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**AIR CARGO SECURITY CONTROL IN VIET NAM
CHALLENGES AND OPPORTUNITIES**

(Presented by Viet Nam)

SUMMARY

Cargo transported on commercial aircraft plays a critical role in the supply chain of air transport. In order to effectively implement preventive measures, Viet Nam pursues the policy of 100% cargo transportation by air. This paper discusses the air cargo security control and the regulated agents – an important element in the security assurance of the supply chain. The Civil Aviation Authority of Viet Nam – the national authority in the aviation security is working with international parties to propose the suitable for this issue.

AIR CARGO SECURITY CONTROL IN VIET NAM CHALLENGES AND OPPORTUNITIES

1. INTRODUCTION

1.1 Viet Nam is a nation spreading along the Indochina Peninsula in the Southeast Asia. With the geography location adjacent/contiguous to several countries, Viet Nam owns potential advantage in the cargo transport, particularly in the cargo transportation by air.

1.2 In 2008, airlines suffered various difficulties but the market of air transport of Viet Nam has continued its optimistic growth rate on passenger and cargo compared to 2007 rates. The total market volume reached 16.2 million passenger and 341 thousand tons of cargo, 12.8% and 10.9% respectively higher than the 2007 indicators. In which, domestic passenger and international cargo transportation had highest ratios. Despite negative impact of the global economic crisis in 2009 to the worldwide air transport industry, Viet Nam market has continued harvested satisfactory results. The market volume of passenger and cargo increased at 8.4% and 1.8% respectively while the traffic flow through Vietnamese airports rose at 34.7% compared with 2008 figures.

1.3 With these advantages, air transport cargo shall be vigor sector in the development of Vietnamese economic. Consequently, the effectively security control of cargo transportation by air shall be the hard nut to crack for the Civil Aviation Authority of Viet Nam – the national authority for aviation security.

2. DISCUSSION

2.1 In accordance with the National Civil Aviation Security Programme of Viet Nam promulgated in 2007 with the transformation from ICAO standards, mandates that 100 percent of air cargo screening before loading to aircraft. The National Civil Aviation Security Programme (NCASP) also outlines main principles for regulated agents in cargo and conditions to be approved by the national authority in aviation security as a regulated agent.

2.2 In the context of all Vietnamese airport operators fully owned by the Government (i.e. 100 percent is State ownership), Viet Nam pursues the policy of air cargo security control as before the tragic event of 11 September 2001: only airport operators is authorized to implement the security control and screening of air cargo. The airport operator or in other name - the airport business can organize their subsidiary security unit or security services

companies to implement the screening in a controlled system with the unanimous directed by the national authority in aviation security – the Civil Aviation Authority of Viet Nam.

2.3 Viet Nam pays strong attention on the development of a new model for the screening of cargo transportation by air, taking into account that the equalization of airports is becoming indispensable trend and the State airport business may not hold 100 percent of airport ownership.

2.4 On regulated agents provisions, the Civil Aviation Authority of Viet Nam (CAAV) hold the views of not approve the regulated agent in Viet Nam and is in the process of reviewing and modifications of NCASP. CAAV is in the view that the security control by regulated agent provisions are the delegation of the security screening to a business who is not the airport operator to do the air cargo screening. Evidently, the cargo screened by the regulated air cargo directly loaded to aircraft could not be secured.

2.5 To secure the cargo transportation by air, Viet Nam has deployed the security control regime in which the location of cargo to be screened may be located at the cargo agent, i.e. outside of the airport premises. In this mechanism, the screening equipment can be invested or equipped by the agent but the screening procedures shall be implemented only by the security staff employed by the operator of airport where the cargo shall be loaded to aircraft. The airport operator's security staff is also in charge of protection of whole transportation of cargo from screening location until cargo loaded onto aircraft. The fee on screening is payable by the agent. All screening and control process for cargo shall be approved by the CAAV and is supervised by the regional airport authorities.

2.6 Viet Nam is actively prepared for the air transportation development, including the air cargo transport. The infrastructure for air cargo transportation including the new terminals, renovation and upgrade at the major international airport. In parallel to the construction, the purchase and installation of new security equipments system have been in place. In this light, the Civil Aviation of Viet Nam need to develop new standards and policy in cargo screening in order to keep track with the mandate of 100 percent of cargo screening while not bring negative impact to the cargo flow; ensure the effectively control of dangerous goods while maintain the facilitation of air cargo sending and receiving.

2.7 With thin this spirit, Viet Nam has been closely cooperating with international aviation community and ICAO Contracting States to perfect the regulation system in security control with the principle of fully compliance with ICAO Annex 17 and in compatible with other developed countries' air cargo

standards.

3. **ACTION BY THE CONFERENCE**

3.1 Viet Nam is looking to opportunities of sharing information and practical experiences and policies of ICAO Contracting States in effectively secure the cargo transportation by air.

3.2 Viet Nam wishes to collaborate in training opportunities and aviation security documentation in air cargo security screening.

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