

NEWS RELEASE

Please find here a news release issued today by GACAG

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GACAG CALLS FOR INDUSTRY PARTICIPATION, GLOBAL APPROACH TO ADVANCE ELECTRONIC INFORMATION FOR AIR CARGO SECURITY

The issuing of ad hoc directives and potentially impractical rules by national regulatory bodies seeking to implement advance electronic information would have an adverse and costly impact on air cargo security, warns the Global Air Cargo Advisory Group (GACAG). It is calling for regulators to work closely with the air cargo industry to develop rules and regulations in this area. GACAG is also calling for broad industry participation in the ongoing Air Cargo Advance Screening (ACAS) pilot under way in the United States, and for all parties to consider the results of that pilot in developing global standards.

Michael Steen, Chairman of GACAG, said: "We are a global industry and it is critical that we work with regulators to develop a global, harmonized approach in this area. We believe there will be great value from our industry members' participation in the ACAS pilot in the U.S., and on drawing lessons from that pilot towards a globalized and harmonized outcome."

In its new position paper on Air Cargo Advance Electronic Information for Security Purposes, GACAG says it fully endorses and supports efforts to constantly improve security in the international air cargo supply chain and supports the use of advance electronic information for risk assessment purposes in accordance with the World Customs Organization's SAFE Framework of Standards and other applicable international security standards. The Group says it supports the use of Regulator-Industry consultation, collaboration and pilot programs as the means of developing these programs, such as the ACAS initiative in the United States led by U.S. Customs and Border Protection and Transportation Security Administration.

However, GACAG warns against

national authorities taking a non-uniform approach to the implementation of advance electronic data requirements for security, stating that this could result in added bureaucracy, additional costs and less predictability for the aviation sector. GACAG also believes that consultation and collaboration between regulators and industry are key to finding a workable approach.



Steen added: "There has been a recent significant increase in the number of countries seeking to implement advance electronic information but as some countries may not be following the advance electronic information standards published in the WCO SAFE Framework, it is creating confusion and additional costs to the aviation sector. In their respective efforts to further secure the air cargo supply chain, some countries have been releasing ad hoc directives - including consideration of advance electronic information prior to loading - without adequate time for discussion, resulting in regulations that the industry may be unable to fulfill."

GACAG is recommending a series of measures that need to be addressed

in order to achieve an orderly rollout of advance electronic information requirements for security purposes. The Group's recommendations include a call for authorities to recognize that different segments of the air cargo industry have very different business models such as integrators, consolidation through freight forwarders, etc. Therefore, it says, advance data requirements for security risk assessment purposes should allow for multiple originators of filings based on the availability of the information, while also limiting multiple submissions of the same information. GACAG also suggests that importers, exporters or their agents should provide authorities with goods declarations (e.g. house waybill information) for security risk assessment purposes as early as possible. It also believes authorities should provide electronic notification of a security concern, where possible, in order to coordinate containment.

GACAG's full position paper and recommendations on advance electronic data for air cargo security are published on its website at www.gacag.org.



About GACAG

The Global Air Cargo Advisory Group (GACAG) is an industry advisory group formed in November 2010 to ensure the air cargo industry has a strong, unified voice in its dealings with worldwide regulatory authorities and other bodies whose decisions directly impact on air cargo. The four founding members of GACAG are the International Federation of Freight Forwarders Associations (FIATA), the International Air Transport Association (IATA), the Global Shippers' Forum (GSF), and The International Air Cargo Association (TIACA). The group has targeted four priority areas: security, e-commerce, customs and trade facilitation, and sustainability of the global air cargo industry.



About TIACA

TIACA is a not for profit trade association for the air cargo industry, pledged to support and assist progressive liberalization of the global market, and easier, enhanced trade between developing and developed economies. It is a worldwide organization that serves a membership which includes all major segments of the air cargo and logistics industry; airlines, forwarders, airports, ground handlers, all-cargo carriers, general sales agents, road carriers, customs brokers, third party logistics companies, integrators, technology and equipment providers, shippers, and educational institutions.

To accomplish its mission and role, TIACA engages in activities that are geared to improve industry cooperation, promote innovation, share knowledge, enhance quality and efficiency, and

develop educational programs. TIACA's activities are aimed to inform both the public and its membership about the role and importance of air cargo, industry developments and technical trends. TIACA is committed to representing and advocating the interests of the air cargo industry at meetings of relevant regulatory bodies including the WCO, ICAO, UNCTAD, OECD and others that are open to trade observers.



About IATA

IATA (International Air Transport Association) represents some 240 airlines comprising 84% of global air traffic. Over 60 years, IATA has developed the commercial standards that built a global industry. Today, IATA's mission is to represent, lead and serve the airline industry. IATA works with its members and global regulatory authorities to improve aviation safety, security, environmental performance and efficiency. It seeks to improve understanding of the industry among decision makers and increase awareness of the benefits that aviation brings to national and global economies. IATA can be followed at <http://twitter.com/iata2press> for news specially catered for the media.



About FIATA

FIATA, the International Federation of Freight Forwarders Associations was founded in Vienna, Austria on May 31, 1926. It is a non-governmental organization that today represents an industry covering approximately 40,000 forwarding and logistics firms, employing around 8-10 million people in 150 countries.

FIATA has consultative status with the Economic and Social Council (ECOSOC) of the United Nations (inter alia ECE, ESCAP, ESCWA), the United Nations Conference on Trade and Development (UNCTAD), and the UN Commission on International Trade Law (UNCITRAL). It is recognized as representing the freight forwarding industry by many other governmental organizations, governmental authorities, private international organizations in the field of transport such as the European Commission (through CLECAT), the International Chamber of Commerce (ICC), the International Air Transport Association (IATA), the International Union of Railways (UIC), the International Road Transport Union (IRU), the World Customs Organization (WCO), the World Trade Organization (WTO), etc.



About GSF

The Global Shippers' Forum is the world wide body that represents shippers and transport users internationally. The GSF comprises the major national and regional shippers' organizations in Europe, North America, Asia and Africa representing over 50 countries across the world's major trading regions.

The GSF was established to promote competitive global transport markets and supply chains to further the development of international trade and commerce. In this regard, a prime policy objective of the GSF is to promote efficient and competitive global supply chains.