



## Abolition of the French special control procedure in air freight

After the German Federal Aviation Authority (LBA) banned the use of the special control procedure in mid-2019 a "control tourism" to the Benelux region and France became established in Europe. Following the tightening of their national guidelines, the **security option** in the Benelux countries was initially cancelled.

After extensive testing of the special control procedure using explosives detectors or explosives detection dogs (ETD devices / EDD ) on the outer packaging of the consignment, the French authority Direction générale de l'Aviation civile (DGAC) determined that these do not comply with the **requirements of the EU regulation**. This explicitly affects airtight packaging (drums, IBCs, etc.). Affected goods can be liquids, solids, granulates, powders and pastes; regardless of whether they are dangerous or harmless goods.

### With the prohibition of the special control procedure, the authority provides for the following transition plan:

- For control measures from 01.04.2024 to 30.09.2024, consignments with a maximum of 6 x 5 liters per carton can be secured by EDD, unless special approval has been granted by the DGAC.
- Control measures for larger consignments require a corresponding authorisation from the DGAC. This must be applied for electronically at least one month before loading and requires a departure from France.
- From 01.10.2024, only consignments with a maximum of 6 x 4 liters per box may be secured by EDD. Larger consignments can only be sent with the status SPX per RA or SPX per KC.
- The regular ETD/EDD procedures (direct inspection on the goods and not on the outer packaging) are not affected by this. Consignments that cannot be X-rayed due to their density and/or packaging are generally secured using the regular ETD/EDD procedure.



**Three solutions are available in Europe to prevent your consignments from being "unloadable" in such cases in the future:**

1. Applying to the LBA for the status of "Known Shipper" in order to be able to load goods in the future without requiring them to go through such a control measure. Information on the application procedure can be provided by the LBA [here](#).
2. Use of a RegB warehouse provider for shipping per aviation security status "SPX per RA".
3. Select alternative packaging and/or container sizes in order to avoid dark alert during a control measure by the x-ray system. This may also mean that boxes/pallets have to be unpacked or repacked in order to x-ray parts of the consignments individually. This process causes extra costs and unfortunately also delays.

**We can support you in selecting suitable packaging sizes by offering you control tests at our x-ray facilities at the respective airport by prior to arrangement.**

If you are considering applying for the **Known Shipper in Germany** or the **exemption authorization in France**, please contact us at any time!

We look forward to being able to load your consignment by air freight as smoothly as possible in the future.



Our colleagues will be happy to answer your questions at any time!