



NOTA DE ESTUDIO

CONFERENCIA DE ALTO NIVEL SOBRE SEGURIDAD DE LA AVIACIÓN (HLCAS)

Montreal, 12 al 14 de septiembre de 2012

**Cuestión 2 del
orden del día: Mejorar la seguridad de la carga aérea**

**CONFERENCIA CONJUNTA OACI-OMA-SINGAPUR SOBRE
EL MEJORAMIENTO DE LA SEGURIDAD Y LA FACILITACIÓN DE LA CARGA AÉREA**

(Nota presentada por Singapur)

RESUMEN

Singapur, la OACI y la OMA organizaron conjuntamente una conferencia sobre “*Mejoramiento de la seguridad y facilitación de la carga aérea — Sinergia mediante la cooperación*”, los días 5 y 6 de julio de 2012, en Singapur. La Conferencia conjunta y el Comunicado conjunto conexo se basan en el Memorando de acuerdo existente suscrito por la OACI y la OMA en junio de 2011, y reafirman el compromiso de ambas organizaciones de trabajar para lograr una cadena de suministro de la carga aérea segura y eficiente.

Medidas propuestas a la Conferencia: Se invita a la Conferencia de alto nivel sobre seguridad de la aviación a apoyar las medidas propuestas en el párrafo 4.

1. INTRODUCCIÓN

1.1 Singapur, la OACI y la OMA organizaron conjuntamente una conferencia sobre “*Mejoramiento de la seguridad y facilitación de la carga aérea — Sinergia mediante la cooperación*”, los días 5 y 6 de julio de 2012, en Singapur. El evento, que representó un hito, tuvo por objeto incrementar el entendimiento y la conciencia de las autoridades encargadas de seguridad de la aviación y de aduanas con respecto a las políticas y operaciones de cada una de ellas, e identificar sinergias para fortalecer la coordinación y cooperación entre ellas y otras partes interesadas. El objetivo fue reforzar la resiliencia de la cadena de suministro mediante el mejoramiento de la seguridad y la facilitación de la carga aérea reduciendo la duplicación y aumentando la eficiencia y eficacia.

2. CONFERENCIA CONJUNTA OACI-OMA-SINGAPUR SOBRE EL MEJORAMIENTO DE LA SEGURIDAD Y LA FACILITACIÓN DE LA CARGA AÉREA

2.1 Singapur apoya enérgicamente los esfuerzos de la OACI y la OMA para armonizar sus normas de seguridad con respecto a los envíos de carga aérea y la facilitación del movimiento de la carga

aérea a escala mundial. Como símbolo de la asociación de Singapur, el Sr. Pang Kin Keong, Secretario permanente del Ministerio de Transporte de Singapur, se unió al Sr. Raymond Benjamin, Secretario General de la OACI, y al Sr. Kunio Mikuriya, Secretario General de la OMA, en los discursos de fondo para presentar la orientación estratégica y la fuerza propulsora de la Conferencia. Los discursos se adjuntan en los Apéndices A a C. El evento reunió a más de 360 participantes de 40 países, y contó con una representación significativa de los encargados de la reglamentación, la industria y las organizaciones internacionales.

2.2 Una amplia variedad de expertos y oradores del sector de la reglamentación y la industria compartieron sus ideas y perspectivas acerca de la situación actual y las últimas novedades en el ámbito de la seguridad y la facilitación de la carga aérea. Se refirieron, asimismo, a los desafíos que enfrentan los interesados y al aprovechamiento de las sinergias para fortalecer la cooperación y la colaboración, al igual que a las maneras en que las autoridades encargadas de la seguridad de la aviación y de aduanas podían trabajar conjuntamente para reforzar su colaboración con todos los interesados. Los expertos de la Organización Marítima Internacional (OMI) y la Unión Postal Universal (UPU) también compartieron sus perspectivas acerca de la forma en que podían intercambiarse las lecciones comunes entre los distintos modos de transporte, dado el carácter multimodal de los movimientos de la carga.

2.3 En la Conferencia los participantes deliberaron animadamente y el acuerdo fue general con respecto a la necesidad de mayor coordinación y coherencia en la adopción de enfoques basados en los riesgos en relación con la seguridad y la facilitación de la carga aérea, y a la necesidad de avanzar hacia un enfoque basado en los resultados en materia de seguridad. Se recalcó, asimismo, la necesidad de mejorar la comunicación entre los interesados y compartir la información sobre medidas operacionales y sobre la carga a efectos de evaluar los riesgos. Además, los participantes destacaron la importancia de acrecentar la cooperación a escala multilateral, internacional y nacional para reforzar la resiliencia de la cadena de suministro mediante el mejoramiento de la seguridad y la facilitación de la carga aérea reduciendo la duplicación y aumentando la eficiencia y eficacia.

3. RESULTADOS

3.1 Además de lo productivas que resultaron las deliberaciones, la OACI y la OMA emitieron un Comunicado conjunto en el que se señalaban los pasos siguientes que ambas organizaciones emprenderían para acrecentar su colaboración con respecto a la seguridad de la carga aérea frente a los actos de interferencia ilícita facilitando, al mismo tiempo, el movimiento legítimo de mercancías por vía aérea en todo el mundo. El Comunicado conjunto figura en el Apéndice D.

3.2 La Conferencia conjunta refleja el compromiso de alto nivel de la OACI y la OMA de trabajar juntas, y con la industria, para fortalecer la colaboración entre las autoridades encargadas de la seguridad de la aviación y de aduanas con el propósito de mejorar la seguridad y la facilitación de la carga aérea. Asimismo, proporciona a todos los interesados nuevas vías de colaboración entre ellos, especialmente entre las autoridades encargadas de la seguridad de la aviación y de aduanas, y con el sector privado, con el fin de responder de manera eficaz y proporcionada a las amenazas a la seguridad de la carga aérea.

4. MEDIDAS PROPUESTAS A LA CONFERENCIA

4.1 Se invita a la Conferencia de alto nivel sobre seguridad de la aviación a:

- a) tomar nota de los esfuerzos y resultados de esta Conferencia conjunta y del compromiso de la OACI y la OMA de trabajar conjuntamente para mejorar la seguridad y la facilitación de la carga aérea según se establece en el Comunicado conjunto sobre el mejoramiento de la seguridad y la facilitación de la carga aérea; y

- b) apoyar los esfuerzos de las autoridades nacionales encargadas de la seguridad de la aviación y de aduanas para acrecentar la cooperación y la colaboración con el fin de seguir fortaleciendo la seguridad y la facilitación de la carga aérea, y contribuir con las iniciativas de la OACI, la OMA y otras organizaciones internacionales con el propósito de desarrollar un sistema de carga aérea seguro y eficaz.

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.

APÉNDICE D

ORGANIZACIÓN DE AVIACIÓN CIVIL INTERNACIONAL – ORGANIZACIÓN MUNDIAL DE ADUANAS

COMUNICADO CONJUNTO

MEJORAMIENTO DE LA SEGURIDAD Y LA FACILITACIÓN DE LA CARGA AÉREA – SINERGIA MEDIANTE LA COOPERACIÓN

**Singapur
6 de Julio de 2012**

El Ministerio de Transporte de Singapur, la Autoridad de aduanas de Singapur, la Organización de Aviación Civil Internacional (OACI) y la Organización Mundial de Aduanas (OMA) convocaron una conferencia conjunta sobre el mejoramiento de la seguridad de la carga aérea, en Singapur los días 5 y 6 de julio de 2012.

La Conferencia tenía por objetivo aumentar la conciencia de cooperación entre la OACI y la OMA, y alentar a las autoridades encargadas de la seguridad de la aviación y de las aduanas a coordinar sus esfuerzos para reforzar aún más la seguridad y mejorar la facilitación de la carga aérea.

SEGURIDAD Y FACILITACIÓN DE LA CARGA AÉREA

La carga aérea es un componente importante del comercio mundial y de la aviación civil internacional. La capacidad de mover mercancías en forma segura y eficiente por vía aérea contribuye significativamente al comercio internacional y al desarrollo económico. La protección de la cadena de suministro de la carga aérea también es fundamental para la seguridad operacional y la protección de la aviación civil.

La amenaza del terrorismo internacional sigue siendo una preocupación importante, y la posibilidad de que los terroristas se aprovechen de las vulnerabilidades de la seguridad de la carga aérea como medio para perpetrar actos contra la aviación civil y la cadena de suministro, es real. En consecuencia, es necesario responder a las amenazas actuales y emergentes y reforzar la seguridad de la carga aérea.

La cadena de suministro mundial es un sistema complejo de partes interrelacionadas. La colaboración entre sus partes es esencial para asegurar la gestión efectiva del riesgo en la seguridad. Las autoridades encargadas de la seguridad de la aviación y las aduanas, los explotadores de aeropuertos y líneas aéreas, los despachadores, expedidores, consolidadores y agentes de carga, y demás partes interesadas deben coordinar sus esfuerzos para asegurar el movimiento de mercancías en forma segura, protegida y eficiente.

FUNCIONES DE LA OACI, LA OMA, Y DE LAS AUTORIDADES DE SEGURIDAD DE LA AVIACIÓN Y DE ADUANAS

Las principales organizaciones internacionales generadoras de normas, recomendaciones y documentos de orientación para los Estados en los ámbitos de seguridad y facilitación de la carga aérea son la OACI y la OMA. La OACI y las autoridades nacionales de seguridad del transporte son los líderes en seguridad de la aviación y la OMA y las autoridades nacionales de aduanas pueden desempeñar una función de apoyo.

Las autoridades de seguridad de la aviación y de aduanas trabajan con los explotadores para cerciorarse de que la carga aérea se someta a las medidas de seguridad y facilitación requeridas para que pueda ser transportada por vía aérea en forma segura y eficiente. Dichas medidas pueden requerir la inspección de mercancías y envíos por las autoridades de seguridad de la aviación y de aduanas.

INSTRUMENTOS DE LA OACI Y LA OMA QUE CONTRIBUYEN A LA SEGURIDAD Y FACILITACIÓN DE LA CARGA AÉREA

El Anexo 17 del Convenio de Chicago sobre Aviación Civil Internacional contiene las normas y métodos recomendados (SARPS) relativos a la seguridad de la carga aérea y el correo aéreo. El Manual de seguridad de la aviación (Doc 8973 – de distribución limitada) de la OACI proporciona textos de orientación en apoyo a la aplicación de las normas y métodos recomendados.

El Anexo 9 del Convenio de Chicago sobre Aviación Civil Internacional contiene las normas y métodos recomendados relativos a la facilitación de la carga aérea y el correo aéreo. El Manual de facilitación (Doc 9957) de la OACI proporciona textos de orientación en apoyo a la aplicación de las normas y métodos recomendados.

El Marco normativo SAFE de la OMA para asegurar y facilitar el comercio global, contiene medidas para asegurar la cadena de suministro mediante asociaciones entre autoridades de aduanas y entre autoridades de aduanas y las empresas.

La OMA y la OACI suscribieron un Memorando de acuerdo en junio de 2011 dirigido a reforzar la cooperación a nivel global para proteger el movimiento de las mercancías y a las personas contra actos ilícitos, mejorando a la vez la facilitación de los movimientos legítimos, con miras a responder eficazmente y en forma proporcionada a las amenazas a la seguridad de la carga aérea.

TRABAJO FUTURO

El desarrollo económico mundial depende del crecimiento de la carga aérea, y a su vez lo promueve. La OACI y la OMA trabajarán conjuntamente para:

- i) Promover la cooperación internacional para prevenir los actos de interferencia ilícita;
- ii) Fomentar la cooperación estrecha entre las autoridades responsables de la seguridad de la aviación y de las aduanas a nivel estatal;
- iii) Apoyar un enfoque basado en el riesgo para asegurar que se apliquen medidas de seguridad adicionales a la carga de alto riesgo, y se facilite el movimiento de los envíos de bajo riesgo;
- iv) Promover medidas de seguridad centradas en resultados, y con un nivel de flexibilidad operacional que permita adaptarlas a distintas circunstancias;
- v) Alinear los marcos normativos y de política para crear sinergias, evitar duplicación, y promover el reconocimiento mutuo de los sistemas de seguridad de la carga aérea y las actividades conjuntas;
- vi) Comparar el marco normativo SAFE de la OMA y el Anexo 17 de la OACI, y las orientaciones conexas, a fin de evaluar oportunidades para incluir en los instrumentos de cada parte medidas que armonicen los procesos en la mayor medida posible;

- vii) Examinar en detalle las similitudes y diferencias entre los dos programas de seguridad y formular recomendaciones de enmienda de los instrumentos pertinentes, a fin de lograr un mayor nivel de compatibilidad y potencial de reconocimiento mutuo y de supervisión conjunta, con miras a reducir la carga administrativa para los reguladores y el sector privado;
- viii) Promover el establecimiento de procesos de seguridad de la cadena de suministro por parte de los Estados;
- ix) Reiterar el principio según el cual los controles de seguridad deben aplicarse en el punto de origen y protegerse la carga desde ese momento contra interferencia no autorizada;
- x) Fomentar el intercambio de información y de las mejores prácticas entre todas las partes interesadas en la cadena de suministro de la carga aérea;
- xi) Asegurar que las autoridades de seguridad de la aviación y aduaneras conozcan los marcos, mandatos e instrumentos de la otra parte, a fin de identificar formas de reforzar la coordinación y la eficiencia a nivel operacional;
- xii) Determinar la forma de utilizar la información electrónica anticipada sobre la carga para apoyar la gestión del riesgo en el área de la seguridad de la carga aérea, identificando amenazas y aplicando las medidas apropiadas para contrarrestarlas;
- xiii) Hacer el seguimiento y evaluar los resultados de los proyectos piloto para obtener información anticipada para fines de análisis. Cuando sea apropiado, determinar la mejor forma de transmitir esa información a los organismos de seguridad de la aviación y a otras partes interesadas pertinentes;
- xiv) Asegurar que las instituciones internacionales gubernamentales y las partes interesadas de la industria y las organizaciones que los representan participen en el proceso de determinación de las medidas de seguridad de la carga aérea, a fin de obtener soluciones prácticas, sostenibles y eficaces; y
- xv) Promover la asistencia para desarrollar la capacidad que permita apoyar la implementación de las medidas de seguridad de la carga aérea y de facilitación.