

## **Relevant information for STEB Manufacturers and Distributers, taken from EB 2008/32 - Guidance Material on Security Controls for Liquids, Aerosols and Gels (LAGs)**

### **INTRODUCTION**

This guidance material has been developed in order to assist Contracting States in the implementation of recommended security control guidelines for screening liquids, aerosols and gels (LAGs). While the methods of compliance with the guidelines are based on generally recognized practices and procedures common within the international civil aviation industry, they are not the only means of compliance. Other methods of meeting the recommended security control guidelines for LAGs may be equally appropriate. Measures related to the carriage of LAGs should not result in the improper placement of dangerous goods in the hold of aircraft (*Technical Instructions for the Safe Transport of Dangerous Goods by Air*, 2007 – 2008 Edition, Doc 9284 place additional restrictions on LAGs meeting the criteria of dangerous goods).

### **DEFINITION OF LAGS**

LAGs include (but are not limited to) water and other drinks, soups, syrups, jams, stews, sauces and pastes; foods in sauces or containing a high liquid content; creams, lotions, cosmetics and oils; perfumes; sprays; gels including hair and shower gels; contents of pressurized containers (e.g. aerosols), including shaving foam, other foam and deodorants; pastes including toothpaste; liquid-solid mixtures; mascara; lip gloss or lip balm; and any items of similar consistency at room temperature.

### **BACKGROUND**

The International Civil Aviation Organization (ICAO) had issued three State letters on security control guidelines for screening of liquids, aerosols and gels (LAGs) and their carriage by air travellers on commercial air transport operations (AS 8/11-06/100 Confidential dated 1 December 2006, AS 8/11-07/26 Confidential dated 30 March 2007 and AS 8/11-07/53 Confidential dated 6 July 2007).

### **TECHNICAL SPECIFICATIONS FOR SECURITY TAMPER-EVIDENT BAGS (STEBs)**

#### **Material to be used**

- transparent (high impact low density polyethylene (LDPE) or equivalent);
- recyclable and environment-friendly products if possible; and
- minimum of 50 microns thickness.

#### **On the top face (front) of the STEB**

Closure:

- red tamper evident tape (minimum 30 mm tape with 40 mm release liner);
- high tack pressure sensitive self-adhesive; and

– integral security device/hidden graphic to show if tampered with.

**Border:**

– side and bottom weld be no less than 15 mm width in red; and

– printed border of minimum 5 mm with “DO NOT OPEN”, airport name, or any other continuous message or design which may bleed over the edge of the bag. (Optional – integral security device/hidden graphic to show if borders are tampered with.)

**Message:**

– security sign in green in the middle of the security box; and

– box in red at bottom stating “Do not open until final destination – contents may be confiscated if bag is tampered with”.

**Confirmation/identification features:**

– Receipt space (or jacket, optional) inside the bag visible in the top left of the security box.

**The receipt should contain the following information:**

- a) date of purchase (dd/mm/yy or dd/mm/yyyy);
- b) place of purchase (State, airport, airline) using international codes;
- c) flight number(s) and name of passenger, if possible; and
- d) number and list of items purchased and placed in the STEB.

**Origin of the bag:**

– State three-letter code to determine the State of origin where the STEB was provided to the passenger or airline international code (for duty free sales on board) to determine the origin of the STEB;

– Manufacturer name (in full pending ICAO’s registration number); and

– Inventory code and security code or device to protect STEB at retailers and shops.

**On the back face of the bag**

– Individual airport/retailers/other branding or logos.



Inventory / security  
code

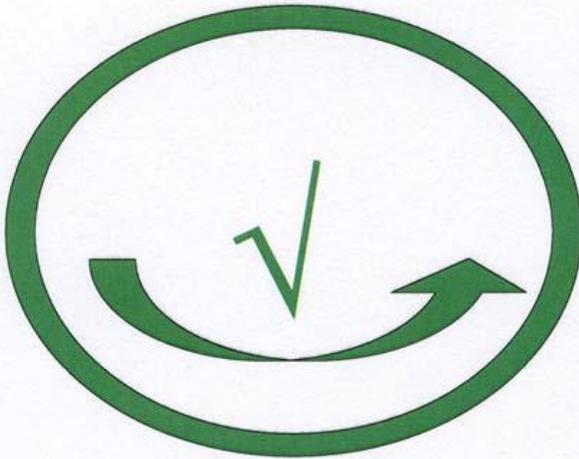
State (XXX) / Manufacturer (in full or ICAO code)

DO NOT OPEN - DO NOT OPEN - DO NOT OPEN - DO NOT OPEN - DO NOT OPEN

DO NOT OPEN - or the name of the airport or any other continuous message or design over the edge of bag

Receipt  
place  
(inside bag)

DO NOT OPEN - or the name of the airport or any other continuous message or design over the edge of bag



**Do not open until final destination**  
Contents may be confiscated if bag is tampered with

DO NOT OPEN - or Name of the Airport - or any other continuous message or design

## **SECURITY PRINCIPLES APPLICABLE TO STEBS**

### **General guidelines**

LAGs purchased at airport retail outlets or on board aircraft during the day(s) of the journey may be allowed through security screening points provided that they are carried in a Security Tamper-Evident Bag (STEB).

### **Production of STEBs**

STEBs are to be manufactured in accordance with the technical specifications listed in paragraph 5 of this document.

Security procedures should be implemented to ensure that STEBs are not subject to misuse, abuse or any other circumstances that could lead to an act of unlawful interference.

The STEBs should be packed in sealed cartons (or any other suitable form of containers) with adequate measures to show proof upon delivery that the cartons had not been tampered with. The cartons should have adequate inventory records.

### **Delivery and storage of STEBs**

Upon delivery of STEBs to the airport retail premises, the airport retailer or the aircraft operator should implement reasonable security measures to prevent unauthorized access to or unauthorized removal of the STEBs during storage, delivery to the retailer's outlets and from their temporary holding premises pending their use at the point of sale.

Movements and deliveries of STEBs are subject to appropriate authorization and record, facilitating subsequent tracing and auditing, if required.

## **SUPPLIERS OF LAGS AND/OR STEBS**

Suppliers of LAGs and STEBs should be encouraged to provide a declaration of the measures undertaken to ensure the implementation of the security of the supply chain. Such a declaration should include the following:

- a) confirmation of the appointment, in writing, of a company person responsible for security;
- b) a statement that all persons with access to supplies have received proper security awareness training that provides for an appropriate level of security prior to having access to LAGs and/or STEBs; and
- c) appropriate security checks are conducted prior to supplies of LAGs and/or STEBs being brought airside.

Airport retailers, aircraft operators and, where appropriate, suppliers should be responsible for ensuring that the chain of security relevant to supplies of LAGs and/or STEBs is maintained from the first point of entry airside until delivery to passengers.