

IMPLEMENTING THE EU STRATEGY FOR RISK MANAGEMENT



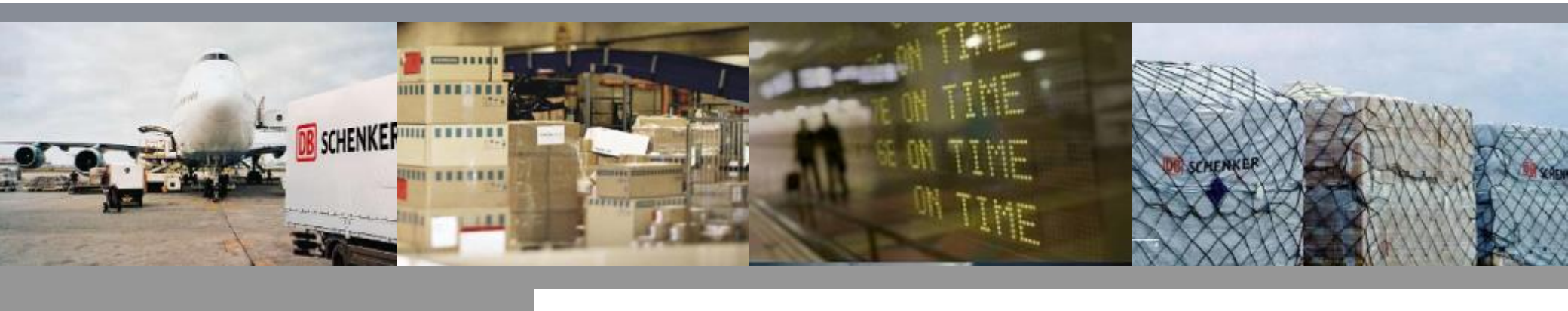
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Pre-Load-Advance-Cargo Information (PLACI)

Global Air Freight, Schenker AG

15. November 2018

ACAS – Air Cargo Advance Screening (USA)

Change to risk analysis prior to loading

Historical background

- After an attempted terrorist attack in October 2010 the US Customs and Border Protection (CBP) and the Transportation Security Administration (TSA) decided to start a program increasing the US inbound security
- CBP & TSA have founded the ACAS pilot project to target air cargo shipments inbound US

Pilot

- CBP & TSA are aiming at developing the new security program in co-work with several industry partners
- Airlines, forwarders and integrators are participating in the pilot
- Participation in the pilot provides the opportunity to influence the program **prior** to the final rule-making
- Scope of the program is to identify high-risk cargo (US inbound) at the earliest point in the distribution chain

Process

- All US inbound shipments must be reported to the CBP **before being loaded on the aircraft**
- Mandatory elements: shipper, consignee, commodity, weight
- Automated Target System (ATS) analyses shipments based on defined criteria
- Within max. 2 hours the US authorities will provide instructions how to proceed with the respective shipment

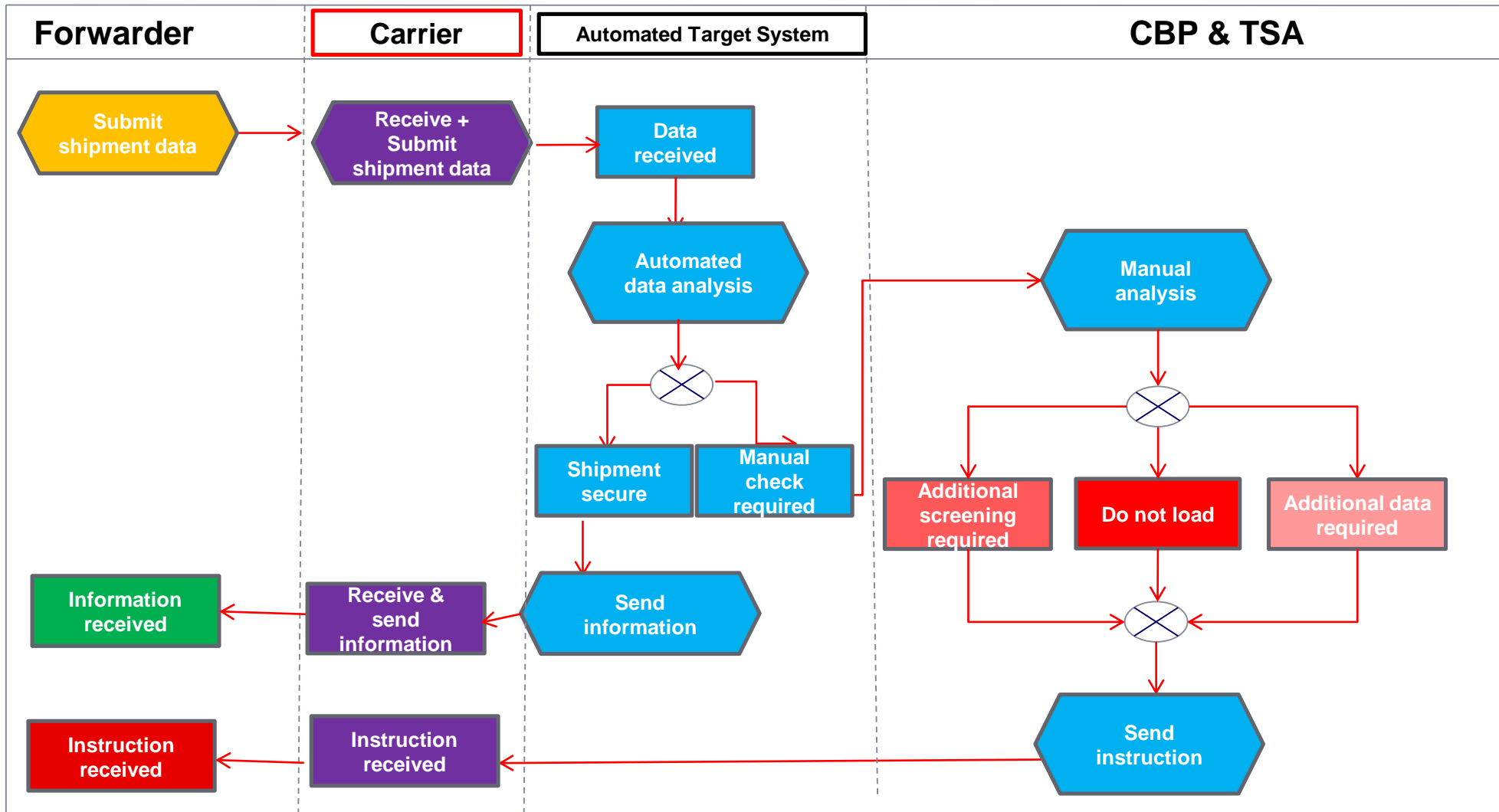


Air Cargo Advanced Screening

- Identifying high-risk cargo as early as possible
- Implemented: 12. June 2018
- Presently no consequences e.g. penalty
- Roll-out Deadline: Nothing official (soft approach by Authorities)
- Guestimate: March 2019

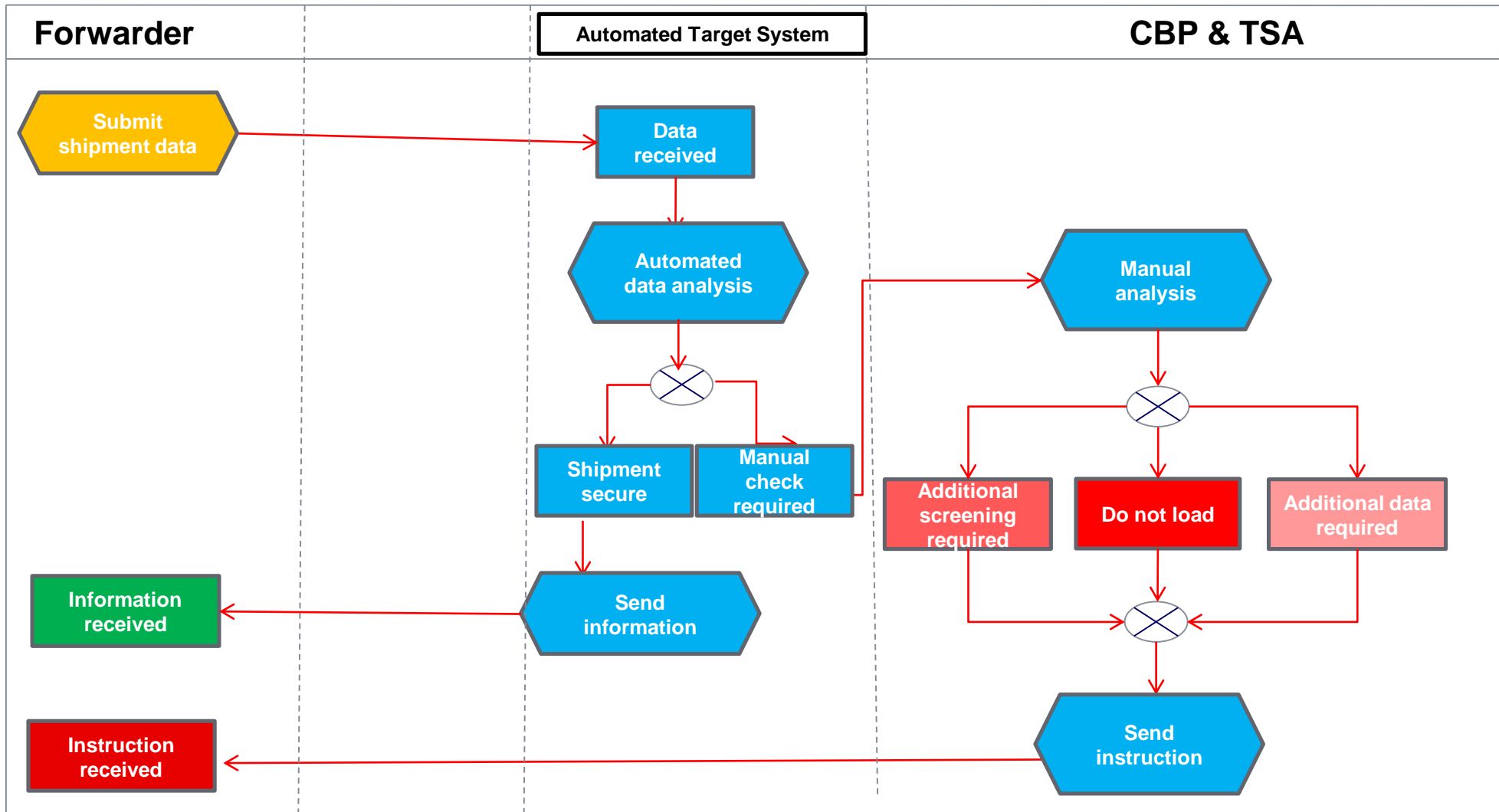
ACAS (USA) process flow

first option



ACAS (USA) process flow

second option

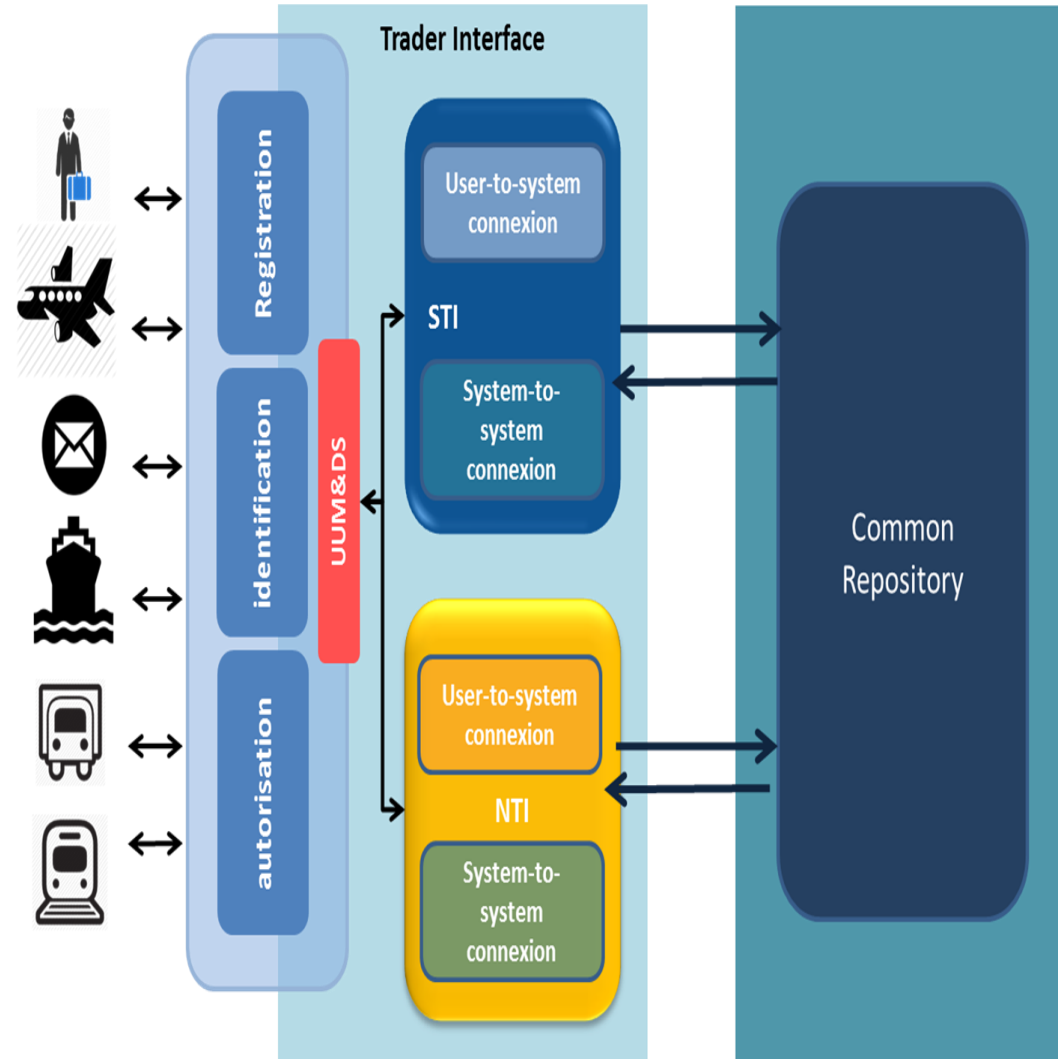


What changes with ICS 2

It's not a Project, but a programme

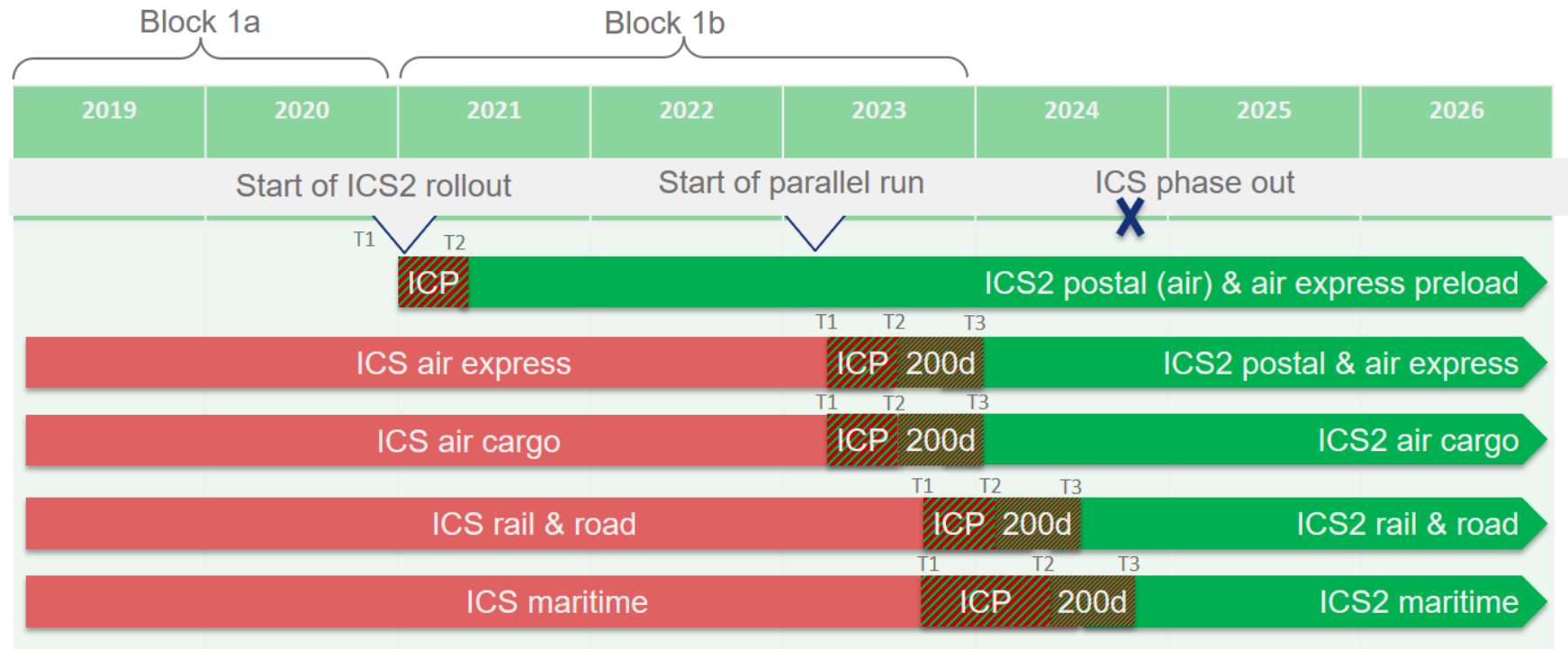
New features/deliverables

- Pre-loading advance cargo information (PLACI)
 - Air – passenger security – KC & RA
 - PLACI project
 - 7+1/+2 data set
 - “single window” – national security authorities
- New ENS data requirements and data structure
 - House B/L – House AWB info
 - HS code and buyer & seller in maritime
 - EORI numbers
 - EU customs data model
- Multiple filing
 - Possibility of partial filings
 - Next to Carrier also Forwarder or Shipper
 - 2 ENS filings replaced by >40 ENS different filings
 - “Closed” data pipe line
- Common Risk Management & Repository
- Data exchange between Member States and COM
- Harmonised Trader interface (HTI)
 - Shared Trader Interface (STI)
 - National Trader Interface (NTI)
 - Uniform User Management & Digital Signature



Scenario C

Transition by group starting with postal (air) and air express pre-load, followed by full postal & air express and air cargo, with last group being maritime and Rail & Road



- Informed compliance period
 - ICS
 - ICS2

Taxation and Customs Union



Pre-loading advance cargo information (PLACI)

Additional known countries to implement PLACI

- Canada
- United Kingdom
- Kenya
- South Africa
- Brazil (in Cargo XML standard)
- Ethiopia
- Japan

- We can submit data directly from branch, before truck leaves for HUB
 - ❖ By doing so, we know the shipment is „clean and safe“
 - ❖ In case of additional information request, we can act immediately without delay and/or offload
 - ❖ In case of DNL, we can return shipment to shipper immediately
 - ❖ No bottleneck situation in our own or carrier HUB
- We don't have the risk that a shipment is being blocked, after we have handed it over to the carrier and the entire consol is being offloaded
 - ❖ Better control of our own operational process
- We save the money charged by the carrier for „messaging service“
- Enhanced security for our own personal in Branch / HUB / Truck as security authorities have given green light even before we screen the shipment
- Still have the possibility to transfer data to CBS via carrier

Thank you for your attention

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