

## Frequently Asked Questions

### What is Piece Level Screening?

To comply with the Australian Federal Government piece level screening requirements from March 1, 2019, all Australian-based exporters, freight forwarders and airlines need to adopt new security measures.

Under the new requirements, all exported international air cargo, regardless of destination, must be examined at piece level by a RACA in accordance with an Enhanced Air Cargo Examination (EACE) notice, or originate from a Known Consignor (KC).

The new security measures expand the arrangements which currently apply to air cargo bound for the United States, to all other international destinations.

For more information, please refer to the Department of Home Affairs [website](#).

### How will Shipper Loaded Units be lodged?

dnata will only accept shipper loaded units with a valid security declaration from a RACA or Known Consignor. dnata will not accept unscreened shipper loaded units.

### How will unscreened cargo be lodged?

Unscreened cargo needs to be lodged loose for screening and you should not combine pre-screened cargo with unscreened cargo.

Kindly note the following requirements:

- **Homogenous Cargo** is cargo where each piece contains exactly the same item. Homogenous cargo may receive consolidated screening. If during the screening process our staff determine cargo is non-homogenous, we will need to confirm labelling and paperwork compliance before re-screening it in accordance with the non-homogenous requirement below.

*Note, additional handling and security screening charges may apply and your cargo may be delayed if the cargo does not meet the requirements above.*

- **Non-homogenous Cargo** is cargo where each piece contains different items, or the same items made from different materials. Each piece will need to be labelled separately with the AWB no., and paperwork must show the total number of pieces. Any non-homogenous cargo that is not correctly labelled will be rejected.

*Note, additional handling and security screening charges may apply and your cargo may be delayed if the cargo does not meet the requirements above.*

We ask that as part of your cargo export process you complete the attached Loose Cargo - Security Screening Checklist. If you choose, the checklist can be provided to us together with other paperwork at export document lodgment, and will assist us in screening your cargo efficiently.

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### **How will dnata charge for screened cargo?**

dnata's latest Terminal Services Fee Tariff (effective March 1, 2019) can be found at <https://www.dnata.com/en/global-network/australia>

### **Will the cut-off times change for security screening?**

For the past 12 months, dnata has been working with you, and the industry, to highlight the benefits of pre-screening your cargo. The new screening process from March 1, 2019 is the new industry standard. dnata strongly suggests that your cargo is pre-screened for export lodgment.

For un-screened cargo, you will be required to lodge the items as loose, and in accordance with our cut-off times below:

- **Express cargo at least 4.5 hours before flight departure**
- **General cargo at least 6.0 hours before flight departure**

These cut-off times have been in effect for cargo bound for the United States for some time.

Our cut off times for screened cargo from a RACA or Known Consignor with a valid Security Declaration remain unchanged.

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