



EEA Security Committee core areas for Cargo Security

For 2010 the EEA Security Committee will continue to support the establishment of a set of common and sound (aviation) security standards across the EU Member States. The EEA Security Committee has identified a range of core areas having an important impact on the express/cargo industry in Europe. These areas include the full adoption of the new common basic standard for aviation security, the harmonisation and mutual recognition of (Aviation) Security Programs, the concept of 'one stop security' and a layered and risk based approach to supply chain security, and the development of screening/detection methods and technologies.

Full adoption of the new Common Basic Standard for Aviation Security across the EU

Regulation EU300/2008 and its implementing acts, primarily within EU 185/2010, detail the requirements of the new common basic standard for Aviation Security across the 27 Member States. The new common basic standard came into force on 29th April 2010. The EEA Security Committee members fully support the application of common Aviation Security rules across Member States. This security standard should be applied consistently across the European Union in line with EU legislation. A harmonised application of such a standard is essential for efficient intra-EU movement of goods. It avoids duplication of security screening processes which would create an unnecessary burden on the industry with no benefit to the overall security levels of air cargo.

Since the entry into force of the new common basic standard some Member States have been non-compliant. This has been seen in areas such as communication of the new standard and clarity in the application of More Stringent Methods. These are responsibilities that are in the hands of the Member State Appropriate Authority under the direction of the European Commission. The EEA Security Committee members will do all we can to support the Member States and European Commission in these endeavours.

With Aviation Security being a core part of the industry operating plan such non-compliance by the Member States undermines the security procedures in place and fails to enhance the security process which the new standard intended to do. There is the risk of misinterpretation by the inspectorate leading to unnecessary enforce action or penalties on the industry. This is of significant concern to EEA Security Committee members and comes at a time when the EC Regulated Agent/Known Consignor Database is to be launched and where failure to achieve a uniform deployment across all the EU Member States will lead to considerable disruption to the industry and hinder the flow of commerce.

Harmonisation and mutual recognition of (Aviation) Security Programs

Harmonised standards across the EU will not only enhance security but will also lead to the acceptance of EU security controls by 3rd countries, leading to 'one stop security' thus avoiding time in transit delays and significant additional cost through the duplication of inspection controls. The agreement on a

Statement of Purpose on Enhancing Cargo Security between the Commission and the TSA in 2008 gave confidence to the industry that there would soon follow an agreement which would accept the harmonisation and mutual recognition of the respective Aviation Security Programs. Although much has been achieved in the area of joint inspections and technology/methods sharing, there seems to be no concrete plan or timeline to arrive at a point where there is recognition of the respective Aviation Security Programs in the field of cargo. The EEA Security Committee wishes to add support and encouragement to the Commission to urgently achieve mutual recognition and harmonisation with the TSA program as soon as possible and to use that as a basis for further mutual recognition and harmonisation agreements with other 3rd countries/economic zones. This endeavour will support the concept of 'one stop security' and facilitate compliance to the 9/11 bill for inbound US consignments. 'One stop security' is a practice that has been led by the Commission and which, is keenly supported by the EEA Security Committee members.

Supply chain security: a 'one stop' and layered/risk based approach

Sharing responsibilities of security amongst different parties in the supply chain allows for a seamless transfer of consignments from one entity to another and a faster transit without the need to perform security controls at every point of transfer. This concept of 'one stop security' is supported by both the EU and the EEA Security Committee members, and will be facilitated by the mutual recognition of supply chain security programs globally (see above). The EEA Security Committee further supports the concept that security controls that form part of these programs are threat based and risk managed (contrary to adding additional requirements to existing programs).

Screening/detection methods and technologies

EEA Security Committee members will continue to support (research into) the development and introduction of new methods and technologies for the detection of prohibited articles in cargo shipments, including the use of explosive detection dogs (EDD). The EEA have worked closely with the Commission in the development of the Technical Standards for Explosive Detection Dogs and fully endorse the direction that the Commission is taking in this area. The EEA Security Committee further recommends the development of these standards to include the assessment of bulk containerised freight (i.e. air container/ULD or inbound cargo consignments contained in trailers) in order to facilitate the use of this method for the processing of a larger number of consignments within the short operating window that is typical of the Express industry. The EEA Security Committee further supports the process the Commission has adopted for the quick integration of new methods of detection into the implementing legislation. In this way industry will be able to rapidly access the latest technology which will help ensure a high quality of detection and potentially allow for industry to gain cost efficiencies through employing the most appropriate method.