



**HIGH-LEVEL CONFERENCE ON AVIATION SECURITY (HLCAS)**

**Montréal, 12 to 14 September 2012**

**Agenda Item 2: Enhancing air cargo security**

**AIR CARGO AND MAIL SCREENING PROCESS IMPLEMENTED  
BY REGULATED AGENTS IN INDONESIA**

(Presented by Indonesia)

**SUMMARY**

This paper provides information on the air cargo and mail screening process implemented for Regulated Agents in Indonesia, including several challenges faced by DGCA Indonesia in improving security of air cargo and mail.

**1. INTRODUCTION**

1.1 The size and volume of air cargo in Indonesia is increasing significantly over time. Recently, cargo security handling has encountered difficulties especially regarding the monitoring and controlling process at several large international airports in Indonesia.

1.2 The screening process for large size items of air cargo performed in the Security Restricted Area (Line 1) is not easy to be completed since limitations of space, aviation security personnel and cargo screening facilities can create several problems. Accumulations of cargo and mail items which cannot be carried by air can sometimes be found at several airports and may disturb the air cargo and mail flow. Moreover, air cargo and mail carried are closely related to commercial aspects, which can create conflicts of interest.

1.3 Based on the above reasons and in an attempt to improve aviation security in Indonesia, the Directorate General of Civil Aviation (DGCA) Indonesia seeks to ensure the security of air cargo shipments by implementing the Regulated Agent system in the air cargo and mail screening process.

**2. RECENT CONDITIONS OF REGULATED AGENTS**

2.1 The Regulated Agent system has a single function which can perform screening of cargo and mail in public areas. It has been fully implemented since 3 September 2011 at Soekarno-Hatta International Airport, Jakarta, for domestic and international air cargo and mail.

2.2 At this moment, there are 12 (twelve) Regulated Agents which have been certified by the DGCA and 9 others are in the process of certification. DGCA has conducted familiarization events at several airports in Indonesia in order to make this Regulated Agent policy run smoothly.

2.3 There are some procedures which need to be harmonized with other involved entities in handling of international air cargo. The DGCA will coordinate with related institutions such as the Directorate General of Customs & Excise, the Indonesia Chamber of Trade and Industry, etc.

2.4 Since the characteristic of Regulated Agents in Indonesia is that it operates in public areas (line 2), the DGCA frequently faces challenges in implementing the Regulated Agent system both in domestic air cargo and in preparing for international air cargo. Those challenges are:

- a) There are no customs temporary warehouses found outside airport security restricted areas to store cargo/mail items that have had custom clearance, especially for international air cargo.
- b) The screening process is conducted for cargo and mail from unknown shippers and known shippers. However, customs officers are able to apply the one stop service only for known shippers, but not for to unknown shippers.
- c) It is not easy to change unknown shippers to become known shippers in order to implement the one stop service in the customs area.
- d) There are several aviation security regulations and customs regulations that are not harmonized in terms of regulated agent implication, so that those regulations need to be synchronized.

2.5 In order to improve the security of air cargo and mail, and carry out the implementation of the Regulated Agent system smoothly, DGCA may take further action, for example:

- a) Certify several known shippers;
- b) Certify Regulated Agents as customs temporary warehouse (proposed to the Directorate General of Customs and Excise);
- c) Establish a team from different related agencies and organizations to be responsible for handling of problems faced by Regulated Agents.

### 3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) Urge ICAO member States to ensure close coordination at the national level between authorities responsible for air cargo security and Customs;
- b) Encourage ICAO member States to enhance international cooperation by aligning their respective policy and regulatory frameworks to the greatest extent possible, with a view to promoting mutual recognition of air cargo security regimes; and
- c) Support the efforts of ICAO and other international organizations to strengthen the global air cargo system, taking into account the need to balance security and facilitation.

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