



**WORKING PAPER**

**ASSEMBLY — 39TH SESSION**

**EXECUTIVE COMMITTEE**

**Agenda Item 16: Aviation Security – Policy**

**RECOGNITION OF EQUIVALENT SECURITY MEASURES – RECOGNITION OF SECURITY TAMPER-EVIDENT BAGS**

(Presented by South Africa)

**EXECUTIVE SUMMARY**

This paper presents the progress made by South Africa in the implementation of security measures aimed at combating the threat posed by liquid explosives.

The paper encourages mutual recognition between States where equivalent security measures are implemented, and also communication where measures implemented are deemed insufficient.

**Action:** The Assembly is invited to:

- a) take note of the content of this paper;
- b) encourage all ICAO Member States to efficiently mitigate the threats posed by liquid explosives;
- c) urge Member States to ensure mutual recognition where equivalent measures are implemented;
- d) encourage communication between States where measures are deemed insufficient; and
- e) urge the AVSEC Panel to expedite the development of guidance material for liquid explosives detection systems.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective C — <i>Security &amp; Facilitation</i>
<i>Financial implications:</i>	Not applicable.
<i>References:</i>	Resolution A38-15: Consolidated statement of continuing ICAO policies related to aviation security, Appendix C <i>Implementation of technical security measures</i> AVSEP/26 Report, paragraph 1.2.7.3

## 1. INTRODUCTION

1.1 Recognizing the threat posed by liquid explosives to international civil aviation, the Assembly, through Resolution A38-15: Consolidated statement of continuing ICAO policies related to aviation security, encouraged Member States to promote the implementation of aviation security measures: *“to address the continued threat posed by liquids, aerosols and gels (LAGs) explosives, including the implementation of technological solutions needed to gradually lift restrictions on the carriage of LAGs in cabin baggage”*. The Assembly further encouraged Member States to develop technological solutions to improve the screening of LAGs.

1.2 The Assembly also encouraged Member States to promote the implementation of aviation security measures in a practical manner to *“treat flights arriving from States where LAGs screening is applied in the same way as flights from States where LAGs restrictions are applied”*.

1.3 The Assembly noted the necessity of a coordinated approach and clear communication lines between States that screen and those that do not yet screen LAGs, in order to avoid passenger confusion and inconvenience.

## 2. DISCUSSION

2.1 South Africa has introduced a LAGs regime which aims to ensure that all LAGs taken into the Security Restricted Area (SRA) of an airport are screened prior to being sold at airport duty free shops.

2.2 All LAGs purchased at South African duty-free shops are sealed in Security Tamper-Evident Bags (STEBS) with proof of purchase confirming that the LAGs have been bought at an airside duty free shop of an airport.

2.3 STEBS used at South African airports are in compliance with the provision set out in the ICAO Security Manual (Doc 8973), in its Section 11.5, supplemented by the provisions of its Appendix 22, as well as the recommendations on the technical specifications and use of Security Tamper-Evident Bags (STEBS).

2.4 It has however been noted that certain Member States do not accept LAGs purchased from outside of their airports or geographical territories, when passengers are transiting through their territories and these are then confiscated, leading to confusion and inconvenience to passengers.

2.5 This practice is contrary to the deliberations during the 26th meeting of the AVSEC Panel where “States were encouraged to conform to the guidelines of the ICAO Electronic Bulletin (EB) 2008/32 dated 16 October 2008 and urged to ensure that there is recognition of Security Tamper-Evident Bags (STEBS) from other States that conform to these requirements”.

3. **CONCLUSION**

3.1 Whilst recognizing the right of individual Member States to restrict the carriage of liquids through their territories, South Africa wishes to encourage mutual recognition where at least equivalent measures have been applied.

3.2 Member States are further encouraged to ensure that clear communication lines are established where measures implemented by one Member State are deemed insufficient. This will lead to improved security and facilitation in international aviation.

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