



ECBS09

17-18 February 2009, Prague
Aviation Master Class

The future EU and U.S. air cargo security requirements:
What are the challenges for the industry?

Alain BREUER
Chair AEA Cargo Security Working Group

ECBS09, 18FEB09 / Slide - 1 -



Outline



- **Opening Remarks**
- **What is 'Air Cargo'?**
- **New Aviation Security Legislation in the EU and the U.S.**
- **Challenges of Air Carriers to comply with these rules**
- **What Regulators and Industry can do**

ECBS09, 18FEB09 / Slide - 2 -



The Association of European Airlines



What is air cargo and why does it matter?



➤ Aviation Value Chain

- Goods transportation and logistics are key factors for growth
- Air cargo focuses on high value and time- sensitive goods
- Air cargo is closely linked to world trade and globalization

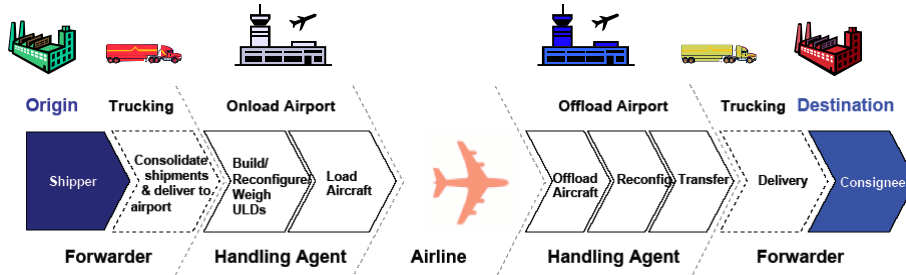
➤ Air cargo is an integral part of airlines' strategies

- It complements passenger operations or operates on its own
- 13% of AEA airlines' total revenue is generated by cargo

➤ What does the industry need?

- Industry needs policies which will not slow down the flow of air cargo
- Industry needs a regulatory environment which is **BUSINESS-FRIENDLY AND ATTRACTIVE TO CARGO**

Air Cargo Supply Chain



The **supply chain** must be at the centre of the security system, with responsibilities adequately distributed among airlines, forwarders and customers.

Both European Commission (EC) and U.S. Transport Security Administration (TSA) recognise this concept as the basis for air cargo security systems.

ECBS09, 18FEB09 / Slide - 5 -



Revised Framework Regulation EC 2320/2002



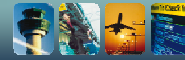
➤ EC 300/2008 of 11 March 2008

- Revises EC 2320/2002 in the light of experiences gained.
- Sets common rules for safeguarding civil aviation in order to protect persons and goods within the EU and to prevent acts of unlawful interference with aircraft.
- Recognizes that the various types of civil aviation do not necessarily present the same level of threat.
- Seeks simplification, harmonization and clarification of existing rules and improvement of the levels of security.

ECBS09, 18FEB09 / Slide - 6 -



EU Air Cargo Security Program



➤ Current status of EC 300/2008

- Commission must adopt detailed *Implementing Rules* by 29 April 2010 latest.
- Security measures for 'CARGO AND MAIL' are laid down in Chapter 6, i.e. (i) Security controls for cargo and mail, and; (ii) Protection of cargo and mail.
- Air carriers shall draw up, apply and maintain an air carrier security programme.
- Member States are allowed to apply more stringent security measures.

ECBS09, 18FEB09 / Slide - 7 -



What will change in the EU?



➤ EC 300/2008

- Use of cargo screening equipment to detect 'prohibited articles'.
- List of prohibited articles.
- Approval process for Regulated Agents and Known Consignors.
- Use of EC database of Regulated Agents and Known Consignors (by end of 2009).
- Accompanying security declaration.

ECBS09, 18FEB09 / Slide - 8 -



TSA's Air Cargo Security Programs



➤ TSA Security Programs

- TSA issued security programs for domestic/foreign passenger and all-cargo carriers, and IACs (Integrated Air Carriers or Forwarders).
- TSA Air Cargo focuses on two primary security threats:
 - Improvised explosive device (IED) exploding on a passenger aircraft.
 - Stowaway gaining access to an aircraft.

ECBS09, 18FEB09 / Slide - 9 -



TSA's Congressional Mandate



Under the 'Implementing Recommendations of the 9/11 Commission Act of 2007', or 9/11 Bill, DHS (Department of Homeland Security) / TSA, is required to:

- Establish a system to screen 100% of cargo (*inbound and outbound*) transported on passenger aircraft by 03 August 2010.
- All cargo must be screened at the piece level by TSA-approved methods prior to being loaded on a passenger aircraft.

ECBS09, 18FEB09 / Slide - 10 -



Impact on EU Air Cargo Industry



➤ TSA Cargo Security Measures

Are for most parts compatible with EU air cargo security measures, but:

- Require different screening measures to be applied for cargo accepted for flights departing from an EU airport to the U.S.
- In addition to existing requirements in the EU, TSA security measures are considered redundant and would cause widespread impact on the manufacturing and supply chain reaching far beyond EU airports.

ECBS09, 18FEB09 / Slide - 11 -



What Air Cargo Industry needs



➤ **The supply chain** must be at the centre of the security system, with responsibilities adequately distributed among airlines, forwarders and customers.

➤ Risk-based rules

- Covering 100% of the risks is impossible. Need targeted measures. Oppose to 100% screening.

➤ One-Stop Security

- Harmonisation and mutual recognition of security rules and measures within EU Member States.

➤ Mutual recognition of security measures with like-minded countries

- Avoid redundant security measures for shipments to countries like U.S., Israel, Japan, etc.

ECBS09, 18FEB09 / Slide - 12 -



What Air Cargo Industry needs



- **Paper-free environment** with less red tapes.
- **European Commission and TSA** shall speed up their current negotiations and seek mutual recognition between EU and U.S. cargo security measures.
- **The IATA 'Secure Freight' and 'e-Freight / Paper-free' initiatives**, promoting worldwide cargo security standards, must be supported and relayed with international public authorities and partners.
- **Development of cost-effective security technology and training programs** that are structured into the working practices to ensure correct operation of security equipment.

ECBS09, 18FEB09 / Slide - 13 -



Q&A



Thank you for your attention!

Alain BREUER
Head of Security
Cargolux Airlines International S.A.

Phone +352 4211 3464
alain.breuer@cargolux.com

ECBS09, 18FEB09 / Slide - 14 -

