



Air Cargo and Mail Security

ICAO applicable Standards, Recommended Practices and Guidance Material

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Amendment 13 – Annex 17

❑ Implemented on a fast-track basis.

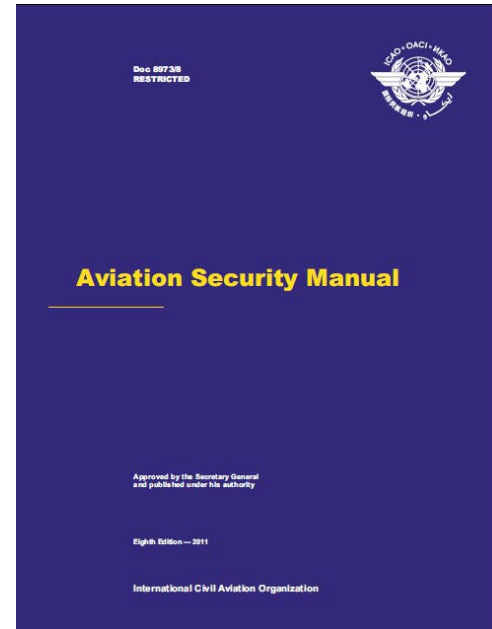
❑ Applicable since July 2013





Aviation Security Manual – Doc 8973

New Chapter 13 on air
Cargo and mail Security
available to assist States
in the implementation of
Amendment 13 SARPs





Chapter 13 – Doc 8973

Includes comprehensive material on:

- ❑ 6 pillars for implementing Air Cargo Security;
- ❑ Secure supply chain processes;
- ❑ High-risk cargo;
- ❑ Regulated Agent/Known Consignor regimes;
- ❑ Account Consignor concept; and
- ❑ Consignment Security Declaration template



Amendment 13 – Annex 17

➤ New Definitions

- ❑ High-risk cargo and mail
- ❑ Transfer cargo and mail

➤ New Standards

- ❑ All-cargo and passenger aircraft
- ❑ High-risk cargo and mail
- ❑ Transfer cargo and mail
- ❑ Secure Supply chain
- ❑ Traceability and security status



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AIR CARGO AND MAIL SECURE SUPPLY CHAIN



General Objective

Standard 4.6.1

Each Contracting State shall ensure that appropriate security controls, including screening where practicable, are applied to cargo and mail, prior to their being loaded onto an aircraft engaged in ~~passenger~~ commercial air transport operations.



Means (1/3)

Standard 4.6.2

Each Contracting State shall establish a supply chain security process, which includes the approval of **regulated agents** and/or **known consignors**, if such entities are involved in implementing screening or other security controls of cargo and mail.



Means (2/3)

Standard 4.6.3

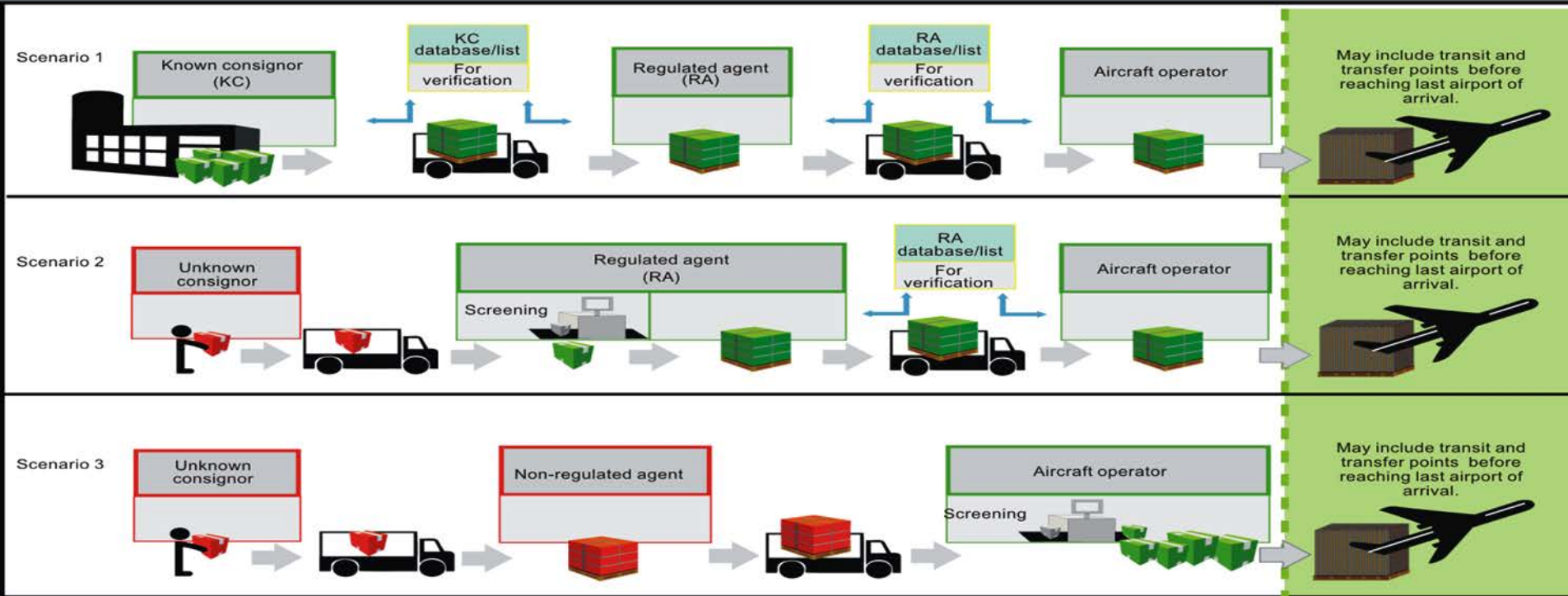
Each Contracting State shall ensure that cargo and mail to be carried on a ~~passenger~~ commercial aircraft are protected from unauthorized interference from the point screening or other security controls are applied until departure of the aircraft.



Means (3/3)

Standard 4.6.4

Each Contracting State shall ensure that operators do not accept cargo or mail for carriage on an aircraft engaged in ~~passenger~~ commercial air transport operations unless the application of screening or other security controls is confirmed and accounted for by a regulated agent, or an entity that is **approved by an appropriate authority**. Cargo and mail which cannot be confirmed and accounted for by a regulated agent or an entity that is approved by an appropriate authority shall be subjected to screening.





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Traceability and Security status



New Standard 4.6.7

Each Contracting State shall ensure that cargo and mail that has been confirmed and accounted for shall then be issued with a **security status** which shall accompany, either in an **electronic format** or in **writing**, the cargo and mail **throughout the secure supply chain.**



- **Consignment Security Declaration (CSD)**
- **Proposed Template Doc 8973 – App 33**

Appendix 33

CONSIGNMENT SECURITY DECLARATION

Regulated Entity Category (RA, KC, or AO) and Identifier (of the regulated party issuing the security status)		Unique Consignment Identifier (if AWB format is nnn-nnnnnnn)	
1		2	
Contents of Consignment			
<input type="checkbox"/> Consolidation			
3			
Origin	Destination	Transfer/Transit Points (if known)	
4	5	6	
Security Status	Reasons for issuing Security Status		
7	Received from (codes)	Screening Method (codes)	Grounds for Exemption (codes)
	8	9	10
Other Screening Method(s) (if applicable)			
11			
Security Status issued by		Security Status issued on Date (ddmmyy) Time (ttt)	
Name of Person or Employee ID		13	
12			
Regulated Entity Category (RA, KC, or AO) and Identifier (of any regulated party who has accepted the security status given to a consignment by another regulated party)			
14			
Additional security information			
15			

APP 33-1 21/6/13
No. 1



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HIGH RISK CARGO AND MAIL



Definition - High Risk Cargo (1/2)

Presented by
an **unknown**
entity

or

showing signs
of **tampering**

- Specific **intelligence** indicates that the cargo or mail poses a threat to civil aviation; or
- +** The cargo or mail shows **anomalies** that give rise to suspicion; or
- The **nature** of the cargo or mail is such that baseline security measures alone are unlikely to detect prohibited items that could endanger the aircraft.



Definition - High Risk Cargo (2/2)

Regardless of whether the cargo or mail comes from a known or unknown entity, a State's specific intelligence about a consignment may render it as **high risk**.



New Standard 4.6.3bis

Each Contracting State shall ensure that enhanced security measures apply to **high-risk** cargo and mail to appropriately mitigate the threats associated with it.



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TRANSFER CARGO AND MAIL



Definition - Transfer Cargo and mail

“Cargo and mail departing on an aircraft other than that on which it arrived”



New Standard 4.6.8

Each Contracting State shall ensure that **transfer cargo** and mail has been subjected to appropriate security controls prior to being loaded on an aircraft engaged in commercial air transport operations departing from its territory.



Doc 8973 - Principles (1/2)

- Cargo and mail should be **made secure at the point of origin** and **protected** from unauthorized interference;
- The **appropriate authority at the point of origin** should ensure the application of appropriate security controls to cargo and mail at the start of their journeys;
- **Security status should be issued** and **accompany** each consignment to enable the subsequent verification of this status throughout the supply chain;



Doc 8973 - Principles (2/2)

- The **appropriate authority at the point of transfer** should satisfy itself that the security controls previously applied to the cargo and mail meet its national civil aviation security programme requirements; and
- Where the appropriate authority is not satisfied that the transfer cargo and mail are secure, **appropriate security controls, which may include screening, should be applied** in accordance with its NCASP requirements.



New Recommendation 4.6.9

Each Contracting State should establish appropriate mechanisms to confirm that transfer cargo and mail entering its territory has been subjected to appropriate security controls.

Note.— Guidance material on this issue can be found in the Aviation Security Manual (Doc 8973 — Restricted).



Doc 8973 - Proposed Mechanisms

The appropriate authority should use mechanisms, such as the following, to satisfy itself regarding the security of cargo and mail:

- a) Advance data capture;
- b) mutual recognition frameworks (including bilateral and multilateral agreements); and/or
- c) aircraft operator security programme approval.



Upcoming Amendment 14 – Annex 17

*4.6.8bis - Each Contracting State shall ensure that, where screening of cargo and mail is conducted, screening is carried out using an **appropriate method or methods, taking into account the nature of the consignment.***

Adopted by the Council



Focus on Implementation

- ❑ Tools and documents are available to assist States
 - New guidance material on air cargo and mail security
 - Updated air cargo and mail Aviation Security Training Package (ASTP)



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ICAO-WCO Brochure is available in all ICAO working languages at <http://www.icao.int/Security/aircargo/Pages/Air-Cargo-and-Mail-Security-and-Facilitation.aspx>



Moving Air Cargo Globally

Air Cargo and Mail Secure Supply Chain and Facilitation Guidelines



First Edition



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Thank you for your attention

Symposium on Innovation in Aviation Security
ICAO Headquarters, Montréal, 21-23 October 2014

SIAS2014

