The New European Air Freight Security Regulations
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
**Secure Supply Chain**

**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.
Application Procedure for Known Consignors (KC)

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**!
Solutions for Unknown Consignors

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
Special regulations for fine art transports in Europe

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
More Information on European Air Freight Security

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


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

- Federal Aviation Office Germany
  - [www.lba.de/EN](http://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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