



The New European Air Freight Security Regulations

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- I. European air cargo regulations
 - II. The “Secure Supply Chain” and its involved parties
 - III. Why air freight handling by an expert is important
 - IV. Special regulations for fine art transports in Europe (selected countries)

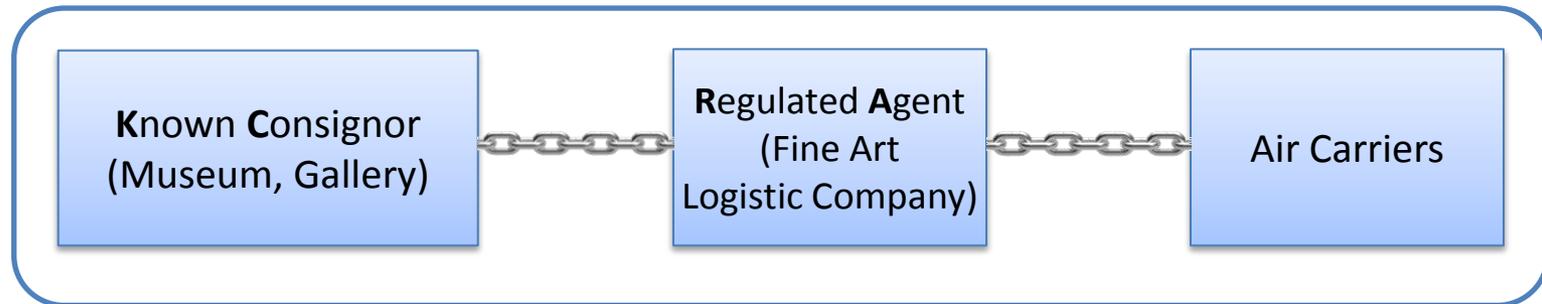
EU Reg. 300/ 2008:

- This regulation is substantial for air freight security in Europe. It forms the framework for the protection of European civil aviation. EU Reg. 300/2008 replaces the former regulation EU Reg. 2320/2002.



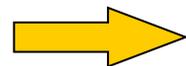
Implementing regulation EU Reg. 185/ 2010:

- EU Reg. 185/2010 gives detailed advice for all involved parties on how to implement the new security regulations.
- Among other things it describes how staff has to be trained and which processes they have to comply to.



Air carriers are obliged to only load **“secured”** air freight onto an aircraft.

Within the “Secure Supply Chain” freight can be **secured** before it is delivered to the air carrier / airport. When this is the case, shipments can be loaded onto the aircraft **without** further security checks at the airport.

 Target: Reducing security checks at the airport and acceleration / optimization of logistic processes

Known Consignor (KC):

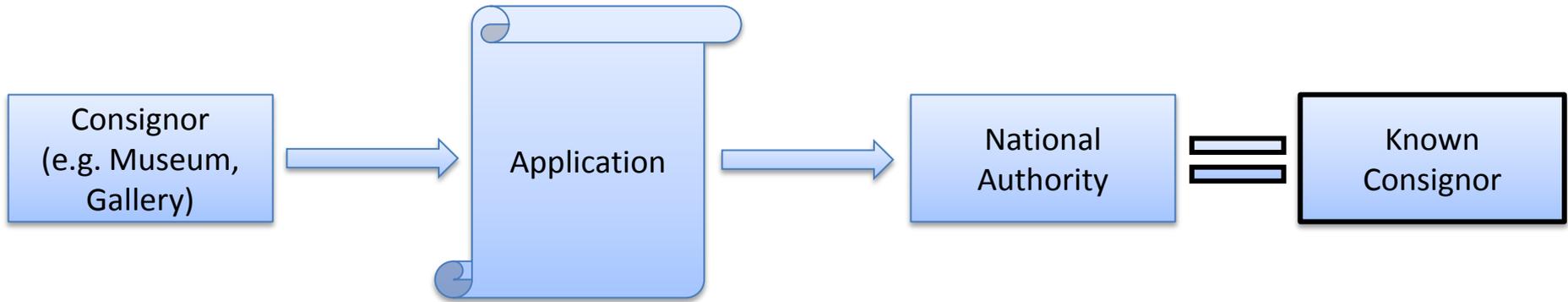
- Since **28.04.2013** KC's are certified through **national authorities** by undergoing an audition process that involves a thorough checks of their storage, infrastructure and employee training

Account Consignor (AC):

- AC originates cargo for his own account and whose procedures meet common security rules
- Shipments are **only** allowed on freighters, **not** on passenger aircrafts!

Regulated Agent (RA):

- RA's play a **central role** in the secure supply chain. They are qualified to secure and handle shipments that have the status "**unsecured**"
- Security checks are performed by specially trained and certified aviation security officers, working for the RA
- Similar to KC's, RA's are certified by national authorities, but with **higher** requirements



Requirements to become a Known Consignor :

- Implementation of security measures on every site
- Creation and submission of an air cargo security program
- Security training for staff that has access to identifiable air freight
- Background check on staff conducting yearly internal audits
- Etc.

Tasks of national authority:

- Inspection / audit of all KC locations
- Certification / denial of the KC status
- Unannounced audits to verify compliance
- Recertification after five years
- Etc.

 This certification process is **expensive** and **time consuming!**

- ➔ Until today **no** museum in **Germany** is certified as KC
- ➔ Consequences: Every shipment coming from our clients is “**unsecure**” and has to be security checked before loading onto an aircraft

Possible solutions:

- 1) Security check at the airport



- 2) Security check beforehand by a **regulated agent**



Valid control methods for freight and post shipments at the airport:

- Handsearch / visual check
- X-ray (maximum dimensions 170cm x 170cm)
- Explosive detection dogs
- Explosive trace detectors (ETD) / swipe sample
- Simulation chamber (rarely used, because too expensive)



Security checks at the airport can be dangerous for sensitive and valuable fine arts:

- Sensitive objects would be handled by airport personnel that is not trained for fine art handling
- Climate crates could be opened, if the object has to be checked by sight
- Possibility of delays due to high volumes of unsecured shipments
- Under specific circumstances: loss of insurance cover



(Example of incorrect fine art handling)

Germany:

- According to a special regulation in Germany an aviation security officer deployed by the RA is authorized to secure shipments on museums premises
- This is valid only for the transport of fine arts for museums (and art works according to customs tariff)

Austria:

- No special regulations for fine art shipments. → RA is certified to secure all kinds of freight
- Until today **no** museum in Austria is certified as KC

Netherlands:

- There are some museums that achieved the KC status
- This enables them to secure their shipments on their own behalf

France:

- RA visually controls the content of each crate and certifies the content by signature
- Delivery of shipments to the airport 4 hours prior to the departure → Instead of 24 hours when shipment is classified as “unsecure”
- **No** museum has yet received the KC status. Museums rely on RA for security purposes

Belgium / Luxembourg:

- Most museums are **not** interested in obtaining KC status and rely on RA

Spain:

- No special regulations for fine art shipments. → RA is certified to secure all kinds of freight
- So far **only 2** museums have obtained the KC status, but more museums might follow in the near future

Italy:

- No special regulations for fine art shipments. → RA is certified to secure all kinds of freight
- Until today **no** museum in Italy is certified as KC

United Kingdom:

- Out of 86 National institutions, 21 have obtained the KC status

Switzerland:

- Switzerland adopted the German special regulations for museum transports
- Until today **no** museum in Switzerland is certified as KC

 The EU regulations are a framework that every European country implements in a different way

 Regulated Agents are becoming increasingly important for European museums and their fine art transports

For this presentation please visit the hasenkamp “Air Cargo Security” webpage:

- <http://www.hasenkamp.com/en/company/air-cargo-security.html>

Further Information on European Air Freight Security Regulations and Common Rules:

- Federal Aviation Office Germany
 - www.lba.de/EN
- EU Mobility and Transport
 - Aviation Security: [Link](#)
- EU regulations
 - EU Reg. 300/2008: [Link](#)
 - EU Reg. 185/2010: [Link](#)



Thank you for your attention!

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