



高级别航空保安会议（HLCAS）

2012年9月12日至14日，蒙特利尔

议程项目2：加强航空货物保安

国际民航组织——世界海关组织——新加坡 关于加强航空货物保安和简化手续的联合会议

（由新加坡提交）

摘要

新加坡、国际民航组织和世界海关组织于2012年7月5日至6日在新加坡联合组织了关于“加强航空货物保安和简化手续——合作带来协同作用”的会议。这次联合会议及其相关的联合公报借鉴了国际民航组织和世界海关组织在2011年6月签署的现有谅解备忘录，并重申了两个组织为建立一个安全和高效的航空货物供应链进行努力的承诺。

行动：请高级别保安会议采取第4段中的拟议行动。

1. 引言

1.1 新加坡、国际民航组织和世界海关组织于2012年7月5日至6日在新加坡联合组织了一次关于“加强航空货物保安和简化手续——合作协力”的会议。这次里程碑活动旨在加强航空保安和海关主管当局对彼此政策和业务的了解和意识，并查明在两者之间与其他利害攸关方加强协调与合作的协同作用。目的是通过减少重复做工、提高效率和增强效力以加强航空货物保安和简化手续，从而提高供应链的韧性。

2. 国际民航组织——世界海关组织——新加坡关于加强航空货物保安和简化手续的联合会议

2.1 新加坡强烈支持国际民航组织和世界海关组织就航空货物托运和全球航空货物运送简化手续方面，为统一其保安标准所做的努力。作为新加坡参加合作伙伴的象征，新加坡交通部常任秘书Pang Kin Keong先生，协同国际民航组织秘书长雷蒙·邦雅曼先生以及世界海关组织秘书长Kunio Mikuriya先生做了基调讲话，为会议提供了战略重点和推力。演讲稿附在附录A至C中。这次活动让来自40个国家的360多名与会者齐聚一堂，监管者、业界和国际组织等都踊跃出席。

2.2 来自监管和业界领域的各种专家和讲者就航空货物保安和简化手续的目前情况和最新发展，交流了想法和看法。他们还谈到利害攸关方面面临的挑战与增强协同作用以便加强合作和协作，还有航空保安和海关主管当局可进一步合作以加强与所有利害攸关方协作的可能方式。鉴于货物运送的多式联运性质，国际海事组织（IMO）和万国邮政联盟（UPU）的专家也就不同运输模式之间如何分享共同的经验教训交流了看法。

2.3 与会者讨论情况热烈并总体商定，在就航空货物保安和简化手续采取基于风险的做法时，有必要加强协调和统一，并有必要就保安转向采取基于成果的做法。他们还强调，有必要在利害攸关方之间加强沟通，为进行风险评估交流关于运行措施和货物信息等信息。还有，他们强调了多边、国际和国家各级加强合作的重要性，以便通过减少重复做工，提高效率 and 增强效力而加强航空货物保安和简化手续，从而提高供应链的韧性。

3. 成果

3.1 除了会议进行的丰富讨论之外，国际民航组织和世界海关组织公布了一份联合公报，阐明了两个组织将就保护航空货物不受非法干扰行为破坏，同时便利以航空将货物合法运送到全世界，在加强合作方面将采取的进一步步骤。联合公报附于附录D中。

3.2 这次联合会议反映了国际民航组织和世界海关组织相互合作的高层承诺，并与业界一道加强航空保安和海关主管当局之间的协作，从而加强航空货物保安和简化手续。会议还为所有利害攸关方提供了彼此协作的进一步渠道，尤其是在航空保安和海关主管当局之间，以及与私营部门合作，以便对航空货物保安的威胁做出有效和恰如其分的反应。

4. 由高级别航空保安会议（HLCAS）采取的行动

4.1 请高级别航空保安会议：

- a) 注意到联合会议的努力和成果，以及国际民航组织与世界海关组织就加强航空货物保安和简化手续进行合作的承诺，正如其关于加强航空货物保安和简化手续的联合公报中所述；
和
- b) 支持国家航空保安和海关主管当局增进合作和协作的努力，以便进一步加强航空货物保安和简化手续，并为国际民航组织、世界海关组织和其他国际组织在制定一个保安和高效的航空货物系统方面的努力作贡献。

APPENDIX A

**JOINT CONFERENCE ON ENHANCING AIR CARGO SECURITY AND FACILITATION
5-6 JULY 2012, ORCHARD HOTEL, SINGAPORE**

**OPENING REMARKS BY MR PANG KIN KEONG
PERMANENT SECRETARY, MINISTRY OF TRANSPORT, SINGAPORE**

Mr Raymond Benjamin, Secretary-General of the International Civil Aviation Organization,

Mr Kunio Mikuriya, Secretary-General of the World Customs Organization,

Ladies and Gentlemen,

Good morning.

1 It is a great pleasure for me to be here to open this Joint Conference on Enhancing Air Cargo Security and Facilitation, co-organized by the Singapore Ministry of Transport, Singapore Customs, the International Civil Aviation Organization (ICAO) and the World Customs Organization (WCO). The significance of the Conference lies in the fact that it is the first ever conference to bring together the international civil aviation and customs communities, and their leaderships, to discuss security and facilitation issues related to air cargo. Our collective hope must be that our discussions over the next few days, and at subsequent other forums and meetings, will eventually lead to greater understanding, greater collaboration, and greater harmonisation between each other's requirements and measures. Such will bring cost and efficiency benefits to industry, and at the same time, enhance the security of our countries.

Importance of the air cargo sector

2 We need little reminder that air cargo plays a critical role in the global economic value chain. Although only an estimated 0.5% of all cargo is carried by aircraft, it accounts for 35% of the total value of goods traded internationally. Today, air cargo supports some 32 million jobs and generates US\$3.5 trillion of economic activity worldwide.

3 And by the year 2030, the International Air Transport Association (IATA) expects air cargo traffic to have tripled to an estimated 150 million tonnes. The growing demand for high value goods, and for goods that are time-sensitive, will fuel the growth.

4 Given the prominence of air cargo in global trade and commerce, I think there is little argument that closer co-operation between the civil aviation and customs communities will be mutually beneficial, and indeed, imperative.

Need to balance security and facilitation

5 On the one hand, the printer cartridge terrorist attempt in October 2010 clearly underlines the need for more security measures to prevent air cargo from being exploited by terrorists.

6 At the same time, however, we cannot disregard the impact that such security measures may have on trade and commerce, and, in particular, the air cargo industry. The challenge lies in finding the appropriate balance.

7 This twin challenge is not insurmountable. But it needs political will on all sides to agree to work together, as we are doing this week, and an open mind and flexibility in order to be able to translate will and intent, into outcome.

Three levels of collaboration

8 To effectively meet the challenge of enhancing the security and facilitation of air cargo, there are three levels at which collaboration must take place amongst the various actors – regulators and industry. Indeed, the responsibility cannot and should not be put on the shoulders of just any one actor alone, but must involve all stakeholders. It is also unwise to place the onus and responsibility on just one node of the global supply chain. It will be less robust security-wise, and inefficient as it is more likely to create choke points.

9 The first layer of collaboration lies within the State. Most States would have their own national air cargo security regime, as well as their own customs regime.

10 In Singapore, there are the Regulated Air Cargo Agents' Regime (RCAR)—which is the regime for the security of air freight carried on passenger aircraft; and Singapore Customs' Secure Trade Partnership (STP) programme—which is Singapore's version of the Authorised Economic Operator (AEO) programme that governs the security of the cargo supply chain.

11 The RCAR and STP are the benchmark standards for the security of cargo being shipped out of Singapore. These two regimes, which cover some 360 freight companies,¹ provide the security for air cargo which is uplifted from Singapore to more than 100 destinations across the world. An inter-agency committee which includes the Singapore Ministry of Transport and Singapore Customs is finalising its study to integrate, align or harmonise various aspects of Singapore's two regimes. For example, it is contemplating harmonising the audit requirements on companies participating in both the RCAR and STP. This reduces the companies' burden of needing to interact with and be audited by two different regulatory agencies. Mutual recognition of checks between the two agencies will mean that companies need only be audited once.

12 The second layer of collaboration required is co-operation between States. These can take the form of agreements, bilateral or pluri-lateral, to give mutual recognition to each other's cargo supply chain security regimes. Through such mutual recognition agreements, regulators in one country can have assurance of the security accorded to cargo coming out of the borders of the partner country. And industry avoids having to apply repetitive or even redundant security and other measures, which will save costs, and improve efficiency and facilitation at various airports.

13 ICAO and WCO support the establishment of such mutual recognition agreements for their air cargo security and Authorised Economic Operator programmes. We are encouraged by their support, and also by the many mutual recognition initiatives concluded or being pursued by various States.

14 In this regard, Singapore has concluded Mutual Recognition Arrangements (MRAs) for AEO programmes with various countries such as Canada, Japan, the Republic of Korea and most recently, last Saturday (30 June 2012), with the People's Republic of China.

¹ As at 15 June 2012, Singapore had 275 companies certified as Regulated Air Cargo Agents and 85 companies certified under the Secure Trade Partnership programme.

15 In April 2012, Singapore and the United States of America also signed a Joint Statement assuring our strong commitment to enhance collaboration to strengthen supply chain security bilaterally and with other partners. This commitment includes supporting key principles that would further enhance the security and resilience of the global supply chain, such as adopting a risk-based and multi-layered approach to cargo security; harmonisation of international standards; and enhancing partnership with industry to develop and adopt cargo security policies and measures that are practical and operable.

16 I look forward to more of such commitments between States. It will help to form a web of commitments and action towards strengthening the global cargo supply chain.

17 The third layer of collaboration required is at the multilateral level. ICAO and WCO signed a MOU last year to collaborate on enhancing global air cargo security. Both organizations have since been working together to identify common approaches and alignment of standards. I urge all of us here to give full support to this work by ICAO and the WCO.

18 I am also pleased to note the participation of the International Maritime Organization and Universal Postal Union in this Conference. Even as we focus on enhancing air cargo security and facilitation, we should bear in mind that cargo movements are multi-modal. The same shipment often has to travel by land and sea, as well as air. There is therefore a need to align and, if necessary, de-conflict security requirements for cargo travelling by different modes of transport. Collaboration with organizations such as the IMO and the UPU must therefore feature equally on the agenda.

19 I also call on stakeholders to support the work on enhancing supply chain security at the regional levels. In 2006, the Asia-Pacific Economic Co-operation forum (or APEC) recognised the importance of strengthening supply chain security for the continued flow of international trade. In 2007, APEC endorsed the integral role of a supply chain security approach to the recovery of global trade in the event of a major disruption.

20 A number of States have since embarked on supply chain security and trade recovery measures, and the WCO has incorporated trade recovery as a component of the WCO's SAFE Package.

Conclusion

21 In conclusion, I hope this Conference will serve as a crucible for new ideas, and for the debate of different views and experiences by the over 300 distinguished experts from 40 countries present. Your discussions may seed new and lasting approaches that would benefit all stakeholders. I urge all of us to take advantage of this opportunity to engage deeply, openly and robustly to find new and sustainable ways to raise the security of air cargo, and yet facilitate its smooth and efficient movement across the globe. As the saying goes, "the journey of a thousand miles begins with one small step." We can take that step this week.

22 It leaves me to thank the Secretaries-General of ICAO and WCO, Mr Benjamin and Mr Mikuriya, for taking time from their busy schedules to join us for this Conference. Their presence is testimony of ICAO and WCO's strongest support for our common quest to enhance air cargo security and facilitation.

23 I wish all of you a successful Conference, and to our foreign guests, a wonderful time in Singapore. I now declare the Conference open.

Thank you.

APPENDIX B

**JOINT CONFERENCE ON ENHANCING AIR CARGO SECURITY AND FACILITATION
5-6 JULY 2012, ORCHARD HOTEL, SINGAPORE**

**OPENING REMARKS BY MR RAYMOND BENJAMIN
SECRETARY GENERAL, INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)**

Permanent Secretary of the Ministry of Transport of Singapore, Secretary General of the World Customs Organization, Ladies and Gentlemen,

I am very pleased to welcome you today to this very timely conference.

On behalf of the International Civil Aviation Organization (ICAO), I wish to say that we are delighted to take part in this forum together with our partners, the World Customs Organization (WCO) and the Government of Singapore, and I would like to extend a special thank you to the Ministry of Transport of Singapore and to Singapore Customs, our hosts, for providing such an impressive venue, and making all the necessary arrangements.

Having a select representation of Customs authorities, aviation security regulators and industry together in one place presents a unique opportunity to discuss our common challenges and, more importantly, learn from each other. Above all, your participation highlights the importance of working together to address these challenges.

Recent incidents and successes in countering threats to the security of civil aviation have demonstrated the importance of collaboration between security authorities at the State level and across international borders. They highlight the constant need to join forces to counter the threat of terrorism.

This was the message at the heart of the Declaration on Aviation Security which was adopted by the ICAO Assembly in October 2010 and, given the nature of the threat to the air cargo system, this is also the message I want to emphasize today.

Allow me to briefly review why there is such intense focus on air cargo security.

Authorities, you recall, uncovered a plot in October 2010 to sabotage two air cargo aircraft using improvised explosive devices hidden in computer printer cartridges. While the plot failed, it was an unmistakable sign that terrorists will attempt to exploit perceived vulnerabilities in the aviation security system, and will do so by employing artful tactics to defeat security systems.

Although disaster was averted by quick action based on the sharing of intelligence, the incident highlighted the need to reinforce air cargo security measures.

Subsequently, Mr. Kunio Mikuriya, the Secretary General of the WCO, and I, as the Secretary General of ICAO, signed a memorandum of understanding which formalized our cooperation on air cargo security matters.

Such collaboration is important because supply chain issues relate to both security and Customs procedures. The requirements of aviation security and Customs need to be considered at the same time.

When we coordinate our efforts in this way, we find synergies that can help us to streamline security processes and protect the flow of goods on which the world's economy has come to depend.

Let me be clear: there is no doubt that security of the global supply chain is a formidable challenge. Last year alone, the world's airlines transported more than 49 million tonnes of cargo. More than half of this was carried on aircraft with passengers.

But, if we apply suitable controls, end-to-end security can be achieved, from the beginning to the end of the shipping process.

A multifaceted network for transporting vast amounts of freight and mail presents certain vulnerabilities. ICAO and its Member States, the WCO, the International Maritime Organization (IMO), the Universal Postal Union (UPU), and our various industry partners all have a role to play in securing the global supply chain.

ICAO has taken steps recently to contribute to this effort. Cargo-related Standards and Recommended Practices have been further strengthened, and include a requirement for ICAO Member States to establish a supply chain security process.

While this is an important step forward in mitigating security risk, our work is far from done and we need to continue implementing changes. For example, we need to agree on appropriate security measures for air cargo to be transported on all-cargo aircraft. Issues related to identifying high-risk cargo and the appropriate security measures to apply to these consignments must also be addressed. It is also crucial to pursue full implementation of the ICAO Standard requiring States to have supply chain security systems.

Further strengthening of air cargo security calls for better tools, not just an end to regulatory gaps. I am thinking here of technology and advance information on cargo shipments. Customs authorities and security regulators can enhance air cargo security by agreeing on how advance cargo information can be collected, assessed and used to mitigate risk.

To help assess the threat to the air cargo system, ICAO is developing the first-ever global Risk Context Statement which will help States to conduct their own risk assessments and to respond with appropriate security measures.

As we improve facilitation and the sustainability of the air cargo sector, we need to promote seamless operations by avoiding unnecessary duplication of security measures. Such "one-stop security" arrangements could be based on mutual recognition of measures that are different, but nonetheless equivalent.

Air cargo facilitation will benefit greatly from current efforts by ICAO, WCO and others to align their regulatory frameworks. At the same time, we also need to harmonize the standards in place in different countries. Industry operations are adversely affected when additional measures are introduced in an inconsistent way.

I cite these various challenges to illustrate why we must work together to deal with them. As you can appreciate, few challenges can be addressed without enhancing international cooperation — as called for by the 2010 Declaration on Aviation Security.

I am optimistic that our discussions over the next two days will highlight opportunities for aviation security and Customs authorities to collaborate to enhance the security and facilitation of air cargo. And this work should be done at the global, regional and State levels to achieve the greatest impact.

Your views on how to enhance air cargo security and facilitation are particularly important as we prepare to convene the ICAO High-level Conference on Aviation Security in Montréal. This important event will address the strategic issues facing regulators, the industry and other stakeholders, and delegates will consider, among other things, recommendations for a comprehensive air cargo security framework.

In closing, I look forward to seeing many of you at the High-level Conference which takes place at ICAO Headquarters from 12 to 14 September. Your participation would be greatly welcomed.

I wish to thank our Conference partners for joining with us to make this event possible. I am confident that our dialogue will produce real results that will benefit all stakeholders.

APPENDIX C

**JOINT CONFERENCE ON ENHANCING AIR CARGO SECURITY AND FACILITATION
5-6 JULY 2012, ORCHARD HOTEL, SINGAPORE**

**OPENING REMARKS BY MR KUNIO MIKURIYA
SECRETARY-GENERAL, WORLD CUSTOMS ORGANIZATION (WCO)**

Why is Customs involved in air cargo security? WCO's mission is to enhance efficiency and effectiveness of Customs more concretely by setting standards, promoting international co-operation and, providing capacity building assistance. Traditionally, Customs' role has been revenue collection, fighting against illicit trade and trade facilitation.

Following the 2001 terrorist attacks in US, Customs' mission evolved to include trade security. As a response, the WCO developed SAFE Framework of Standards to facilitate and secure global supply chain – in cooperation with other relevant international organizations, including the ICAO and IMO which had already developed ISPS Code for security of ships and maritime ports.

Initially, we had more focus on maritime security but the 2010 air cargo incident, where Yemen air cargo packages to US involving explosives were intercepted in UK and Dubai, made us turn our focus on air cargo security. While air cargo security is primarily the responsibility of aviation regulators, the WCO discussed internally and agreed that in the same manner as maritime trade, Customs can provide help in enhancing security as we have knowledge of trade and traders.

In 2011, at the WCO Council Session, we invited the ICAO Secretary-General, US DHS Secretary Janet Napolitano and her counterpart Commissioner Semeta from the European Commissioner, as well as the President of UPS International from the private sector, showing cooperation among States, International Organizations and businesses. This was intended to send a strong message to the international community that aviation authorities and Customs can work together to enhance air cargo security and facilitation. From there, the WCO and ICAO started joint experts meetings in Brussels and Montreal. While SAFE is a framework of standards for multi-modal transport system, consist of Customs-to-Customs cooperation and Customs-to-Business partnership as the two major pillars, partnership between Customs and other agencies is also recognised essential – in the content of this Conference, with the aviation regulators. As business partnership is important, the WCO also invites experts from industry for the experts meeting, e.g. IATA, GEA and another international organization, UPU, due to the huge amount of small consignments by air transport.

Since then, the WCO has been making progress, especially in the two areas which ICAO Secretary-General has just mentioned. One, sharing of advance information and data – this could be useful for assessing the risk of air cargo, for both Customs and aviation regulators. Two, seeking synergy between the ICAO's air cargo programme and the WCO's AEO programme.

The WCO has continued to work on trade security and facilitation. Last week, the WCO Council Session:

- Noted on progress made together with ICAO.

- Witnessed the conclusion of MRA between Singapore and China on AEO programmes as an example of Customs-to-Customs co-operation.

- Agreed to work on emerging and evolving risks including, reviewing tools and programmes with partner administrations and international organizations like ICAO.

- Launched of the Economic Competiveness Package to show Customs' contribution to economic development, in face of economic difficulties worldwide, including Customs-Business Partnership and enhancing co-ordination among agencies in border management. And of course, security is part of competitiveness.

This Conference provides a platform for strengthening the efforts by the ICAO and WCO which should be supported and implemented at national level. I would like to encourage dialogue, understanding of each other, and cooperative ties among different players, including aviation regulators, Customs and businesses, for the benefit of better world. Finally, I thank Singapore for hosting this important forum.

APPENDIX D

**INTERNATIONAL CIVIL AVIATION ORGANIZATION – WORLD CUSTOMS
ORGANIZATION**

JOINT COMMUNIQUÉ

**ON ENHANCING AIR CARGO SECURITY AND FACILITATION
– SYNERGY THROUGH COOPERATION**

**Singapore
6 July 2012**

The Singapore Ministry of Transport, Singapore Customs, the International Civil Aviation Organization (ICAO) and the World Customs Organization (WCO) convened a Joint Conference on the subject of enhancing air cargo security, in Singapore from 5 to 6 July 2012.

The conference sought to raise awareness of the cooperation between ICAO and WCO, and to encourage aviation security and customs authorities to coordinate their efforts to further strengthen air cargo security and facilitation.

AIR CARGO SECURITY AND FACILITATION

Air cargo is an important component of global trade and international civil aviation. The ability to move goods securely and efficiently by air contributes significantly to international commerce and economic development. The protection of the air cargo supply chain is also critical to the safety and security of civil aviation.

The threat from international terrorism remains a major concern, and the possibility of terrorists exploiting vulnerabilities in air cargo security as a means to attack civil aviation and the supply chain is real. There is a need to respond to current and emerging threats and to strengthen air cargo security accordingly.

The global supply chain is a complex system of interconnected parties. Collaboration between those parties is essential to ensure effective security risk management. The authorities responsible for customs and aviation security, airport and airline operators, shippers, freight forwarders and cargo agents and other stakeholders must coordinate their efforts to ensure the safe, secure and efficient movement of goods.

**THE ROLE OF ICAO, THE WCO, AVIATION SECURITY
AND CUSTOMS AUTHORITIES**

ICAO and the WCO are the principal international organizations that provide standards, recommended practices and guidance material for States in the fields of air cargo security and facilitation. ICAO and national transport security authorities are the leaders in aviation security, and the WCO and national customs authorities can play a supporting role.

Aviation security and customs authorities work with operators to ensure that air cargo is subject to the required security and facilitation measures to enable it to be carried securely and efficiently by air. Such measures may require the inspection of goods and conveyances by aviation security and customs authorities.

THE ICAO AND WCO INSTRUMENTS THAT CONTRIBUTE TO AIR CARGO SECURITY AND FACILITATION

Annex 17 to the Chicago Convention on International Civil Aviation contains the ICAO Standards and Recommended Practices (SARPs) relating to the security of air cargo and air mail. The ICAO Aviation Security Manual (Doc 8973 - Restricted) provides guidance material to support the implementation of the Standards and Recommended Practices.

Annex 9 to the Chicago Convention on International Civil Aviation contains the ICAO Standards and Recommended Practices relating to the facilitation of air cargo and air mail. The ICAO Facilitation Manual (Doc 9957) provides guidance material to support the implementation of the Standards and Recommended Practices.

The SAFE Framework of Standards to Secure and Facilitate Global Trade contains the WCO's measures for delivering supply chain security through Customs-to-Customs and Customs-to-Business partnerships.

The WCO and ICAO signed a revised Memorandum of Understanding in June 2011 which aims to strengthen cooperation at the global level to protect the movement of goods and people from unlawful acts while improving the facilitation of legitimate movements, with the aim of delivering an effective and proportionate response to the threats to air cargo security.

THE WAY FORWARD

Global economic development depends on, and supports the growth of, air cargo. ICAO and WCO will work together to:

- i) Enhance international cooperation to prevent acts of unlawful interference;
- ii) Encourage close coordination between authorities at the State level responsible for aviation security and customs;
- iii) Support a risk-based approach to ensure additional security measures are applied to high-risk cargo while facilitating the movement of low-risk consignments;
- iv) Promote security measures that focus on outcomes and provide a level of operational flexibility to accommodate different circumstances;
- v) Align policy and regulatory frameworks to achieve synergy, avoid duplication, and promote mutual recognition of air cargo security regimes and joint oversight activities;
- vi) Compare the WCO SAFE Framework of Standards and ICAO's Annex 17, and supporting guidance, to assess the opportunities for including measures in each other's instruments with a view to harmonizing and aligning process to the greatest extent possible;
- vii) Examine in detail the similarities and differences of the two security programmes and make recommendations for amendments to the relevant instruments, in order to achieve a greater level of compatibility and potential for mutual recognition and joint oversight, with a view to reducing the administrative burden for regulators and the private sector;
- viii) Promote the establishment of supply-chain security processes by States;

- ix) Reinforce the principle that security controls should be implemented at the point of origin and cargo protected from unauthorized interference thereafter;
- x) Encourage the sharing of information and best practice between all relevant parties in the air cargo supply chain;
- xi) Ensure that aviation security and Customs authorities are aware of each other's frameworks, mandates, and tools in order to identify ways to strengthen coordination and efficiency at the operational level;
- xii) Determine how electronic advance cargo information can be used to support risk management in air cargo security by identifying threats and implementing the appropriate countermeasures;
- xiii) Monitor and evaluate the results of pilot exercises to collect advance information for the purposes of risk analysis. Where appropriate, determine how best to make that information available to the relevant aviation security agencies and other stakeholders;
- xiv) Ensure that international governmental institutions, and industry stakeholders and their representative organizations, are involved in the process of developing air cargo security measures to achieve practical, sustainable and effective solutions; and
- xv) Promote capacity-building assistance to support the implementation of air cargo security and facilitation measures.

— END —