

**COAC Global Supply Chain Subcommittee - ACAS RECOMMENDATIONS FOR PUBLIC MEETING – 07AUG13**

1. Recognizing the unique constraints that necessarily accompany the earliest possible transmission of raw data and the significant impact that the language of the ACAS regulations will have on advance data requirements worldwide, draft ACAS-specific data element definitions that
  - a. are more expansive than the equivalent Air AMS data element,
  - b. promote the earliest possible transmission of data for targeting, and
  - c. match as closely as possible the working definitions that have been used and proven effective during the pilot period.

(UPDATE – APPROVED UNANIMOUSLY BY FULL COAC)

2. Develop an efficient and well-crafted ACAS compliance regime that
  - a. adopts an account-based management approach, including the establishment of a carrier account manager structure for advance cargo data, analogous to that which exists for the advance passenger information system, that allows the full picture of a participant and its compliance level to be taken into account in the determination of appropriate compliance measures,
  - b. focuses on the quickest possible identification and remediation of compliance failures, as opposed to devoting limited resources on both the industry and government side to the imposition of transaction-based monetary penalties and subsequent time-consuming mitigation process,
  - c. that targets negligently or intentionally non-compliant parties, particularly those found to be engaging in fraud, and employs broad discretion in the determination to assess liquidated damages against generally compliant parties demonstrating robust efforts to meet ACAS requirements, and
  - d. includes a sufficiently long period of informed compliance to allow the trade to make all necessary process changes and IT system modifications to meet ACAS requirements.

(UPDATE – APPROVED UNANIMOUSLY BY FULL COAC)

3. Ensure that the filing regime is designed to achieve ACAS’s primary policy objectives – namely, enhancing air cargo security by obtaining the earliest possible data submission, while simultaneously avoiding unnecessary negative impacts on air carrier operations, the air cargo business model, and the movement of legitimate goods. In particular:
  - a. Recognize both the Integrated Carrier – Conventional Carrier business model and the Freight Forwarder – Conventional Carrier business model, as well as the integrated carriers, conventional carriers and freight forwarders themselves, as distinct entities with regard to commercial practices, operational characteristics and technological capacities that necessitate unique self-filing regimes in terms of pre-requisites for participation and regulatory responsibility.
  - b. Recognize ACAS as a discrete advance data system justifying development of a specific self-filing regime that differs from Air AMS in terms of pre-requisites for participation and regulatory responsibility.

(UPDATE – APPROVED BY A VOTE OF 18-2 BY FULL COAC)