



ASSEMBLY — 38TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 13: Aviation Security – Policy

CARGO SECURITY

(Presented by Egypt)

EXECUTIVE SUMMARY

In respect of Amendment 13 to Annex 17 — *Security* relating to the security of high-risk cargo and mail and the Standards and Recommended Practices (SARPs) contained in the Amendment which gave attention to strengthening the security measures for air cargo by the air carriers, as part of the interests of international and national legislations of Member States. This is to take more stringent measures to confront unlawful acts related to cargo and mail, and which urged to introduce a set of measures of interest to the air carriers that transport cargo and mail. Consequently, attention has been given to the implementation of measures and procedures related to air cargo.

**Action:** The Assembly is invited to:

- a) note the information and considerations in this working paper; and
- b) agree to the necessity of strengthening the measures contained in the Annex 17 SARPs, including Amendment 13, as well as the national legislations of Member States, to clarify the degree of importance of the application.

<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>	<i>Aviation Security Manual</i> (Doc 8973 — Restricted)

<sup>1</sup> Arabic version provided by Egypt.

## **1. SECURITY CONTROL OF SHIPMENT OF CARGO AND MAIL**

1.1 All air carriers of cargo and mail shall subject the shipments to the security control required by a regulated agent. Such shipments shall be protected from any unauthorized interference, starting from the period of security control to loading.

1.2 The shipment must be subjected to security control by a known consignor, and has been protected from any unauthorized interference, starting from the period of security control to loading.

1.3 The shipment must be subjected to security control from its reception from the client and has been protected from any unauthorized interference, starting from the period of security control to loading.

1.4 Audit/inspection shall be performed by any of the methods or approaches determined by the Standards and Recommended Practices and national legislations of the Member States.

1.5 Cargo consignments shall be registered, in respect of security, in the support documents, as an air transport consignment, or similar postal document, or a separate advice in electronic form or in paper.

## **2. APPOINTMENT OF A REGULATED AGENT OR KNOWN CONSIGNOR**

2.1 The cargo or mail carrier shall undertake accurately fixed operations in accordance with the security control implemented by regulated agents or known consignors whose consignments are directly accepted in their security programmes. In addition, the cargo or mail carrier shall adhere to the necessary security measures and procedures, and shall ensure that the control lists are prepared for inspection by the concerned authority and shall update the database for each regulated agent or known consignor as follows:

- a) information related to the firm, including the true professional address;
- b) type of commercial activities, with the exception of sensitive commercial information;
- c) contact information with the firm and security officer(s);
- d) legal registration number, if required.

## **3. COOPERATION WITH THE INTERNATIONAL ORGANIZATIONS CONCERNED WITH AVIATION SECURITY (INTERNATIONAL AIR TRANSPORT ASSOCIATION)**

3.1 This concerns the efforts by Egypt to participate in the Secure Freight Project, to conform with all air cargo requirements at the regional and international levels, and summary of the outcome of exchanging information among Member States and international organizations in order to enrich security measures and legislations related to air cargo.