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Expert Opinion

To assess the suitability of a pallet for use as packing and loading equipment for an airfreight shipment, we had the "B4B Euro" (1200 x 800mm) and "B4B Half" (600 x 800mm) pallets at our disposal today.



We have tested the pallets for suitability concerning tamper-proof outer packaging for shipment by airfreight in accordance with DVO (EU) 2015/1998 and additional provisions. International packaging standards according to IATA, as well as possible import regulations and physical suitability have not been checked.

With the entry into force of Regulation (EU) 185/2010 laying down detailed measures for the implementation of the common basic standards in aviation security of 29.04.2010, effective measures have been described to prevent identifiable air freight/airmail from unauthorized interference or manipulation during production, packaging, storage and/or dispatch.

The currently valid Implementing Regulation DVO (EU) 2015/1998 states:

6.6.1 Protection of cargo and mail during transportation

„6.6.1.1 In order to ensure that consignments to which the required security controls have been applied are protected from unauthorised interference during transportation:

(a) the consignments shall be packed or sealed by the regulated agent, known consignor or account consignor so as to ensure that any tampering would be evident; where this is not possible alternative protection measures that ensure the integrity of the consignment shall be taken.“

Appendix 6-B - Guidelines for Known Consignors

„You will need to describe the finished outer packing and demonstrate that it is robust. You also have to demonstrate how the finished outer packing is made tamper evident, for example by the use of numbered seals, security tape, special stamps or cardboard boxes fixed by a tape. You also need to show that you hold those under secure conditions when not in use and control their issue.“

To prevent the introduction of prohibited objects and substances, all sides of a consignment must be protected against manipulation. A weak point here is often the underside of the cargo - usually the pallet. If the cargo lies loosely on a pallet, the pallet serves only as a means of loading. If the cargo is firmly attached to the pallet, the pallet is an integral part of the cargo (similar or like a cardboard pallet) and must be protected against manipulation.

The B4B pallets have a large cover plate (bearing surface). The B4B pallets have recesses at the level of the feet only to maintain stack ability. For a tamper-proof packaging, form-fitting support (for example made of cardboard) must be applied between the cover plate (support surface) and the load. This prevents the penetration and thus the manipulation of airfreight.

In contrast to a pallet with hollow feet, the B4B pallets can also be loaded over part of the surface and not in a form-fitting manner. The construction of the "open" feet makes the insertion of prohibited objects visible. Manipulation can be detected when the regulated agent or the airline accepts freight. In the case of partial loading of the B4B pallets, the recesses to be covered with freight must also be closed with suitable support to prevent reaching through.

The Federal Aviation Authority for Packaging does not issue any certification, approval or similar. The Known Consignor (BV) describes the outer packaging used as well as tamper-evident items such as adhesive tape, strapping tape, foil or seal in his known mailer safety program (bVSp.). The BV thus describes the ready to ship, tamper-proof outer packaging. This description in BVSp is expandable or changeable at any time. A change in the BVSP is submitted to the Federal Aviation Authority as a revision and must be approved by the Federal Aviation Authority before the new packaging process is applied.

Kai Siebert

LBA 232

A large, stylized handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke, is positioned above the printed name and ID number.