



## **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**

### **UNDERTAKING THE CONCEPT OF “REGULATED AGENT” AS A PRIMARY STANDARD FOR THE SECURITY OF AIR CARGO**

(Presented by the Kingdom of Saudi Arabia)

#### **1. INTRODUCTION**

1.1 Standard 4.5.3 of ICAO Annex 17 – *Aviation Security* states:

“4.5.3 Each Contracting State shall establish measures to ensure that operators do not accept consignments of cargo, courier and express parcels or mail for carriage on passenger flights unless the security of such consignments is accounted for by a regulated agent or such consignments are subjected to other security controls to meet the requirements of 4.5.2.”

1.2 Annex 17 defines the “Regulated Agent” as an agent, freight forwarder or any other entity who conducts business with an operator and provides security controls that are accepted or required by the appropriate authority in respect of cargo, courier and express parcels or mail.

1.3 A survey study, prepared by a specialized periodical, shows that many countries do not give enough attention to regulated agent measures. Additionally, many air cargo facilities at international airports are lacking proper storage and the necessary security facilities to ensure cleanliness of shipments. This is due to:

- a) costly security inspection equipment;
- b) competition among air carriers in pursuit of compiling and transporting as many shipments as possible by giving air cargo agents large discounts for fetching as many shipments as possible. As a result, the security factor receives less attention and the consequential extent of risk latent in air cargo operations is marginalized; and
- c) the types and sizes of shipments that are fetched through air cargo agents and offices are difficult to pass through the security check equipment. Thus, the state of air cargo at many international airports that do not employ the regulated agent concept, evokes

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<sup>1</sup> Arabic version provided by the Kingdom of Saudi Arabia.

security fears, and must be handled properly, since most of these shipments are transported by passenger flights.

## **2. SECURITY AND OPERATIONAL ADVANTAGES OF THE CONCEPT OF REGULATED AGENT**

2.1 Following are some of the advantages and gains that can be achieved by adopting the regulated agent concept:

- a) High level of confidence and security can be achieved when accepting the transport of cargo shipments on passenger or cargo flights due to the applied security measures including inspection of type and nature of material by agents prior to moving them to the airport.
- b) Haphazard transport of shipments will be stopped by rejecting shipments that are not coming through approved cargo agents.
- c) Air cargo market will be organized by rejecting agents and offices who don't comply with security and operational measures as set by civil aviation authorities of the States.
- d) Accumulation of goods and packages due to compilation of consignments for different cool-off periods at airports will be decreased.
- e) Transport of express parcels, mail and cargo from regulated agents will be immediate by the time they arrive at the airport due to the control and security measures as used and as enforced by the competent authority.
- f) Spirit of competition will be created among agents and air cargo offices to gain as much space as possible on board of aircraft upon obtaining licenses regulating their work under regulated agent.

## **3. RECOMMENDATION**

3.1 The Kingdom of Saudi Arabia urges the ICAO Contracting States to give the security of air cargo enough importance and attention and to start undertaking the concept of the regulated agent. The regulated agent concept has been prepared and approved by the Kingdom of Saudi Arabia and the application thereof is underway. However, the air cargo sources are unlimited, and failure to undertake the system collectively by all member States makes useless the efforts of certain countries in assuring the cleanliness and safety of shipments that are placed in aircraft storage areas, especially, when most of the shipments are dispatched on passenger and not cargo aircraft.

## **4. ACTION BY THE DIVISION**

4.1 The Division is invited to review the above recommendation.

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