Export air cargo security is changing

The threat has evolved and we need to keep up, by increasing the security of export air cargo to protect the aviation sector.

Export air cargo from Australia is examined prior to uplift onto an aircraft, in line with the *Aviation Transport Security Regulations 2005*. From 1 March 2019, security requirements for export air cargo are changing.

Currently there are three ways to clear/examine air cargo:

- Piece-level examination, this means each individual box, carton or other item. This is required for US-bound cargo today.

- Consolidated form, on pallets (for example boxes stacked and wrapped in plastic) or in unit load devices (ULDs). This is widely used for other international destinations today.

- As an approved Known Consignor (KC) arrangement, which offers exporters who originate air cargo an alternative way to meet piece-level examination requirements.

What's changing?

By 1 March 2019, all exports sent overseas will need to be examined at piece-level, or originate from a KC.

Don't wait

The deadline to meet the change is 1 March 2019. Start preparing your business to meet this change now.

What do I need to do?

- For export air cargo to the US there will be no change, as this cargo is already examined at piece-level.

- For export air cargo to destinations other than the US, there will probably be an increased level of screening required. You should contact your freight forwarder, or Regulated Air Cargo Agent (RACA), to discuss what the changes will mean for your cargo.

- Businesses approved as KCs will be able to use their KC security program for air cargo they export to all international destinations, not just the US.

What if I have more questions?

Further information can be found at on the Transport Security webpages or you can email your questions to the Guidance Centre at guidancecentre@homeaffairs.gov.au

Industry guidance: March 2019 changes