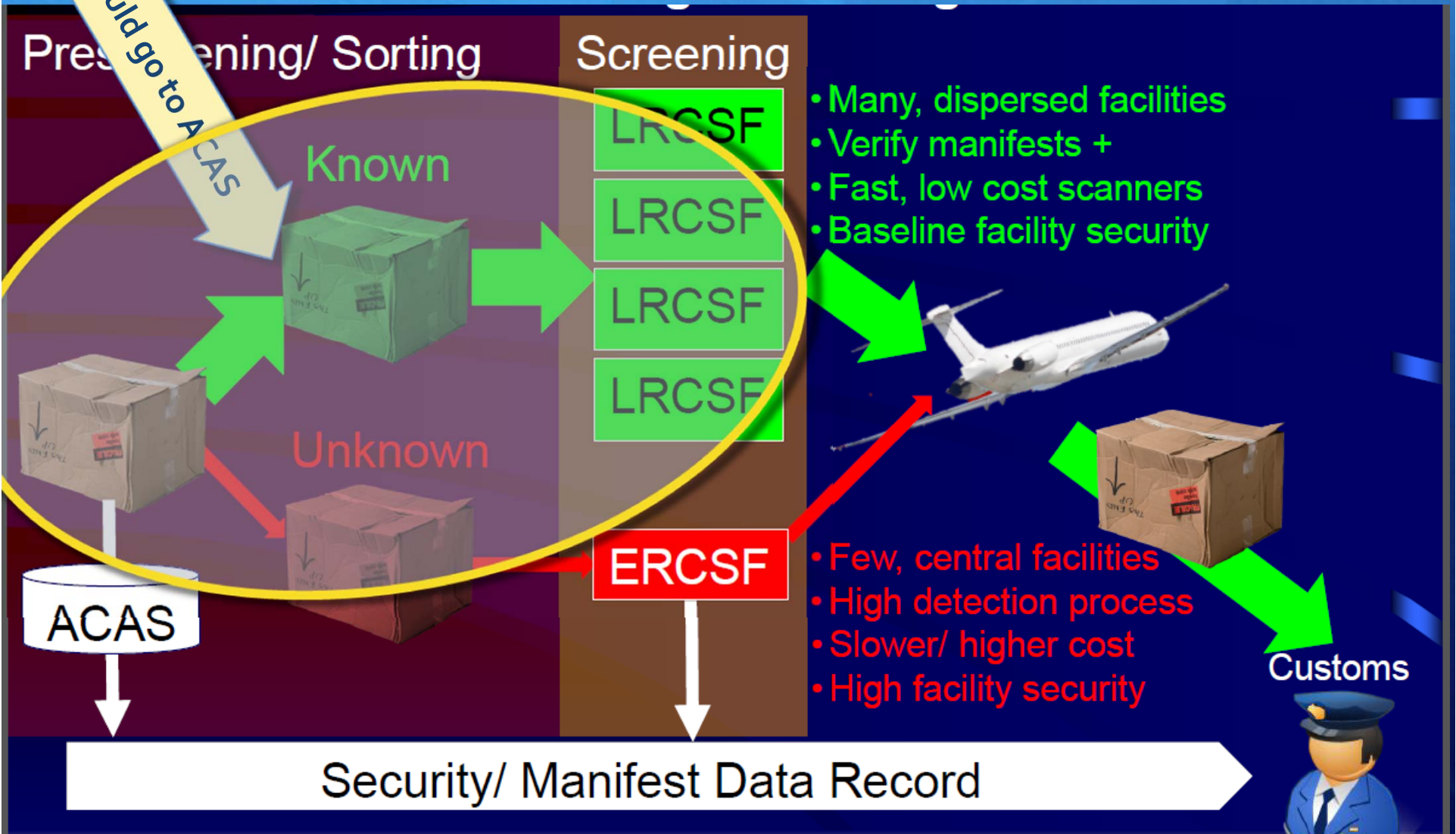
- Many, dispersed facilities
- Verify manifests +
- Fast, low cost scanners
- Baseline facility security

- Few, central facilities
- High detection process
- Slower/ higher cost
- High facility security

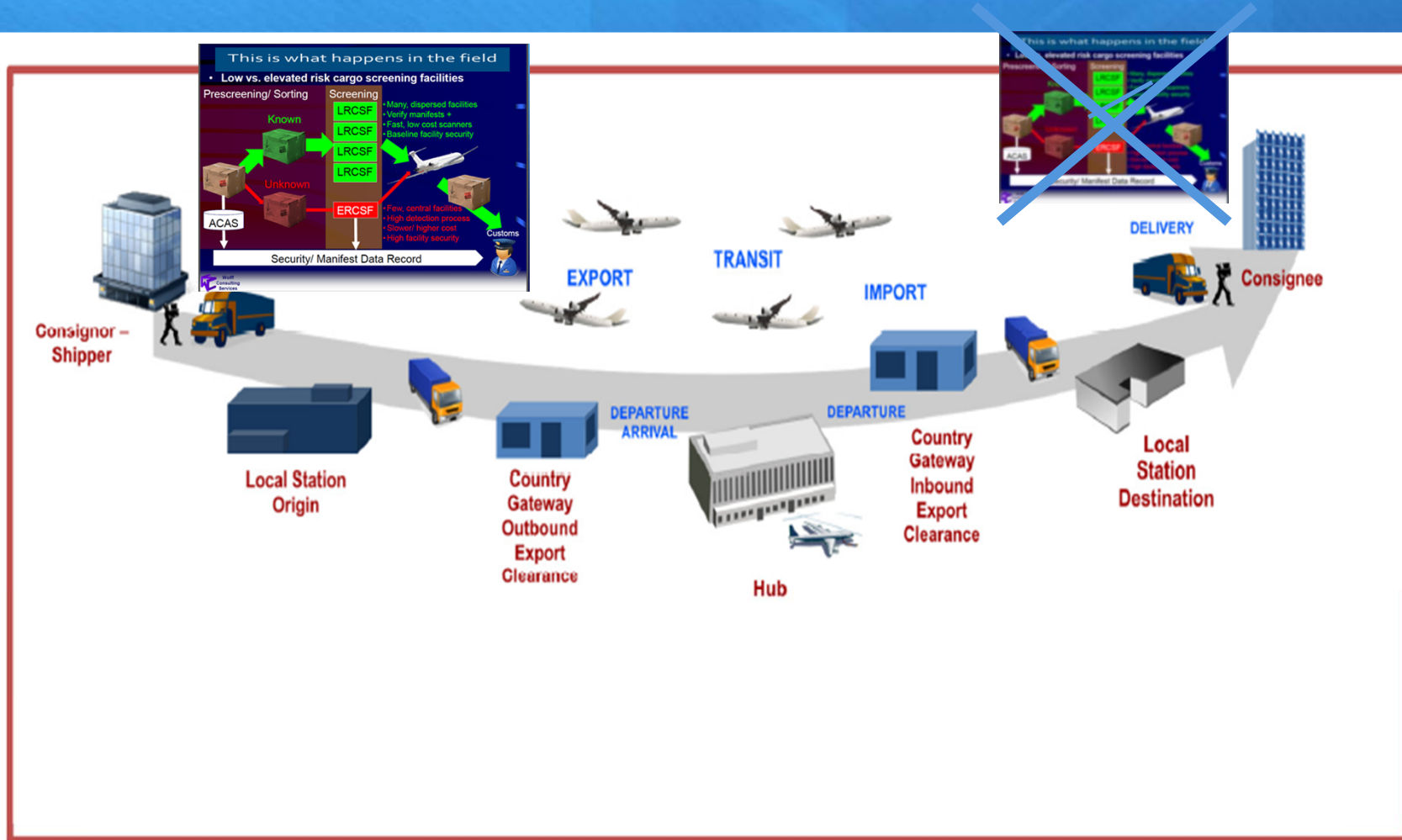
ACAS

Customs

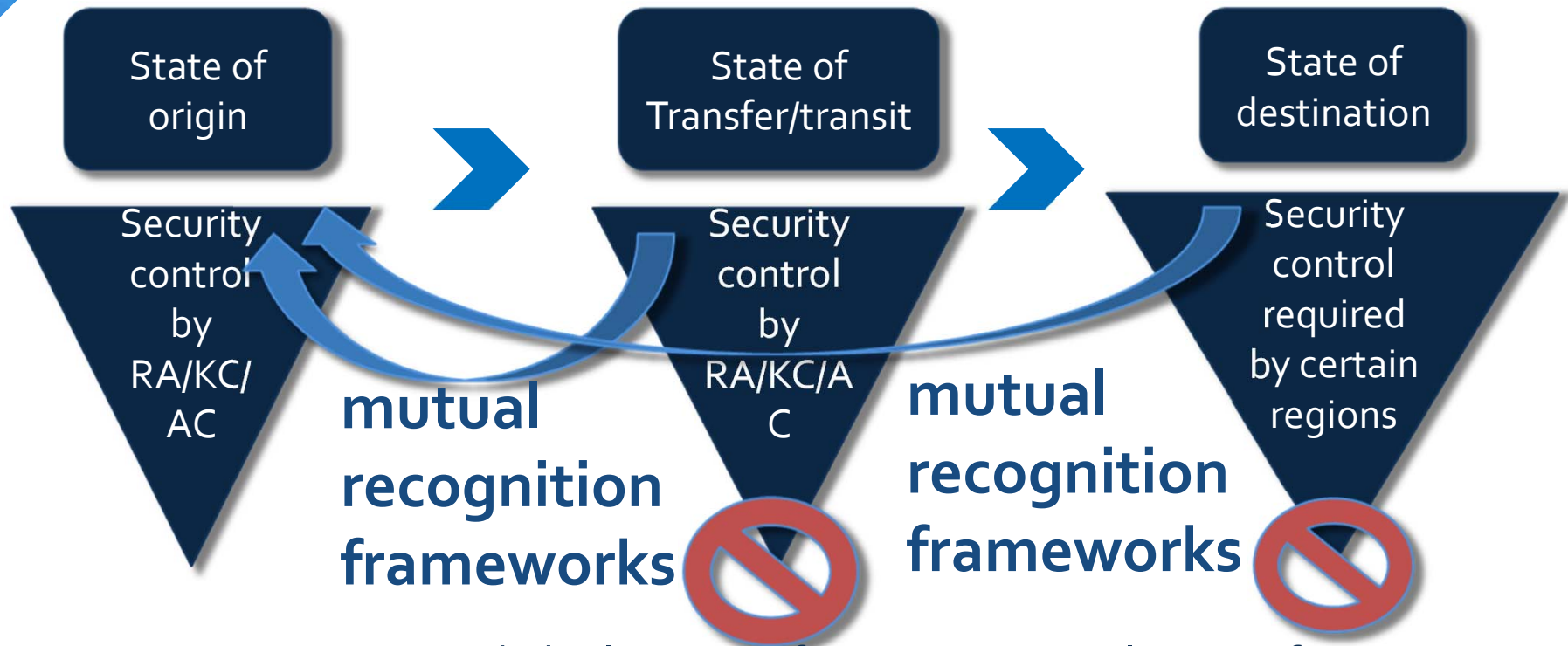
Security/ Manifest Data Record



# We benefit from KS/RA existence at departure, but not yet in arrival phase



# 1<sup>st</sup> element: Mutual recognition framework (1)



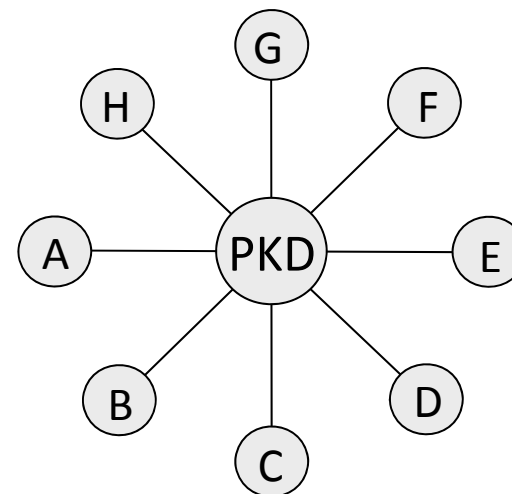
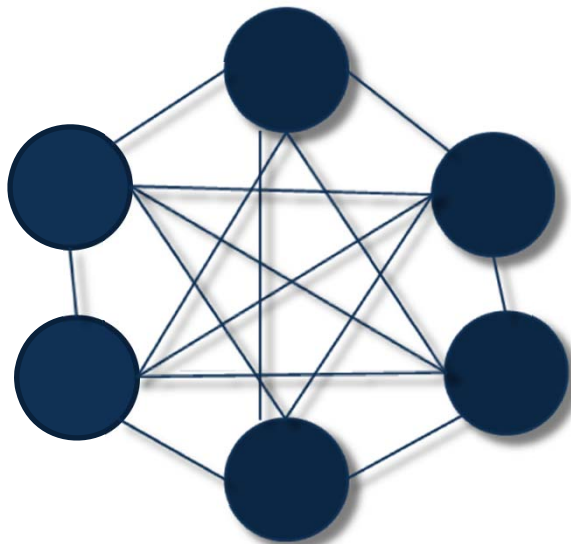
To avoid duplication of security controls, transfer or arriving cargo and mail should not be subjected to additional screening before being loaded onto an aircraft **provided appropriate security controls have been applied at the State of origin**



# 1<sup>st</sup> element: Mutual recognition framework (2)

To verify the Regulated Agent/Known Consignor, a bilateral/multilateral agreements should be done between the countries.

With ICAO cargo PKD, the states could communicate with each other easily :



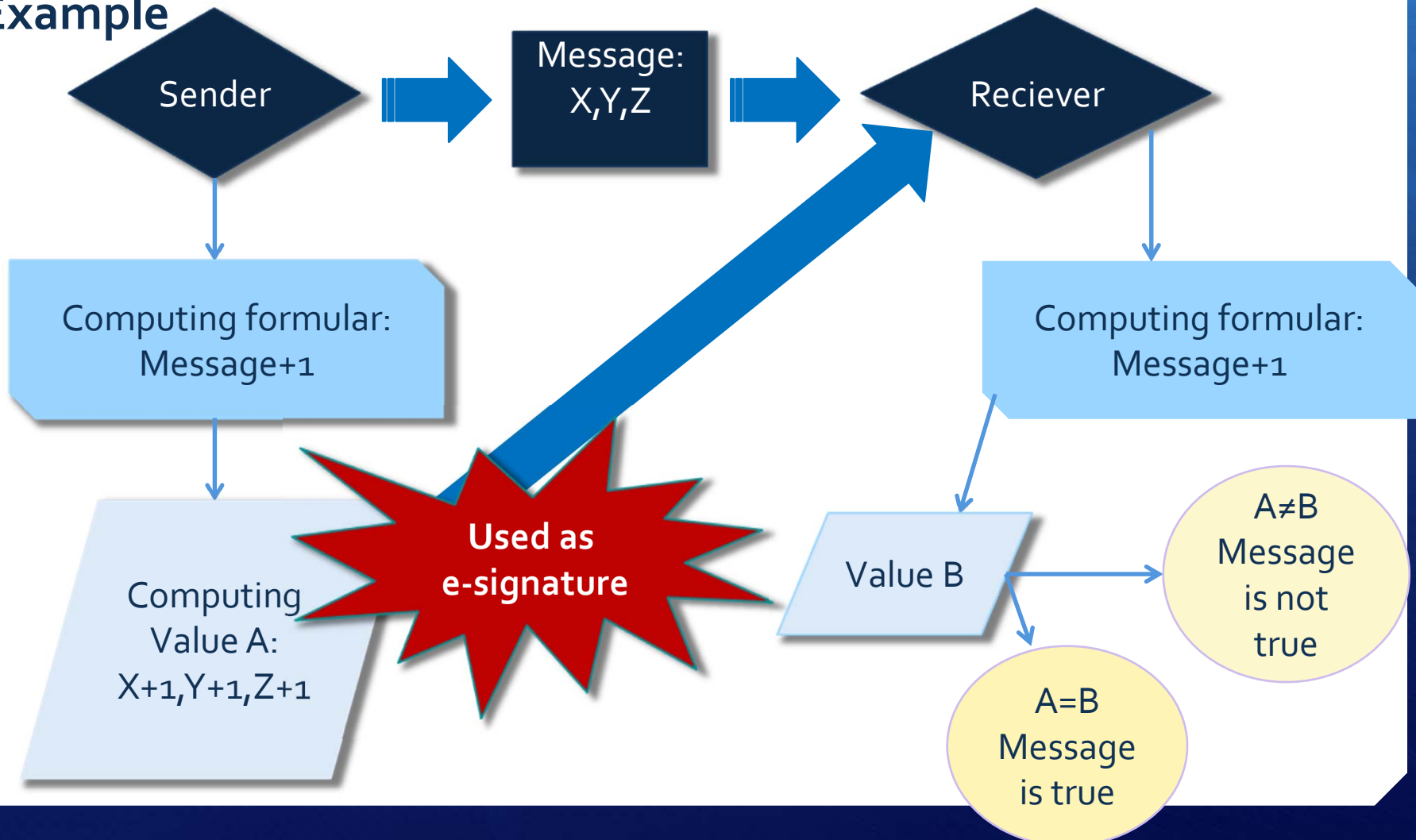
## 2<sup>nd</sup> element: ICAO cargo e-signature (1)

### Crucial principles:

1. The shipment must be protected from unauthorized interference **from the point of performance of security controls**, including at transfer points .
2. The e-documents concerning the security status (CSD) should be secured and protected against **hacker attack** from moment that the message has been sent

# 2<sup>nd</sup> element: ICAO cargo e-signature (2)

## Example



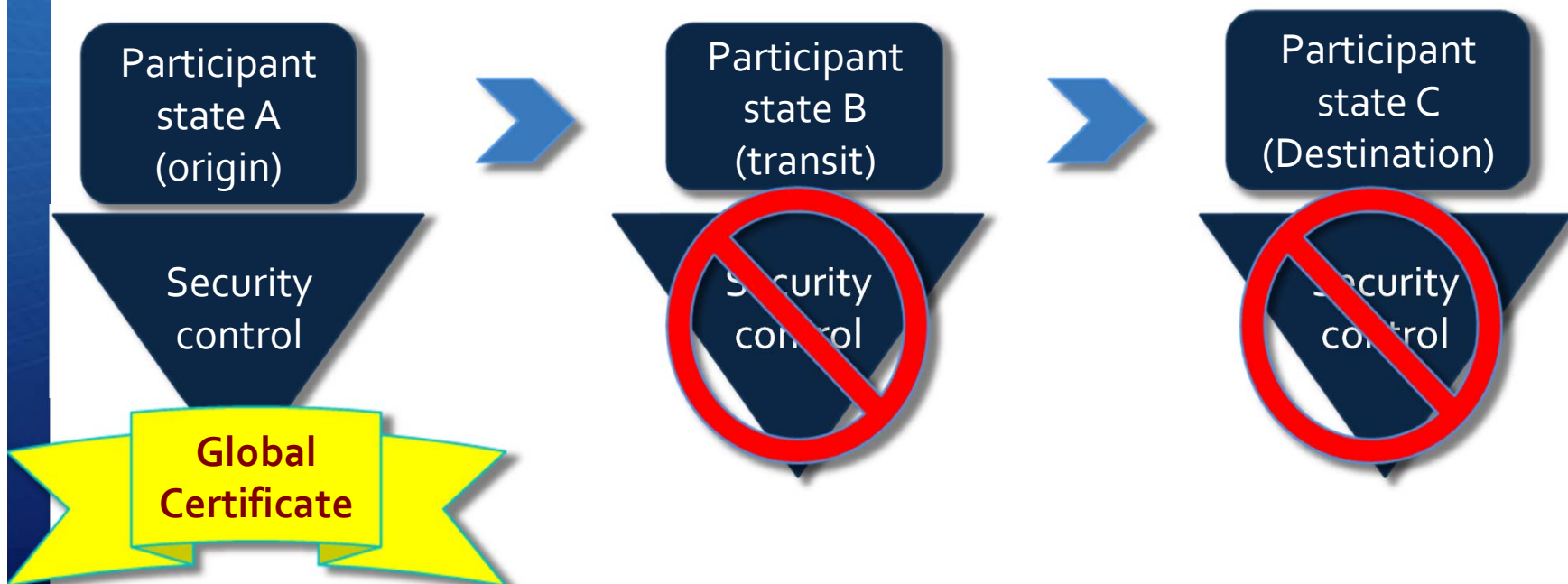
## 2<sup>nd</sup> element: ICAO cargo e-signature (3)

With using ICAO Cargo e-signature, the electronic documents receiver can verify two things very easily:

- 1.If the message has been sent by appropriate entity in the supply chain;
- 2.If the message has been modified by unlawful hacker during the transmission

# 3<sup>d</sup> element: Global Cargo Certificated Agent (1)

- + In cooperation with such organizations as TIACA, one “universal” standard could be done to certify “Regulated Agent”/“Known Consignor”. Once this certificate is obtained, their cargo could be accepted by the ICAO Cargo PKD participants with sort of a “super visa”.



A blue and white cargo airplane is shown in flight against a blue sky with white clouds. The plane is viewed from a low angle, showing its wings and tail. The text "Air Cargo Security Challenges" is overlaid in white. The tail of the plane features a logo that appears to be "TSC".

# Air Cargo Security Challenges

# Thank you!