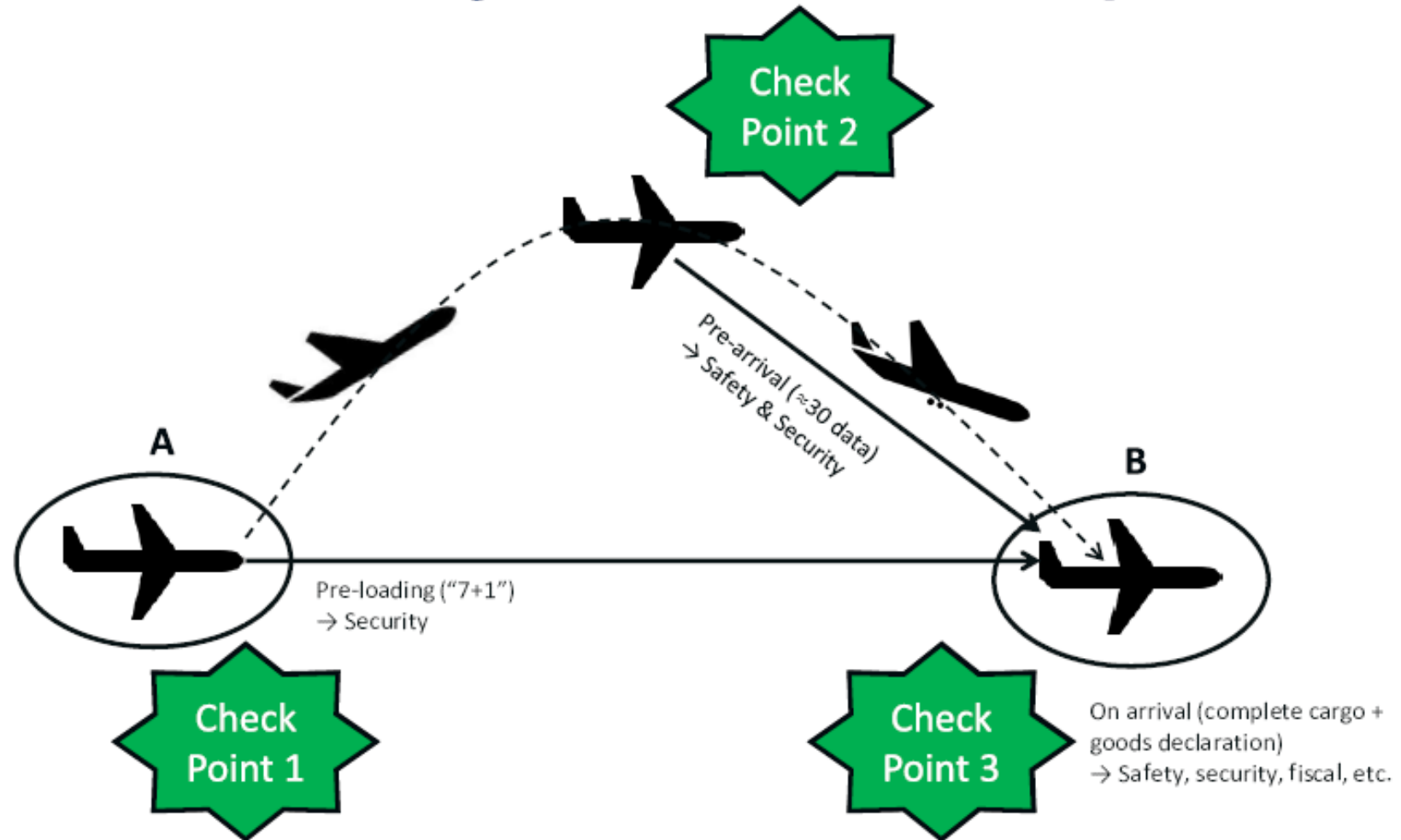


# What do we mean by WCO SAFE ACI requirements?



# Air Cargo Security environment

**WCO** (Customs authorities)

**Focus :** illicit trade (drugs, war, counterfeit...),  
trade protection, duties collection...

**Means:** data screening

**ICAO** (Civil Aviation Authorities)

**Focus :** safety...

**Means:** physical screening

## Air Cargo Security

DUTIES

Payment  
taxes

Counterfeit  
Threat

Consumer  
Protection

AEO (Authorized Economic Operator)



RA (Regulated Agent) KC (Known-Consignor)

Data :  
Pre-Loading + Pre-arrival

Screening

Cargo :  
Pre-loading

SAFETY

Air Operator  
certificate

Audits  
Inspection

Passenger  
Protection



Pre-loading ("7+1" data)  
→ Security



Pre-arrival (≈30 data)  
→ Safety & Security

Short haul : At time of "Wheels Up"  
Long haul : 4 hours prior to arrival.



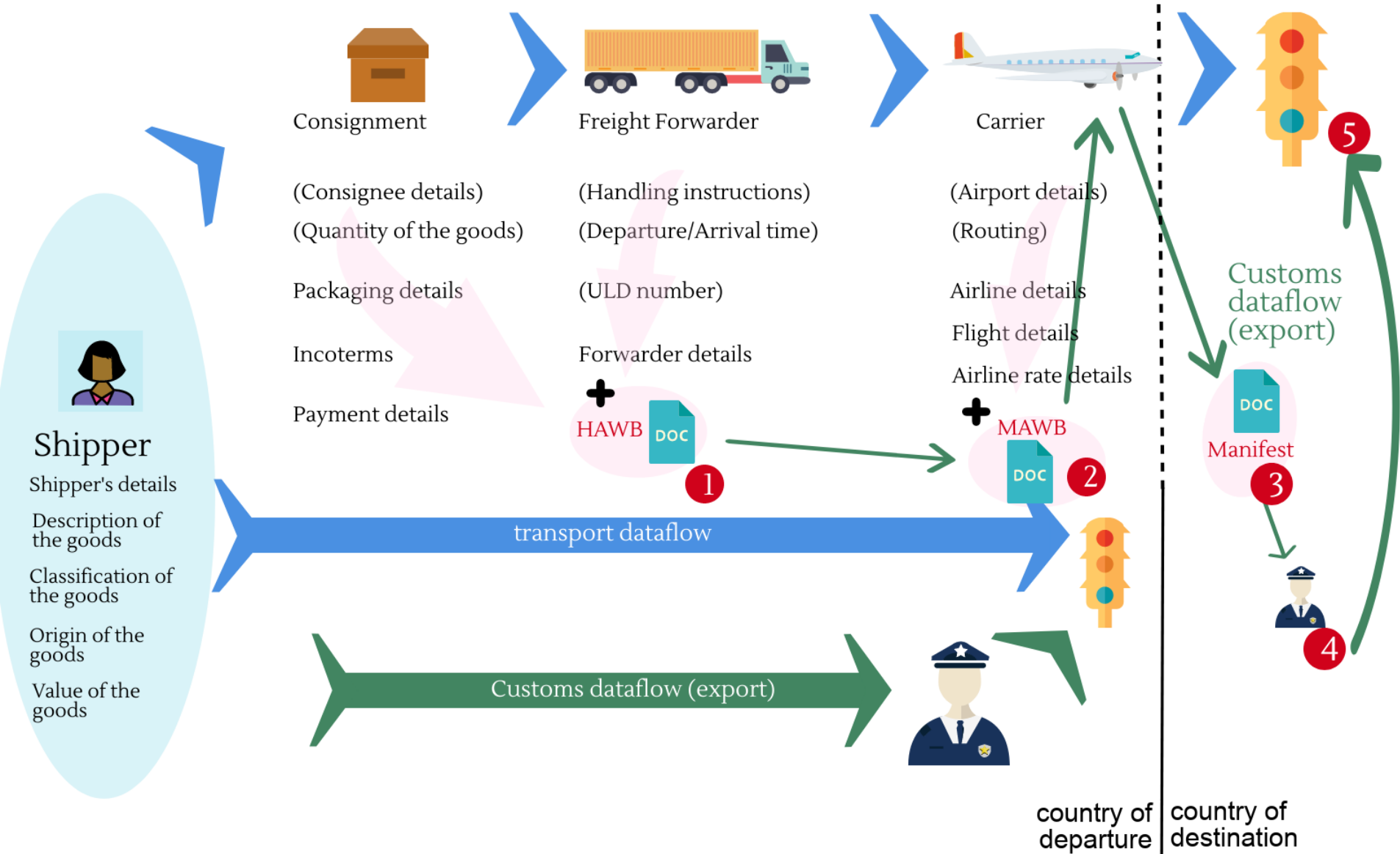
On arrival (complete cargo + goods declaration)  
→ Safety, security, fiscal, etc.

±30 data elements

7+1 data elements



# Customs/Transport Dataflow



# Advance Cargo Information

## Benefits

- Customs are able to match resources to risk
- Low risk consignments are less likely to be inspected
- Customs increase clearance time significantly moving from days to hours
- More predictability of trade
- Reduced costs in getting goods to markets
- Detections of illicit goods increase initially resulting in increased long term compliance
- Trading partners view countries implementing ACI as trusted partners

## Challenges

- Security is a relatively new process for Customs
- Customs often ask for additional data elements than SAFE
- Time limits are not respected
- No pilot phases are foreseen
- No consultation takes place with airlines
- Changes to ACI programs
- International messaging standards are not respected
- Some service providers offer a solution that is reliant on their service contracts

# Pre-Loading Advance Cargo Information (PLACI)

## Air Cargo Security through Risk Assessment

### The Case for Action

- ❑ Customs authorities and Civil Aviation authorities have been active for years in developing standards and requirements for the risk assessment of air cargo.
- ❑ In October 2010, the airline industry was faced with an attempt to ship explosives in ink cartridges from Yemen to the US.
- ❑ This incident led the ICAO and the WCO to work together on Pre-Loading Advance Cargo data requirements, to supplement the existing air cargo security regimes.
- ❑ The objective of these two Organizations is to create a supplementary layer of security where a specific set from the consignment data is provided to regulators by various supply chain parties, in a pre-load timeframe.

### Our mission

- ❑ Help to secure the air cargo supply chain.
- ❑ Contribute to the early identification of a potential 'bomb in a box'.

### What we do

- ❑ We support a multi-layered approach to air cargo security.
- ❑ We are working closely with ICAO and WCO to define the appropriate international standards and develop the practical implementation of the mitigating measures that will contribute to the security of the air cargo supply chain.

### Cargo Information requirements

