

# FIATA Advisory Body Security Matters



## Global Security Meeting at IATA

### ICAO - JIM MARRIOT

High level security conf 12-14 Sept 2012 attended by 130 countries to promote mutual recognition and to fast track amendments to annex 17. As an example Amendment 13 to annex 17 was adopted on 13<sup>th</sup> November ICAO adopted amendment to annex 17 using a fast track procedure and will be enacted on 15 July 2013.



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Under Amendment 13 cargo and mail will be treated as the same with no major differences in future. Both cargo and mail will be treated the same as general cargo on all cargo aircraft subject to baseline measures as that freight carried on PAX carriers.

There are enhanced security measures for high risk cargo and mail that is confirmed and accounted for these will be issued a security status. For transfer of cargo and mail there will be appropriate security controls prior to loading as well as and this is new, appropriate controls confirming inbound transfer cargo and mail



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## TSA TALK

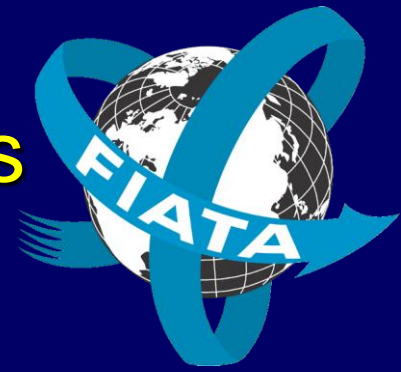
On August 2010 certified cargo screening program (CCSP) was launched. On 3<sup>rd</sup> December 2012, 100 percent inspection of cargo on inbound PAX was achieved

The National Security Cargo Program (NSCP) recognition is key for the future. This allows for recognition of screening to be completed earlier in the supply chain. It allows carriers to follow one screening program and provides for flexibility within host government implementation based on key supply chain security principles (Pillars)



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The TSA 6 Pillars:

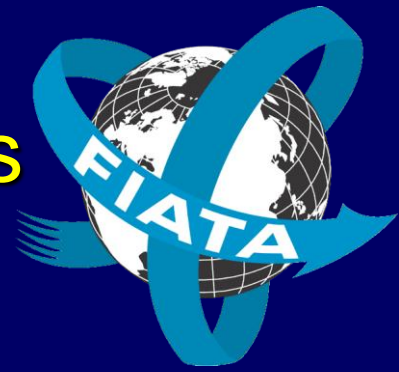
Facility security; Personnel security; Screening Training; Chain of custody; & Compliance and quality control

TSA focus on multiple factors for NCSP and countries with highest inbound volume considering the number of airports in a country, and the criticality within the global supply chain, the host government plays as well as the Civil Aviation Department maturity of their country programs



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## EU Application of changes to Annex 17 being applied to EU 1082

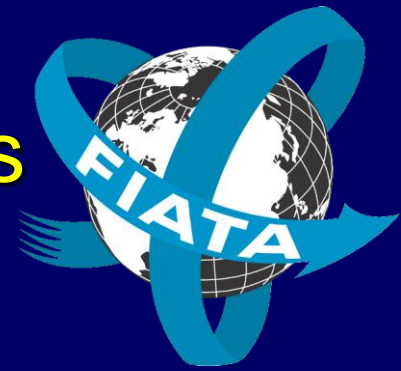
There is no distinction between PAX or all cargo carriers. Physical screening used should be that medium most likely to achieve detection of unlawful items based on cargo type

Referring to pt: amendment 13 - 4.6.2 covering Regulated agents, Known consignors and Account consignors: RA for example is considered a freight forwarder AC and KC e.g. Originators of consignment cannot screen the cargo.



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A Known Consignor is approved by appropriate authority

An Account Consignor is approved by the RA, however their cargo can only be flown on all cargo carrier.

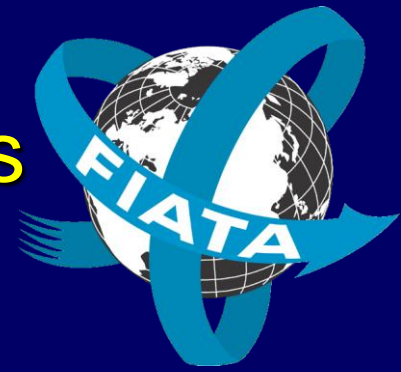
Government approval is an objective approval per entity based on the security program, security responsible person and an on-site verification.

The verification must be done at each site by a qualified person who undertakes on site verification against standardized procedures by or on behalf of the appropriate authority i.e. by government inspectors or independent validates based on training, experience in aviation security and background check is required.



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Each consignment must have a security status issued by RA. The cargo will be given one of 4 codes such as SPX (security procedures applied) and can flown on any aircraft or SCO (cargo from account consignor) or SHR (high risk cargo) etc

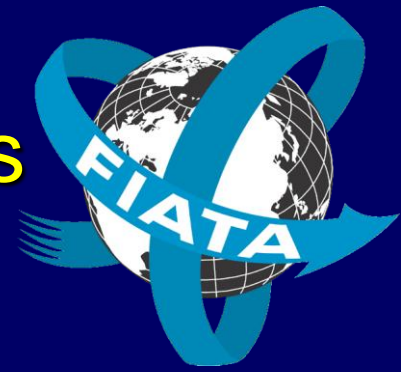
On each security status it must state why it is issued, and name of person and RA issuing.

Even though approval for an RA is valid for 5years there will still be regular ad hoc audits



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There is a SAFE working group, being the expert group on cargo security. One issue is cargo data quality. There was recently a marine issue of a ship sinking, and loss of containers. When the containers were recovered and examined it was found there was a gross overloading but also a gross mismatch of manifest compared with what was actually in the containers. There is an ongoing review of known consignor and AEO for differences and mutual recognition.



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