



WORKING PAPER

ASSEMBLY — 38TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 13: Aviation Security – Policy

AIR CARGO AND MAIL SECURITY

(Presented by Indonesia)

EXECUTIVE SUMMARY

This paper provides information and discusses the implementation of security screening of air cargo and mail in Indonesia, including several challenges faced by the Directorate General of Civil Aviation, Indonesia in improving security on air cargo and mail, and proposes to accelerate the adoption of new Standards and Recommended Practices (SARPs) in Annex 17 on the implementation of the secure supply chain that can be implemented by all Member States.

Action: The Assembly is invited to:

a) request the Council to accelerate the adoption of new aviation security Standards and Recommended Practices relating to the implementation of the secure supply chain for implementation and application by all Member States; and

b) request the Council to take into account customs and mail security requirements, so that new aviation security SARPs relating to the implementation of secure supply chain will be harmonized and synergized with applicable customs and mail security requirements.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective B — <i>Security</i> .
<i>Financial implications:</i>	No additional resources required.
<i>References:</i>	None

1. INTRODUCTION

1.1 The volume of cargo and mail in Indonesia is increasing significantly. Recently, cargo security handling has become more difficult, especially the monitoring and controlling process at several large international airports in Indonesia. In order to improve aviation security, the Directorate General of Civil Aviation (DGCA) of Indonesia ensures the security of air cargo shipments by implementing the regulated agent regime in the air cargo and mail screening processes.

2. RECENT CONDITIONS OF REGULATED AGENTS

2.1 As required by ICAO Annexes 17 and 18, Indonesia requires airlines to be responsible for security of cargo and mail loaded into aircraft. Airlines are able to delegate security screening to regulated agents (RA) and/or known consignors. The RA regime has been implemented since 4 September 2011.

2.2 In Indonesia, the process of cargo security screening shall be performed outside the airport security restricted area because of the following reasons:

- a) screening of cargo in large volume is not easy to be completed in the Security Restricted Area due to constraints of space, personnel and cargo screening facilities;
- b) major accumulations of cargo and mail cannot be screened effectively and efficiently at the same time without interference with the flow of air cargo and mail;
- c) air cargo and mail shipments are closely related to commercial aspects which can create conflict of interest for the entity performing the screening;
- d) security screening for cargo and mail items is performed to ensure that there are no prohibited items loaded onto and carried by aircraft; and
- e) cargo and mail in the airport Security Restricted Area shall be ready for carriage, not on a long stand-by and waiting for screening.

3. CHALLENGES

3.1 The DGCA frequently faces challenges in the implementation of air cargo security processes such as the following:

- a) aviation security regulations and custom regulations are presently not harmonized and need to be synchronized in terms of Regulated Agent implications; and
- b) regarding EU Regulation 1082/2012 relating to 'Air Cargo or Mail Carriers operating into the Union from a Third Country Airport' (ACC3), as from 1 July 2014, the Regulated Agents policy in Indonesia needs to take into account the new situation under the EU regulations.