

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)

European Union:

- Regulated Agent Programme
- ACC3 (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

Canada:

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

International Org.

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

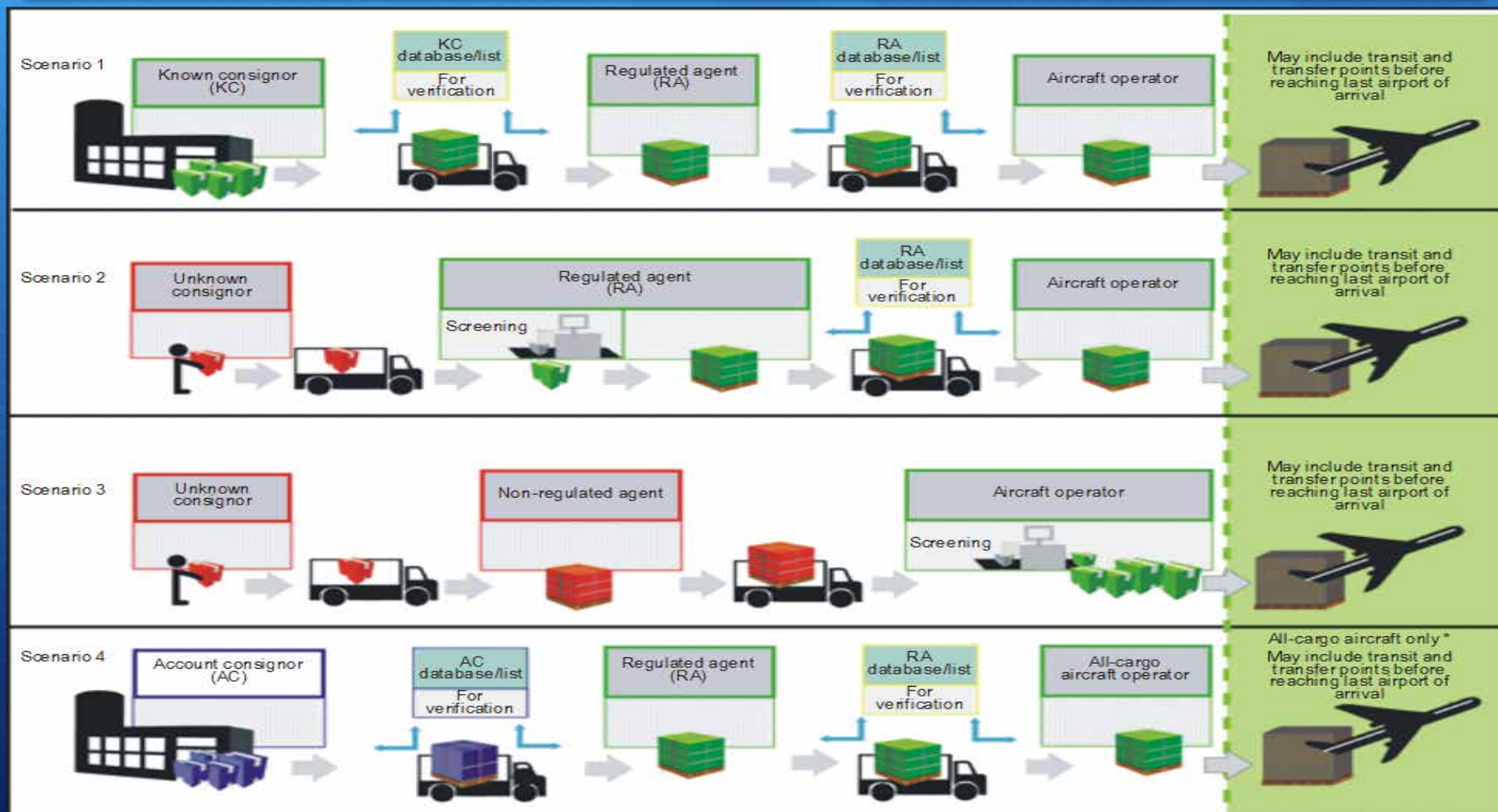
How to connect these programmes together ?



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

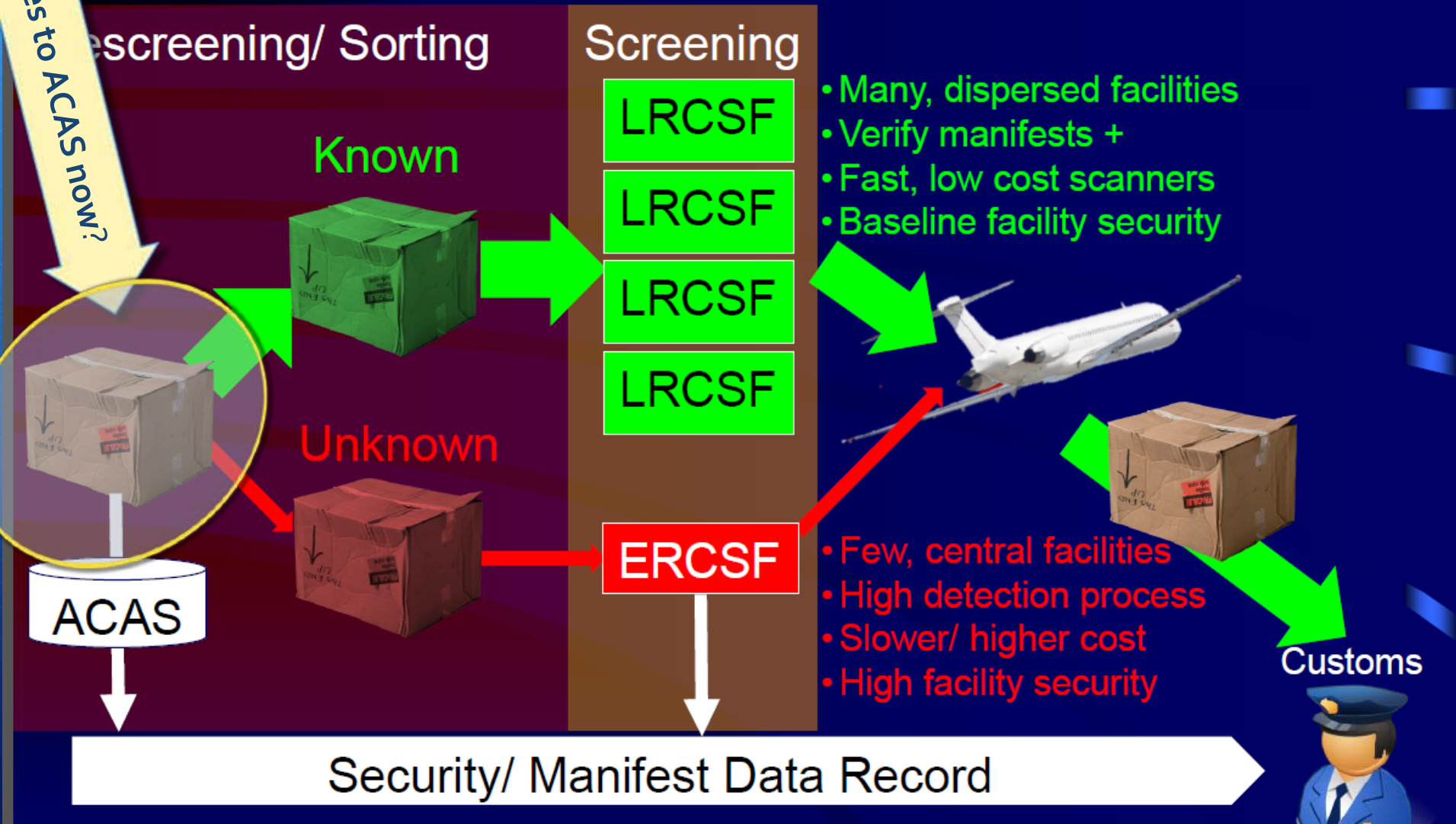
ICAO has developed KC and RA regime which facilitates export procedures



* 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?

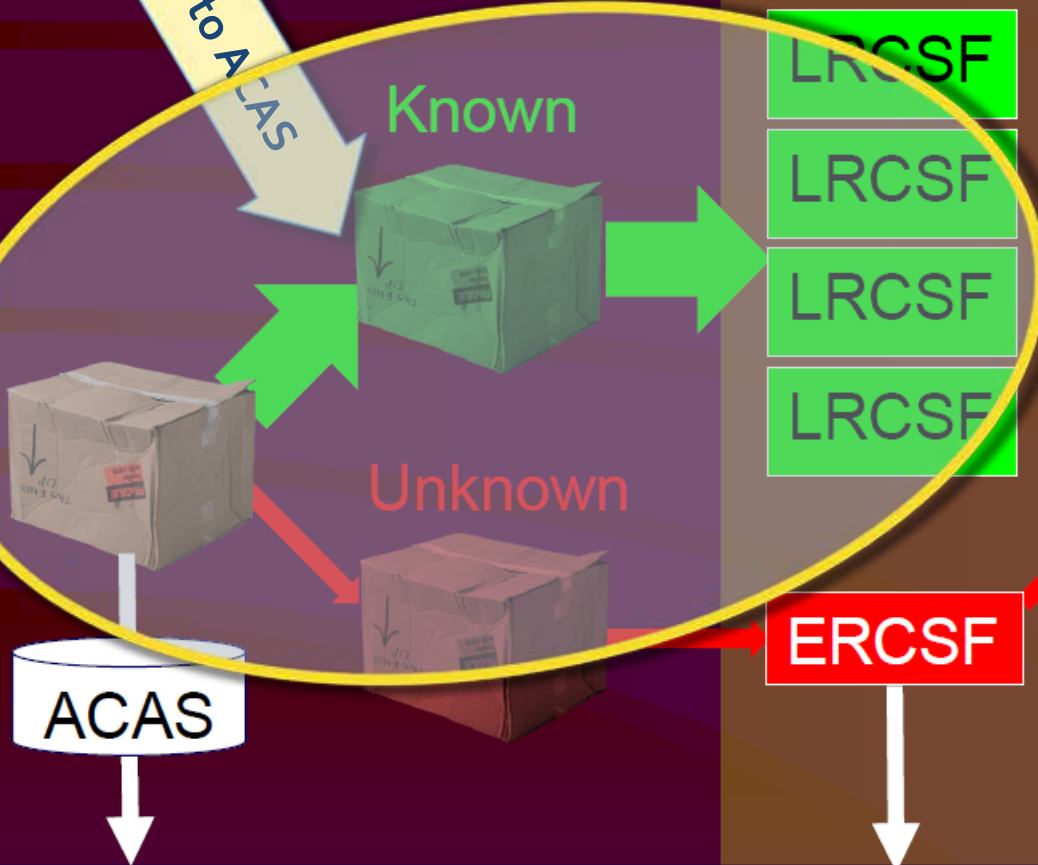


This is what happens in the field (export phase)

What should go to ACAS

Prescreening/ Sorting

Screening



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

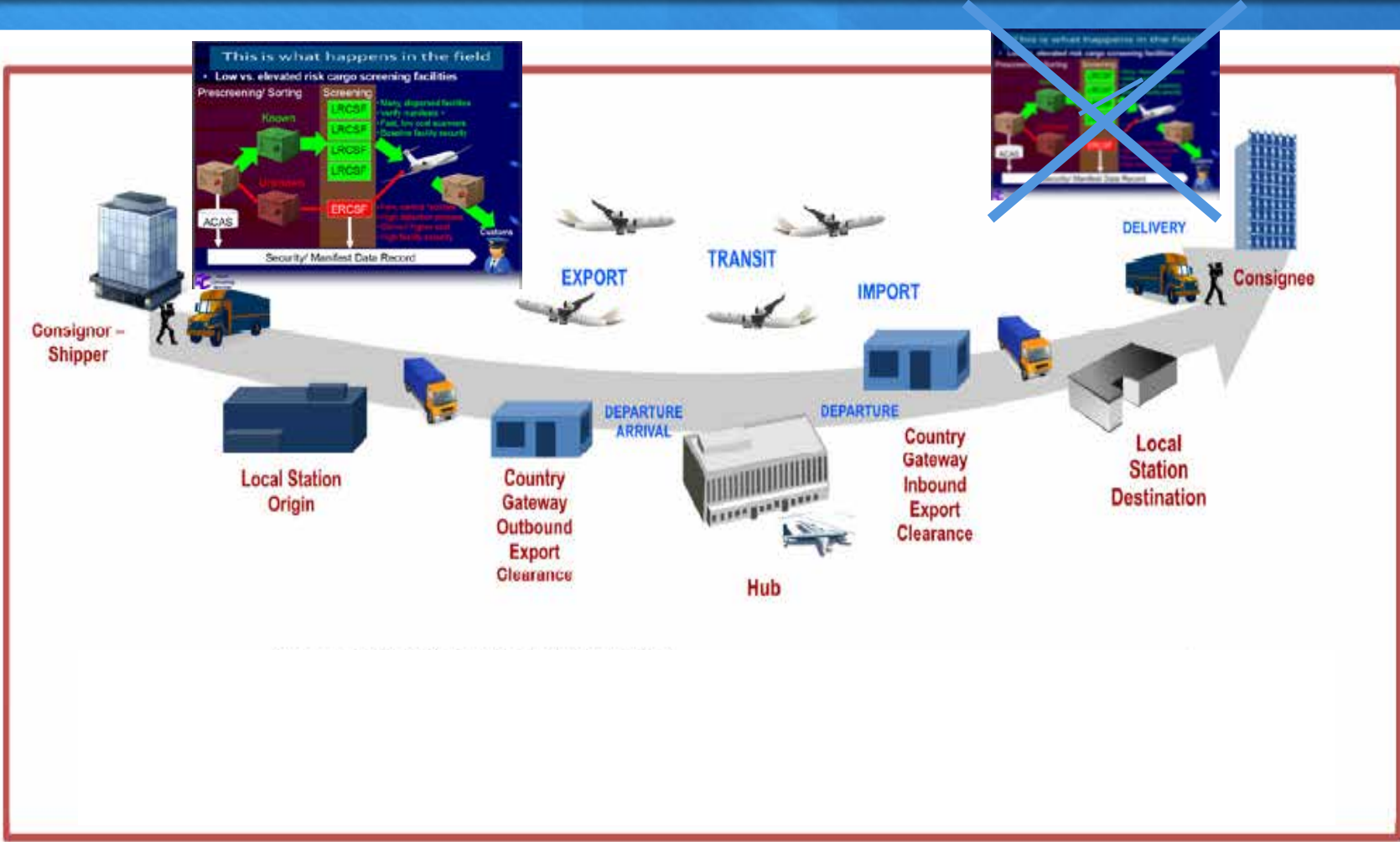
- Few, central facilities
- High detection process
- Slower/ higher cost
- High facility security

Customs

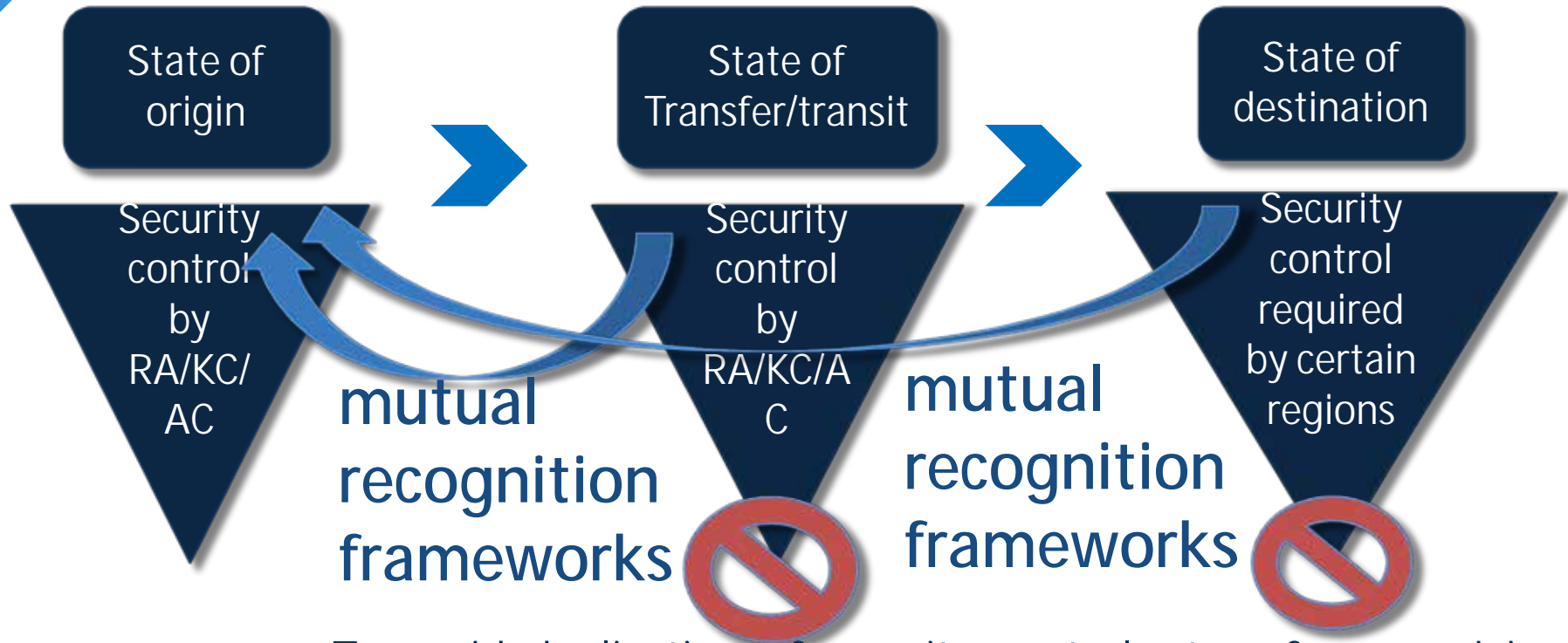


Security/ Manifest Data Record

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



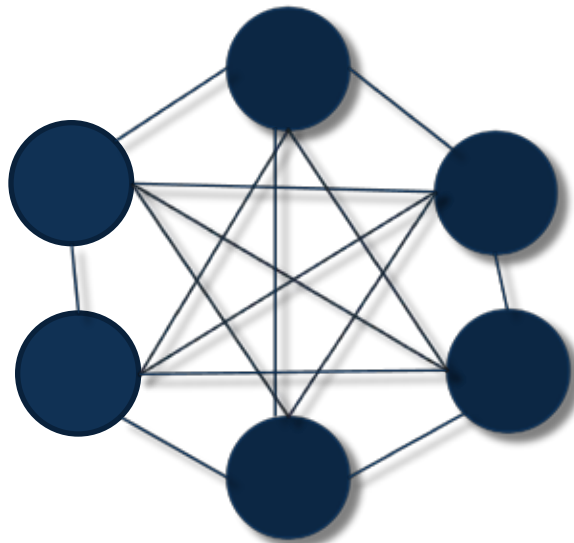
1st element: Mutual recognition framework (1)



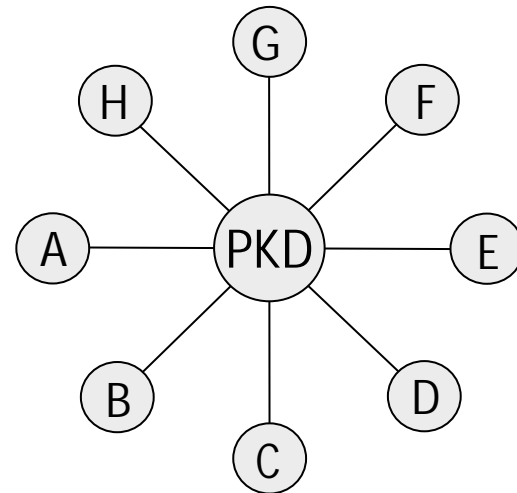
To avoid duplication of security controls, transfer or arriving cargo and mail should not be subjected to additional screening before being loaded onto an aircraft **provided appropriate security controls have been applied at the State of origin**

1st 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 :



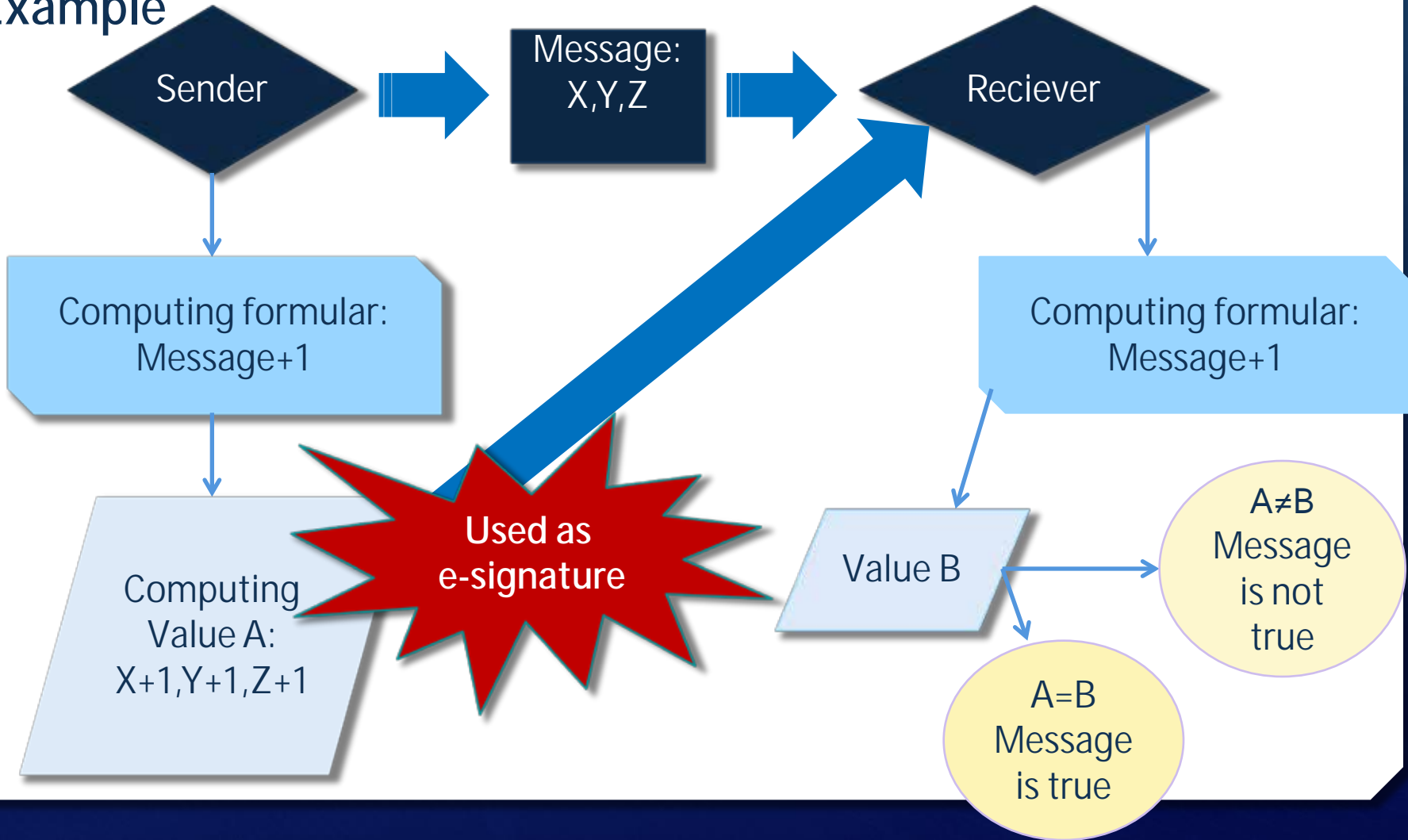
2nd element: ICAO cargo e-signature (1)

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

2nd element: ICAO cargo e-signature (2)

Example



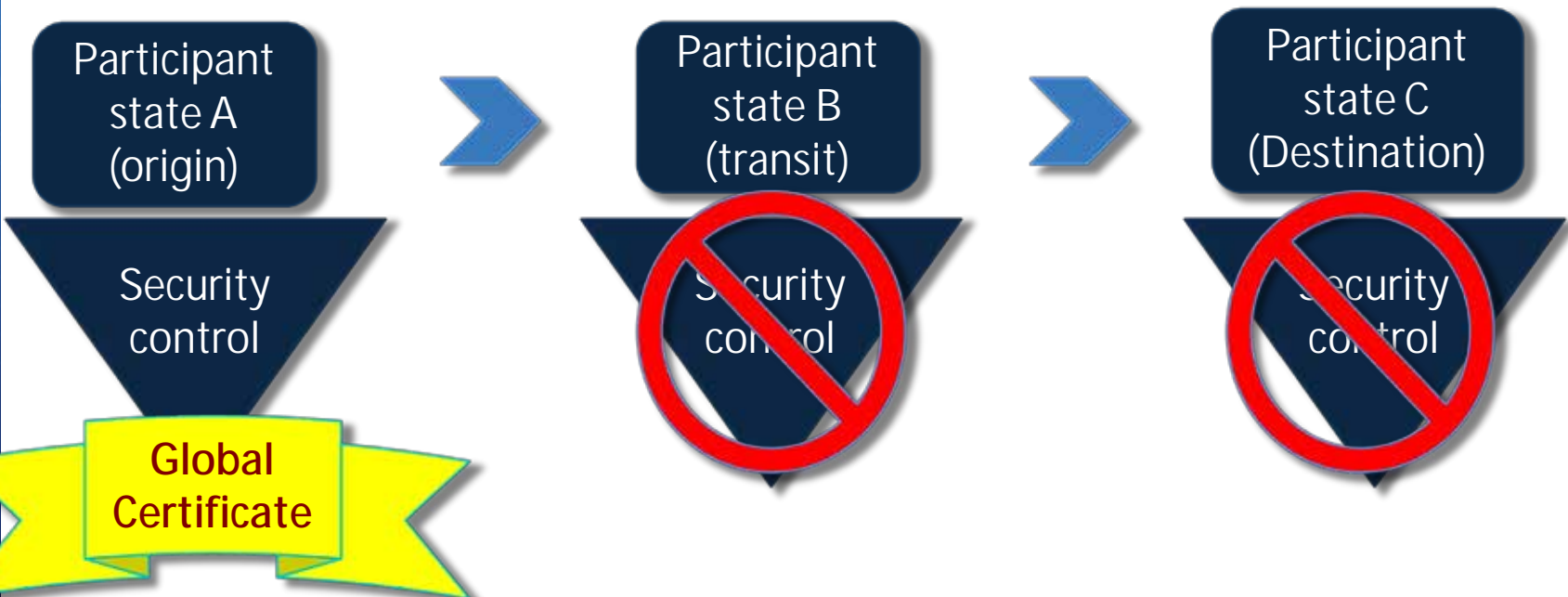
2nd element: ICAO cargo e-signature (3)

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^d element: Global Cargo Certificated Agent (1)

Ê 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”.



Air Cargo Security Challenges

A large commercial airplane is shown from a low angle, flying through a cloudy sky. The aircraft is white with a dark tail and is viewed from the side and slightly from below. The sky is filled with soft, white clouds, and the overall lighting is bright and natural.

Thank you!