Global Air Cargo Advisory Group

GACAG CALLS FOR ICAO, WCO AND NATIONAL REGULATORS TO ADOPT A STANDARD CONSIGNMENT SECURITY DECLARATION

The Global Air Cargo Advisory Group (GACAG) has endorsed use of a standard Consignment Security Declaration for air cargo shipments to standardize and harmonize the reporting of physical security requirements. GACAG is recommending that international organizations such as the International Civil Aviation Organization (ICAO), World Customs Organization (WCO) as well as national regulators adopt the declaration for inclusion in their guidance materials.

In a statement, GACAG says it believes that, wherever possible, authorities should allow a standard Consignment Security Declaration to be submitted in electronic format, which would further improve efficiency, reduce paper, enhance communication and speed transmission. The advisory group said it noted and supports the work of a joint industry/government working group that developed the electronic standard Consignment Security Declaration and its associated layout, which has been adopted as IATA Recommended Practice 1630.

Michael Steen, Chairman of GACAG, said: "We urge regulators to endorse a standard Consignment Security Declaration to harmonize security reporting requirements, thereby reducing the risk of non-compliance while improving security and efficiency. This would also minimize complexity for all supply chain partners, including shippers and freight forwarders as well as for the regulators themselves."

GACAG – consisting of the Global Shippers' Forum, the International Federation of Freight Forwarders Associations (FIATA), the International Air Transport Association (IATA)

and The International Air Cargo Association (TIACA) - recommends that the standardized information included on the Consignment Security Declaration be limited to the following critical elements:

1. Identification of who has secured the cargo, declared it secure, and ensured its integrity has been maintained for loading onto the aircraft (e.g., unique identification of the party accountable for accepting and securing the cargo);

2. Information on the content of the consignment such as the unique consignment identification and the cargo description or an indication of consolidation if any;

3. Information on the cargo's security status (e.g., can it be loaded on (i) passenger aircraft or (ii) all-cargo aircraft only, or is it (iii) high risk cargo) and the reasons why the security status was issued. It may also include the means of screening deployed to secure that cargo;

4. Name of the authorized person who issued the security status, or an equivalent identification

including the date and time of the security status issuance; and

5. Country specific textual requirements ensuring that operators are complying with rules issued in certain circumstances (e.g. (i) this consignment does not contain any shipments originating from or has passed through the country x or y, (ii) this account has been known to the agent for the past 6 months).

GACAG also recommends that regulators accept an electronic audit trail for Consignment Security Declarations and is encouraging the air cargo industry and regulators to recognize and use the IATA standardized codes for the security status of the consignment; the method of screening used; and any screening exemptions.

Additional information on the current standard Consignment Security Declaration layout is available at: www.iata.org/security-declaration

Global Air Cargo Advisory Group

About GACAG

The Global Air Cargo Advisory Group (GACAG) is an industry advisory group formed in November 2010 to ensure the air cargo industry has a strong, unified voice in its dealings with worldwide regulatory authorities and other bodies whose decisions directly impact on air cargo. The four founding members of GACAG are the International Federation of Freight Forwarders Associations (FIATA), the International Air Transport Association (IATA), the Global Shippers' Forum (GSF), and The International Air Cargo Association (TIACA). The group has targeted four priority areas: security, e-commerce, customs and trade facilitation, and sustainability of the global air cargo industry.

About TIACA

TIACA is a not for profit trade association for the air cargo industry, pledged to support and assist progressive liberalization of the global market, and easier, enhanced trade between developing and developed economies. It is a worldwide organization that serves a membership which includes all major segments of the air cargo and logistics industry; airlines, forwarders, airports, ground handlers, all-cargo carriers, general sales agents, road carriers, customs brokers, third party logistics companies, integrators, technology and equipment providers, shippers, and educational institutions.

To accomplish its mission and role, TIACA engages in activities that are geared to improve industry cooperation, promote innovation, share knowledge, enhance quality and efficiency, and develop educational programs. TIACA's activities are aimed to inform both the public and its membership about the role and importance of air cargo, industry developments and technical trends. TIACA is committed to representing and advocating the interests of the air cargo industry at meetings of relevant regulatory bodies including the WCO, ICAO, UNCTAD, OECD and others that are open to trade observers.

About IATA

IATA (International Air Transport Association) represents some 240 airlines comprising 84% of global air traffic. Over 60 years, IATA has developed the commercial standards that built a global industry. Today, IATA's mission is to represent, lead and serve the airline industry. IATA works with its members and global regulatory authorities to improve aviation safety, security, environmental performance and efficiency. It seeks to improve understanding of the industry among decision makers and increase awareness of the benefits that aviation brings to national and global economies. IATA can be followed at http://twitter.com/iata2press for news specially catered for the media.

About FIATA

FIATA, the International Federation of Freight Forwarders Associations was founded in Vienna, Austria on May 31, 1926. It is a non-governmental organization that today represents an industry covering approximately 40,000 forwarding and logistics firms, employing around 8-10 million people in 150 countries.

FIATA has consultative status with the Economic and Social Council (ECOSOC) of the United Nations (inter alia ECE, ESCAP, ESCWA), the United Nations Conference on Trade and Development (UNCTAD), and the UN Commission on International Trade Law (UNCITRAL). It is recognized as representing the freight forwarding industry by many other governmental organizations, governmental authorities, private international organizations in the field of transport such as the European Commission (through CLECAT), the International Chamber of Commerce (ICC), the International Air Transport Association (IATA), the International Union of Railways (UIC), the International Road Transport Union (IRU), the World Customs Organization (WCO), the World Trade Organization (WTO), etc.

About GSF

The Global Shippers' Forum is the world wide body that represents shippers and transport users internationally. The GSF comprises the major national and regional shippers' organizations in Europe, North America, Asia and Africa representing over 50 countries across the world's major trading regions.

The GSF was established to promote competitive global transport markets and supply chains to further the development of international trade and commerce. In this regard, a prime policy objective of the GSF is to promote efficient and competitive global supply chains.