

# EEA recommendations

## *For enhanced global Supply Chain Security*

### ❖ Risk-based approach

A risk-based approach to aviation supply chain security management and the progressive introduction of a Security Management System (SeMS) should be implemented in the EU. This approach would give operators the flexibility and responsibility to design security processes that deliver specified security outcomes, rather than constraining them to a set of pre-determined security requirements.

### ❖ Screening technologies

Air cargo-specific screening technologies need to be developed that enhance the efficiency and effectiveness of screening and ensure the express cargo business model can continue to operate safely and economically. Coherent certification of security technologies, with industry involvement and proper testing will be critical to developing the technologies required for the industry to operate efficiently and safely.

### ❖ Security training

Harmonised aviation security training amongst EU Member States and industry is of significant importance. This would enable the movement of trained and accredited labour between Member States, ensure consistent interpretation and implementation of EU legislation, and aid inspection by the appropriate authority and EU inspectors. Aviation Security training should be aligned with ECAC and ICAO training initiatives.

### ❖ Information sharing

An information sharing programme between the regulators and the industry should be established to effectively address potential new threats to the Air Cargo supply chain. We believe that a strong collaboration between regulators and industry is important. This process should extend to the quick dissemination of threat information to enable us to focus our resources on high risk areas.

### ❖ Advance Cargo Information

Development of EU Advance Cargo Information processes requires increased dialogue and cooperation between EU customs, intelligence and aviation security representatives, and with industry. A defined workflow, following the shipment risk assessment, will be essential to ensuring the safe, secure, and efficient delivery of shipments. There is a need for global standards and baselines which respect the differences in the business models.

❖ **Third Country Aviation Security**

A coordinated and coherent approach to EU Third Country Aviation Security is required including a comprehensive database of ACC3s, third country Regulated Agents and Known Consignors provided to the industry.

❖ **EU and US Air Cargo**

The EU and US Air Cargo mutual recognition agreement requires ongoing support and the EEA welcomes further strengthening of this partnership on critical Air Cargo issues. Opportunities remain for further cooperation between the US (TSA) and the EU on cargo security measures applied in third countries outside the EU. This would bring significant additional benefits to the air cargo industry and would avoid duplication of efforts.

❖ **Corporate security programmes**

Recognition of corporate security programmes by regulators would be a step towards a risk-based approach to aviation supply chain security management. To secure their supply chain, express companies have put in place robust corporate security programmes throughout their networks. These programmes meet the requirements of ICAO's Annex 17, EU and national law (as appropriate).