



FACILITATION (FAL) DIVISION — TWELFTH SESSION

Cairo, Egypt, 22 March to 2 April 2004

Agenda Item 3: Implementing modernized provisions for facilitation and security in air cargo service operations
3.2: Security

SECURITY – AIR CARGO

(Presented by Pakistan)

1. There is a need to examine/screen each parcel/item containing perishable and dry cargo before sealing to load on aircraft. Various measures are enforced to ensure that the cargo meets the safety requirements of the airlines prior to loading on the aircraft. These include either screening of cargo or undergoing a cooling period from 24 to 48 hours. In order to ensure safe movement of cargo and to further streamline the aforesaid process, equipping the cargo terminals with scanning machines is deemed urgent. However, this practice has its own advantages and disadvantages. Therefore, the following measures are suggested:

- a) Scanning machines should be installed at such a location from where onward no further checking is required by any other agency. No X-ray machine can detect narcotics to a satisfactory level. Therefore, primary objective of the scanning would be ensured.
- b) All handling agents and known shippers/consignors should be registered with the appropriate agency responsible for safeguarding of the aviation industry. The employees of such agents/companies should be security-cleared by appropriate intelligence agencies after a suitable interval.
- c) Cargo should be received only from known shippers, duly vetted by security/intelligence agencies.
- d) Retaining cargo for a cooling period of 24 hours is an obsolete procedure in the modern era, as devices for security checking of cargo are available. Every shipment should be screened prior to storage by the operators in proper warehouses and be kept under guard of their own security staff round the clock.
- e) Transportation of shipments to the aircraft should be under escort and subjected to a security clearance certificate rendered by the operator.
- f) Arriving and departing cargo should not be mixed up at any stage.

- g) ICAO may provide funds to those countries who cannot afford to procure costly security equipment.
- h) ICAO should advise each State to establish its own “Research and Development Department” linked with all ICAO signatories.
- i) Developed countries should provide funds, equipment and the latest innovations to developing countries for strengthening aviation security.
- j) Newly designed “cargo containers” capable of absorbing the impact of blast/explosion should be declared essential for cargo shipment.
- k) Airlines should give due consideration to security of cargo on a par with the level of security applied to passengers and their baggage.
- l) Security measures of airlines should be monitored by the airport security agency.
- m) Cargo should be accepted from well-reputed, registered agents for cargo handling; and
 - 1) they must be given a security programme to implement rigidly and monitor;
 - 2) the clean cargo certificate should be gradually replaced with tangible security measures.

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