

**55<sup>th</sup> CONFERENCE OF  
DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGION**

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**AGENDA ITEM 5: AVIATION SECURITY AND  
FACILITATION**

**“ADVANCE CARGO INFORMATION” AS A TRADE  
FACILITATOR AND ADDED SECURITY LAYER**

Presented by the International Air Transport Association (IATA)

**INFORMATION PAPER**

**SUMMARY**

While the air cargo and mail industry works towards more robust security programs, with key stakeholders having continued engagements on border control management, threat levels remain high. This has led to States seeking to establish new and improved facilitation tools to mitigate these threats without impacting the flow of trade. The WCO SAFE Framework of Standards were established in 2005 and includes the requirement to provide electronic information to Customs for all inbound cargo prior to the shipments arrival, or Advance Cargo Information (ACI). This paper highlights the importance of submitting ACI data to enable Customs Authorities to undertake risk assessment and the importance of data requirements are in accordance to the WCO SAFE Framework of Standards.

## **“ADVANCE CARGO INFORMATION” AS TRADE FACILITATOR AND ADDED SECURITY LAYER**

### **1. INTRODUCTION**

1.1 The WCO SAFE Framework of Standards was established in 2005, and includes a requirement to provide electronic information on all inbound air cargo shipment to Customs before its arrival, or Advance Cargo Information (ACI). Over 170 countries have committed to adopt said standards. By providing ACI data, this gives Customs administrations sufficient time to undertake adequate risk assessment of cargo prior to its arrival.

1.2 While ACI data is being provided in the context of security mitigation, Customs Administrations are increasingly using the data for enforcement activities, such as illegal/prohibited items. IATA considers the use of such information as legitimate and encourages the authority to align the data requirements/format with the standards (including the data sets) as indicated in the WCO SAFE Framework of Standards. ACI data is primarily used to assist Customs Authorities to make initial risk assessments of shipments arriving into their territory, and should not be applied for customs clearance processes.

1.3 IATA supports the provision of providing advance cargo information for Customs Administrations to apply risk management processes in order to identify high risk cargo while continuing to facilitate legitimate cargo flow. This allows airlines to benefit from less inspections due to information provided sooner to Customs, and reduce border delays thus improving the predictability of goods to markets.

### **2. DISCUSSION**

2.1 As new locations emerge with ACI data requirements, IATA is engaging with States and airlines to ensure new pre-arrival procedures comply with the WCO SAFE Framework of Standards.

2.2 In addition to compliance with WCO SAFE Framework of Standards, States considering to implement ACI should provide adequate lead time for the airline and/or freight forwarders to prepare for ACI adoption.

2.3 Moreover, it is expected that Pre-Loading Advance Cargo Information (PLACI) requirements will be enforced for cargo bound for EU, UK, the U.S. and Canada. For U.S. Air Cargo Advance Screening (ACAS) program became mandatory from June 2018 with an informed compliance period of 1 year to enable airlines and/or forwarders to implement the requirements. For UK (Predict), Canada (PACT) and EU (Precise), PLACI programs have been established with ongoing pilots. It is anticipated to be enforced in the foreseeable future.

2.4 IATA is working with Regulators from the EU, UK, the U.S. and Canada, to ensure that PLACI is fit for the purpose (security and trade facilitation) and that the resulting requirements are standardized globally. To ensure alignment on PLACI adoption, States are encouraged to follow the following:

- Data requirements to be aligned in accordance to WCO SAFE Framework of Standards
- All parties that hold/own the data can transmit PLACI information
- Ability to cater to different business models that exists within the airline industry

- Flexibility of combining pre-loading data with pre-arrival requirements and allow transmission prior to departure
- Pre-loading and pre-arrival data in 2 distinct steps
- Inclusion of global pre-loading standards in the WCO SAFE Framework of Standards

2.5 IATA will continue its engagement with WCO in respect on the air Cargo Targeting System (CTS), a generic advance data targeting risk management engine that is fully aligned with IATA messaging standards and is meant for developing countries with no existing risk management capability.

2.6 IATA will continue to support the practical implementation of air cargo pre-loading standards as set in the WCO SAFE Framework of Standards, with focus on response protocols/referrals with the airlines, forwarders and regulators.

2.7 IATA will also work on integrating mail shipments into pre-loading and pre-arrival data requirements.

### **3. ACTION BY THE CONFERENCE**

3.1 The Conference is invited to:

- a) To support the alignment of ACI and PLACI requirements with the WCO SAFE Framework of Standards to reduce complexity; and,
- b) To support the implementation of ACI and PLACI in all WCO States

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