



**Federal Public Service
Mobility and Transport**
Civil Aviation Authority



TRAINING FOR STAFF WITH ACCESS TO AIR FREIGHT (DRIVERS) EC 185/2010 (11.2.7)

January 2014

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Previous acts of unlawful interference with civil aviation, terrorist acts and current threats

September 2001: aircraft hijacked and flown into the World Trade Centre in New York and the Pentagon in Washington



Procedure:

Hijacking of aircraft with knives and the taking of hostages

Results:

2,996 fatalities (including victims of flight UA 93)

Previous acts of unlawful interference with civil aviation, terrorist acts and current threats

October 2010: attempted air freight mail bomb attacks



A printer ink cartridge containing explosives, intercepted by screeners

Procedure:

Explosives concealed in printer ink cartridges

Result:

No victims

Attacks prevented by the surveillance and security services

Previous acts of unlawful interference with civil aviation, terrorist acts and current threats

Civil aviation is a target favoured by terrorists, as air disasters

- generally get a lot of media coverage
- inevitably create a climate of fear in the population



500g of explosives are enough to cause the loss of an aircraft


Knowledge of the relevant legal requirements

To able to carry secure air freight, you need:


- to be approved as a regulated agent (RA);

or

- to sign a haulier declaration (6E)

 this declaration is a statement
of commitment which has a legal value!!!

Knowledge of applicable legal regulations

 <p>Federal Public Service Mobility and Transport Civil Aviation Authority</p>	<p>COMMISSION REGULATION (EU) No 185/2010 of 4 March 2010 laying down detailed measures for the implementation of the common basic standards on aviation security</p>
	<p>ATTACHMENT 6-E HAULIER DECLARATION</p>

In accordance with Regulation (EC) N° 300/2008 on common rules in the field of civil aviation security and its implementing acts,

When collecting, carrying, storing and delivering air cargo/mail to which security controls have been applied on behalf of
(name of regulated agent/air carrier applying security controls for cargo or mail/known consignor/account consignor), I confirm that the following security procedures will be adhered to :

— All staff who transport this air cargo/mail will have received general security awareness training in accordance with point 11.2.7 of the Annex to Regulation (EU) N°185/2010;

— The integrity of all staff being recruited with access to this air cargo/mail will be verified. This verification shall include at least a check of the identity (if possible by photographic identity card, driving licence or passport) and a check of the curriculum vitae and/or provided references;

— Load compartments in vehicles will be sealed or locked. Curtain sided vehicles will be secured with TIR cords. The load areas of flat bed trucks will be kept under observation when air cargo is being transported;

— Immediately prior to loading, the load compartment will be searched and the integrity of this search maintained until loading is completed;

— Each driver will carry an identity card, passport, driving licence or other document, containing a photograph of the person, which has been issued or recognised by the national authorities;

— Drivers will not make unscheduled stops between collection and delivery. Where this is unavoidable, the driver will check the security of the load and the integrity of locks and/or

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seals on his return. If the driver discovers any evidence of interference, he will notify his supervisor and the air cargo/mail will not be delivered without notification at delivery;

— Transport will not be sub-contracted to a third party, unless the third party also has a haulier agreement with
[same name as above of regulated agent/known consignor/account consignor, or of the appropriate authority which has approved or certified the haulier]; and

— No other services (e.g. storage) will be sub-contracted to any other party other than a regulated agent or an entity that has been certified or approved and listed for the provision of these services by the appropriate authority.

I accept full responsibility for this declaration.

Name:

Position in company:

Name and address of the company:

Date:

Signature:

Company stamp:

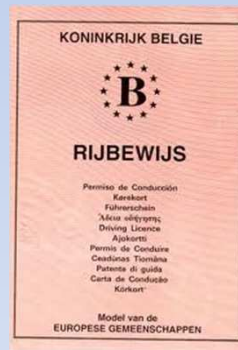
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Knowledge of applicable legal regulations

- ✓ all persons (own staff or haulier staff) transport this air cargo/mail will have received general security awareness training in accordance with point 11.2.7 of the Annex to Regulation (EU) No 185/2010;



- ✓ The integrity of all staff being recruited with access to this air cargo/mail will be verified. This verification shall include at least an identity check (if possible by photographic identity card, driving licence or passport) and a check of the curriculum vitae and/or provided references;



- ✓ Load compartments in vehicles will be sealed or locked. Curtain sided vehicles will be secured with TIR cords. The load areas of flat bed trucks will be kept under permanent observation when air cargo is being transported;



- ✓ Immediately prior to loading, the load compartment will be searched and the integrity of this search maintained until loading is completed (= load compartment locked or sealed);



- ✓ Each driver will carry an identity card, passport, driving licence or other document, containing a photograph of the person, which has been issued or recognised by the national authorities;



Objective: To be able to establish the identity of the driver as loading and unloading is taking place.



- ✓ Drivers will not make unscheduled stops between collection and delivery. Where this is unavoidable, the driver will check the security of the load and the integrity of locks and/or seals on their return. If the driver discovers any sign of interference, he will notify his supervisor and the air cargo/mail will not be delivered without notification at delivery point;



- ✓ The transport operation shall not be subcontracted to a third party, except if this third party has also signed a haulier agreement on behalf of the company giving the order.

- ✓ No other services (e.g. storage) will be sub-contracted to any party other than a regulated agent or an entity that has been certified or approved (in Belgium the BCAA) and listed for the provision of these services by the appropriate authority.

Objectives and organisation of aviation security

- Avoid attacks by reducing to a minimum the risk of introduction of assembled explosive and incendiary devices;

↳ Protecting secure cargo!

- Establish a security chain in which the haulier is 1 major element;
- The BCAA is the inspection body in Belgium for civil aviation security.
 - ↳ Authorised to carry out announced or unannounced inspections at any moment
 - ↳ Reporting to the European Commission

Notification procedures/React in an appropriate way to security incidents

- In case of incident, inform directly your supervisor via the developed system (tel., email, etc.).
- In all cases, inform any entities you go to unload secure air freight BEFORE unloading.

Incidents:

- Broken seals
- Torn curtains
- Open trucks
- Suspicious behaviour around the truck during a stop
- Any other abnormal situation

Notification procedures/react in an appropriate way to security incidents

- Recommendations in case of "serious" suspicion of an assembled explosive and incendiary device:
 - Do not move the vehicle.
 - **Do not touch anything.**
 - Do not use a mobile phone close to a vehicle.
 - Evacuate the zone and if possible prevent people from approaching.
 - **Inform your supervisor** and if you cannot contact him, get immediately in touch with the Federal Police