

of 72 hours, bearing in mind that the coolers were not opened too frequently nor left open for extended periods (for example, at customs). Commercially-available, durable and lightweight coolers performed effectively. The issue of container security (i.e., locking) has to be addressed.

It was concluded that much attention has to be paid to arrangements for the transportation of equipment to, and of equipment and samples from, the host country if commercial transport is to be used. Contacts and key personnel at stopover and transfer points have to be identified and, if possible, correspondence (or telexes in more urgent cases) exchanged. Commercial carriers should be made fully aware of the size and nature of the cargo, and of the particular need for security and a clear chain of custody involving the escort. This may also involve liaison through the identified contacts with airport security officials. It would be preferable that the escort be (or include) a person carrying a diplomatic passport. To avoid surprises, any excess baggage costs should be discussed well in advance with the carrier(s). If, as is often the case with respect to excess baggage, such costs must be paid prior to take-off, provision should be made for the escort to carry surplus funds to deal with such requirements.