

IATA

Safe & Secure Supply Chain

What are the main concerns IATA, and its members have in relation to safety and security, and how can multilateral forums like the WCO-UPU Global Conference help address those challenges?

Andre Majeres

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IATA

The global trade association of the world's airlines

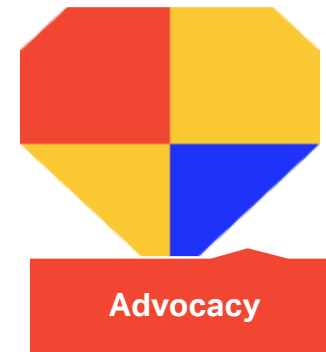
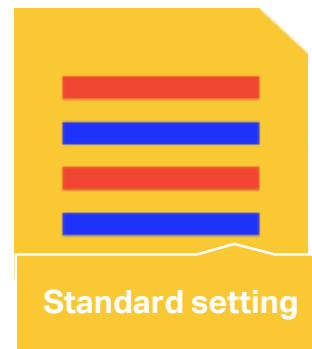


IATA in brief

Some **300 Airlines***, representing **85%** of global air traffic.

(**1%** of Global Trade by volume, **35%** of Global Trade by Value).

IATA supports aviation with global standards for airline safety, security, efficiency and sustainability.



*: Find current Airline Members at www.iata.org/members



We collaborate with our Industry Partners

Our industry partners



NB: Please note this is not an exhaustive list of the organizations we collaborate with, nor of the specializations within IATA Cargo.

Value of Air Cargo and Airmail

Cargo and Mail are critical components of the supply chain

United Nations
Sustainable Development Goals
(SDGs)



Vaccines



Illegal Wildlife Trade

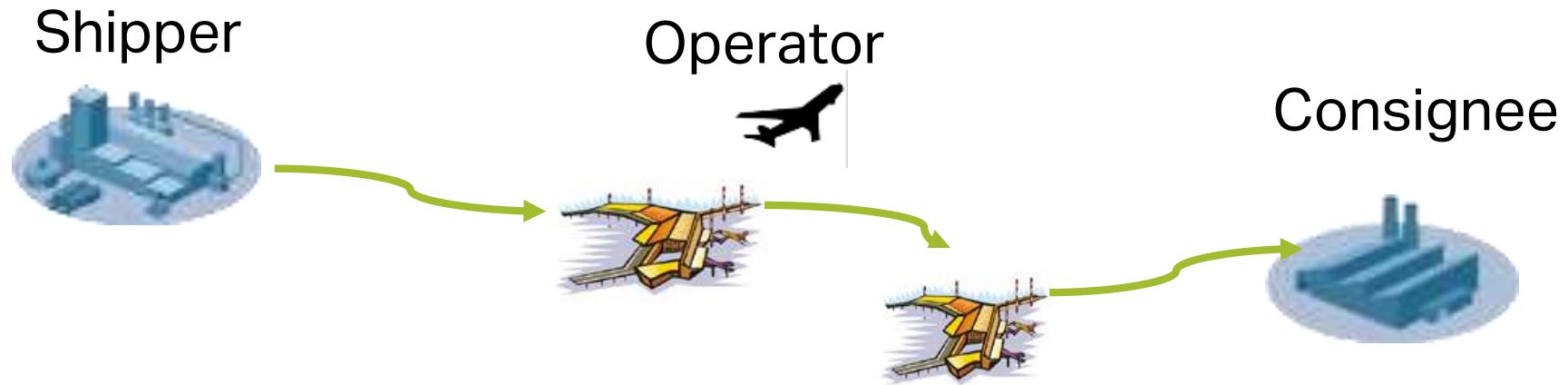


Connecting People

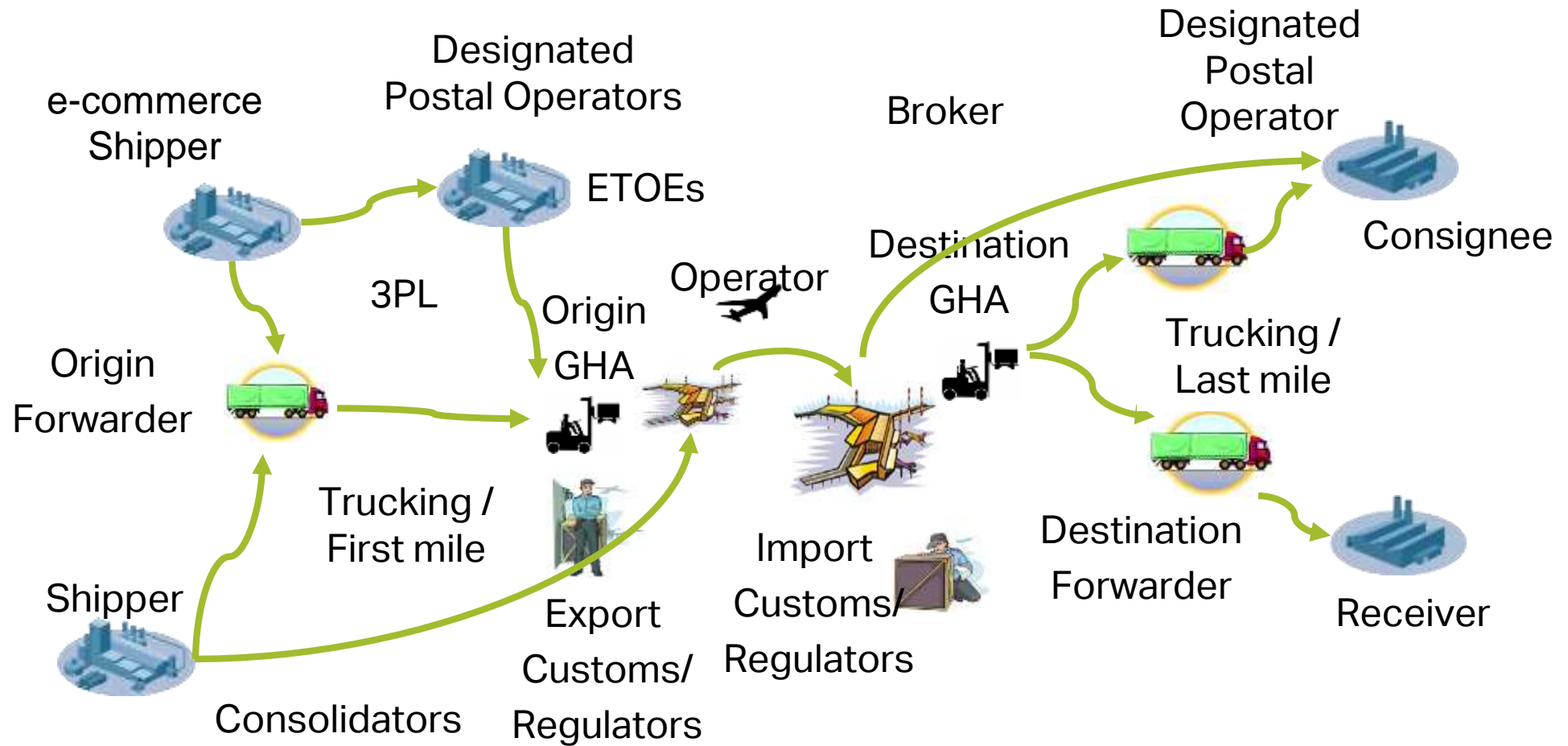


Enable Global Trade and Ensure Compliance

Regulations view of the supply chain



The actual air transport supply chain



Air Cargo Security

Recognition that it is impractical to apply all security controls at the airport. Instead, there is acceptance of a “**secure supply chain**” * :

- Preserves the advantages of air transport.
- Cargo & mail secured upstream of the airport;
- Facilitates flow of cargo & mail and reduces or limits delays;
- Cost and responsibilities shared across stakeholders;

*ICAO/WCO Moving Air Cargo Globally



Air Cargo Security

Aviation Security Manual (Doc 8973 – Restricted)

The ICAO *Aviation Security Manual* (Doc 8973) assists Member States in implementing [Annex 17](#) to the Chicago Convention by providing guidance on how to apply its Standards and Recommended Practices (SARPs).

Annex 17 and Doc 8973 are constantly being reviewed and amended considering new threats and technological developments that have a bearing on the effectiveness of measures designed to prevent acts of unlawful interference.



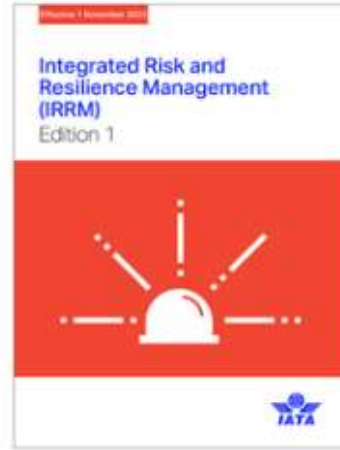
Air Cargo Security

Manuals & Guidelines



Security Management System Manual (SeMS)

The SeMS manual, designed by our security experts and renewed annually, is the right tool to start building your company's SeMS, as well as improving overall security performance and communication within your organization.



Integrated Risk and Resilience Management (IRRM)

A step-by-step guide on how to implement Integrated Risk and Resilience Management and emergency response, and is designed with a focus on the aviation industry.



Aviation Cybersecurity Library (ACS)

The new Cybersecurity Library includes guidance materials to establish cybersecurity risk management and supply chain oversight.

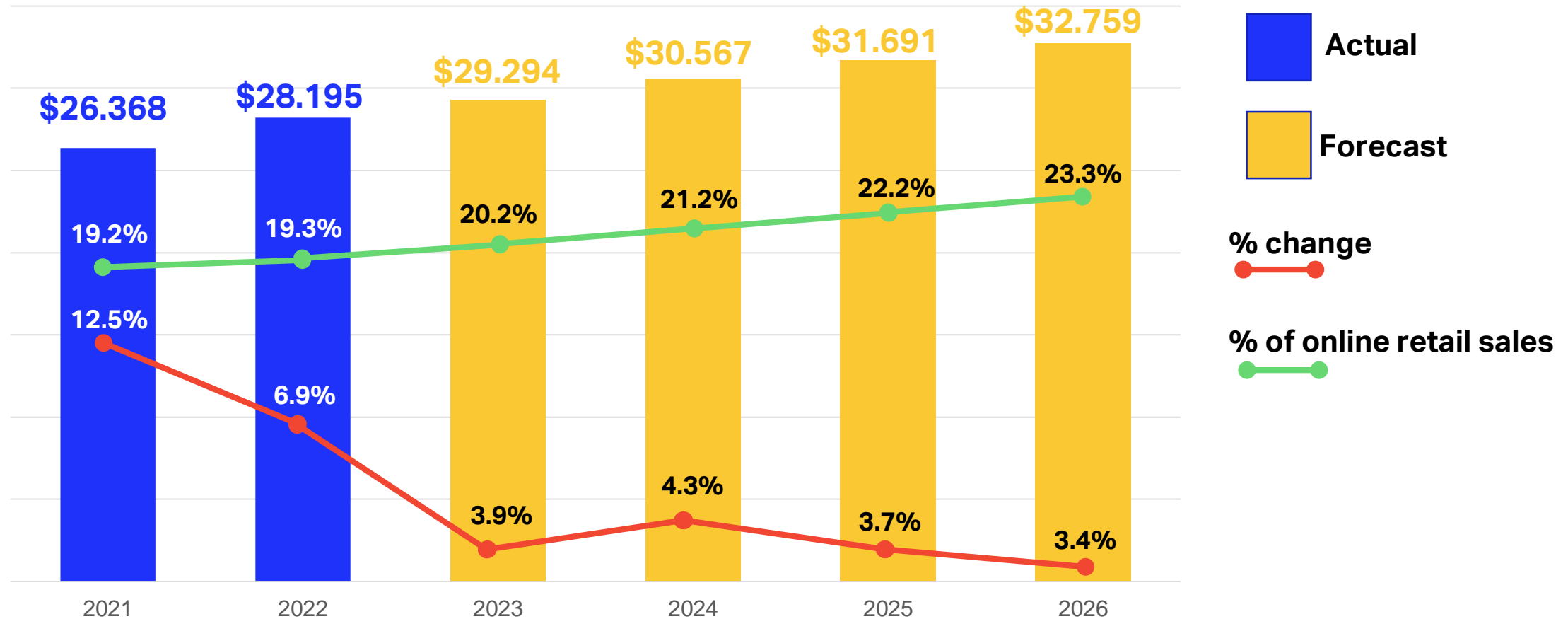


Standard Procedures for Preloading Advance Cargo Information (PLACI) Manual

These guidelines provides harmonized and standardized procedures for advance cargo information filing in a unique, comprehensive manual.

Worldwide retail sales – Growth is Slowing Down

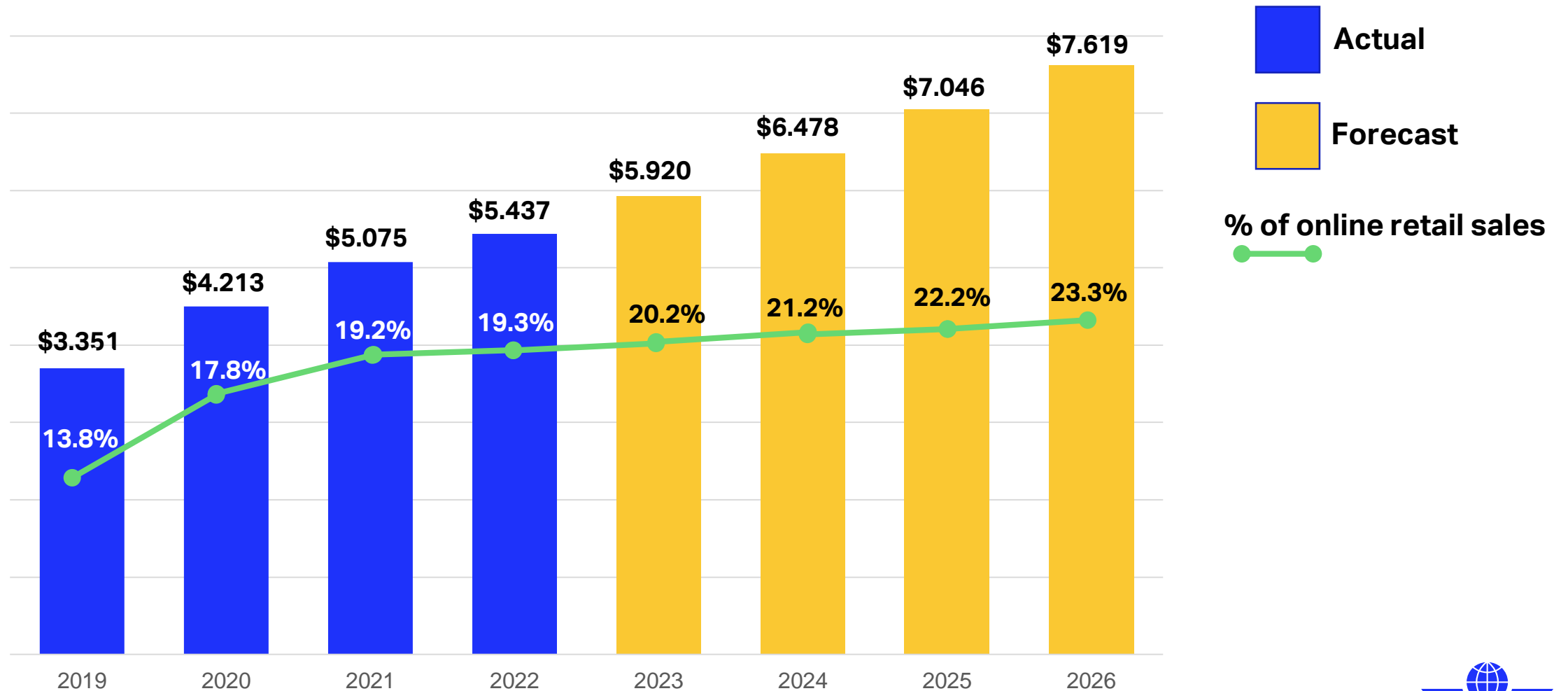
(Trillion USD)



And % of online retail sales

Worldwide eCommerce Retail Sales – Still Growing

2019-2026 (Trillion USD)



The eCommerce Tsunami of Parcels

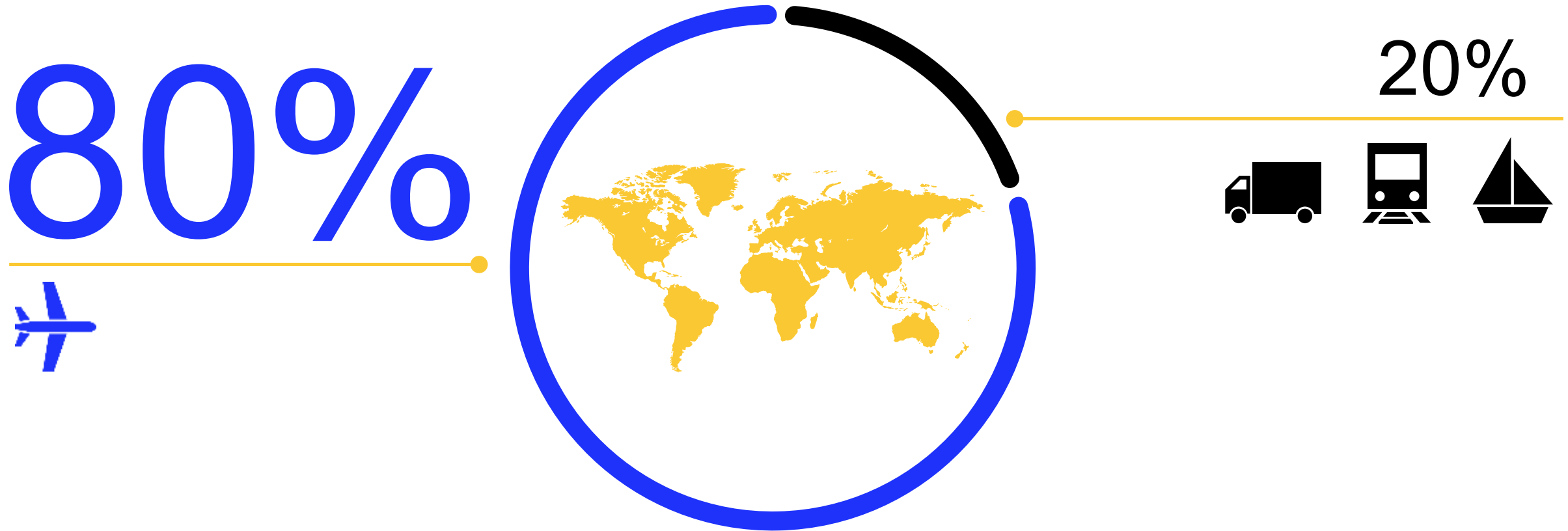
Volumes of parcels shipped:

- 2022 - 170 billion parcels
4x more than 2014
- 2027 – 256 billion parcels
+50% compared to 2022



Cross-border B2C

Air cargo is built for eCommerce



eCommerce represents approximately 20% of air cargo, forecasted to reach 22% in 2024.





REPORT: TWO FEDEX PLANES HAD FIRE RELATED INCIDENTS INVOLVING LITHIUM BATTERIES



LOCAL COVERAGE YOU CAN COUNT ON



CHOPPER 7 HD

BREAKING NEWS

Batteries Explode Inside Uptown Post Office

GUNNISON & BROADWAY, CHICAGO

TONIGHT 25°  MAINLY CLEAR & COLD

5:59
35°



Carriage of Cargo, Mail and Baggage

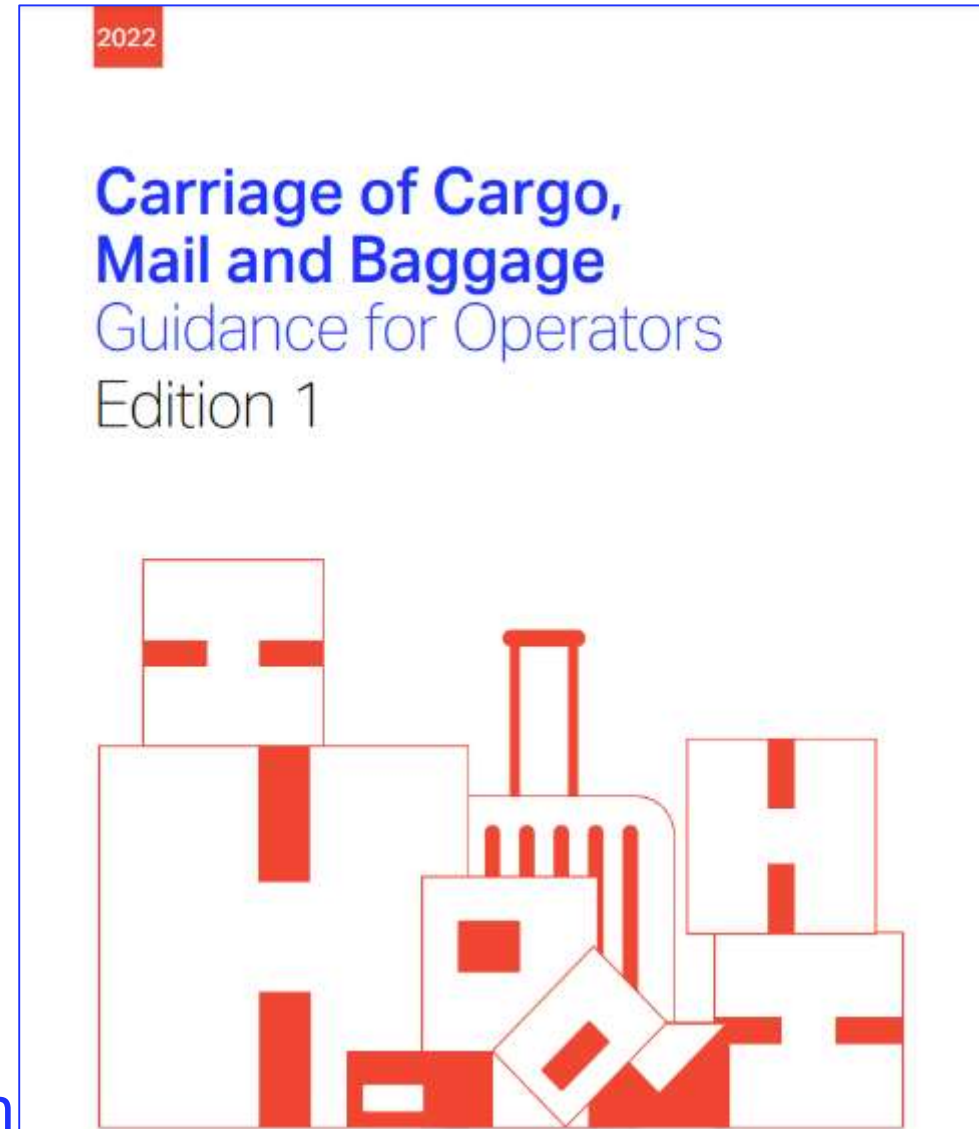
Guidance to assist operators to address specific safety risk assessment on the carriage of all items in aeroplane cargo compartments

Following that safety risk assessment to identify and implement mitigations that will bring the identified risks to a level that is acceptable for the operator.

In accordance with ICAO Annex 6, Chapter 15 (*Operation of Aircraft, Part I - International Commercial Air Transport - Aeroplanes*), and the associated guidance document (*Guidance for Safe Operations Involving Aeroplane Cargo Compartments* - Doc 10102).

The safety risk management concepts contained in the ICAO Safety Management Manual (SMM) (Doc 9859) are considered in an operationally relevant context.

This guidance document also contains information about Designated Postal Operators' obligations.



[Link](#)



Obligations on Designated Postal Operators

Operators should require that all [designated postal operators](#) (DPO) from which they agree to accept mail consignments [implement safety procedures to prevent the introduction of undeclared or misdeclared dangerous goods in cargo](#). These safety procedures should include as a minimum:



- Provision of [dangerous goods training](#) to all persons employed by, or contracted to, the DPO that accept [packets][parcels], or that handle [packets][parcels],..
- Development and [implementation of policies and procedures](#) to detect undeclared or misdeclared dangerous goods and to remove these from mail to be offered for air transport.
- Policies and procedures to ensure that all occurrences where undeclared or misdeclared dangerous goods are discovered in mail offered for air transport are [reported to the national aviation authority](#) in State where the undeclared or misdeclared dangerous goods were discovered and to the Universal Postal Union.
- Where undeclared or misdeclared dangerous goods are discovered in mail, [implementation of additional controls and barriers](#) to prevent the entry of undeclared or misdeclared dangerous goods.
- Policies and procedures to ensure that where the DPO offers mail in a ULDs that [the ULD is in an airworthy condition](#).

[The DPO should confirm to the operator that safety policies and procedures as described above have been developed and implemented.](#)



Mail Safety Guidelines

IATA and UPU jointly published the
“Mail Safety Guidelines for Postal Operators”.

  <p>IATA-UPU Mail Safety Guidelines Recommendations to DPOs</p>	<ul style="list-style-type: none">• Safety issues• Training requirements• Establishment of Safety Programs• Existing Standards• Existing screening technologies• Safe operations and acceptance• Relationship with and role of the NAAs• Call to action
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The desired outcome was **not to change** the **Regulations** but to make sure that the **Regulations** were **effectively** and **correctly enforced** and **complied** with.

Thank You

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