

January 24, 2020.

Dear Transport Canada team,

Following the January 2019 AGAS meeting in Ottawa, and in advance of the January 30, 2020 AGAS meeting, CIFFA asked its members involved in air cargo shipments for any examples of “Hard to screen cargo”.

To date, we have received input on the following items and any alternative solutions employed, some of which have added delay and cost to the transport:

- Paper products (too dense): either using an alternative method of screening when the member has authorization to open the cargo, or CAO
- Liquid in drums/powdered chemicals (too dense)  
ex. Maple syrup, essential oils, pool cleaning products: had to ship with CAO
- Frozen products packaged with dry ice, for example: meat, frozen pastries especially if shipping in ULD/AKE : need to remove the product from its packaging, pass through the screening machine and then re-pack with dry ice
- Machinery parts that are either too dense or too big for the screening apparatus: if in crates, an alternative method of screening can be used when there is authorization to open the cargo otherwise CAO
- Coal samples
- Dense metal cargo: (aircraft parts, steel plates, etc):
  - Helicopter engine:  
ex YVR to SYD which was initially refused by Air Canada as it was too dense to be screened. The shipper had to schedule an engineer to go down to Air Canada to assist AC to have it manually screened.
  - Steel coils: on a screening X-ray they are completely black due to the density. They are impossible to screen. So when this material is crated, we need to make special removable lids/sides whereby the material can be screened manually by inspection without damaging the integrity of the packaging. This does cost more to make these special access doors and lids.
- Animal feed in big bags

- Skids of hemp protein powder: generally they are bagged and on a skid/shrink wrapped. The product is built on 48" x 48" x 58" skids, at a weight of approx. 1000 pounds. In the past this was never an issue, but periodically the airline requests that the pallets be "dismantled", screened and repalletized. This can ultimately lead to delays. Comments are that due to the density of the product, it cannot be screened properly.

Thanks for reviewing the examples and for your consideration of these scenarios in drafting solutions and guidance for industry.

Regards,

Julia Kuzeljevich      Public Affairs Manager

Bruce Rodgers      Executive Director