

***NOTE: This is the updated version of CSC Recommended Practice 1630 (Cargo Security) as adopted at CSC/31 in March 2009. It will be declared effective upon receipt of the necessary government approvals.***

**RECOMMENDED PRACTICE 1630  
CARGO SECURITY**

CSC(31)1630

Expiry: Indefinite

Type: A

RECOGNISING the action taken by Contracting Member States of the International Civil Aviation Organisation (ICAO) and recognising that ICAO has accorded the highest priority to aviation security in adopting and maintaining Annex 17 to reflect worldwide concern over acts of unlawful interference against aircraft;

RECOGNISING ALSO the importance placed on aviation security by the IATA Operations Committee and the resulting Recommended Security Practice; and

AS A RESULT OF these developments and action taken by the IATA Cargo Agency Conference in amending the Cargo Agency Rules to specifically require adherence to airline cargo security measures.

RECOMMENDED that:

**1. SCOPE OF RECOMMENDED PRACTICE**

This cargo security Recommended Practice is intended to protect air carrier operations against acts of unlawful interference. All Members and IATA Cargo Agents should implement the cargo security measures described in this Recommended Practice. All Members and IATA Cargo agents should acknowledge and respect cargo security measures accepted or required by governments and those embodied in ICAO Annex 17. In increased threat situations, supplementary measures may be implemented. Guidance material to assist in the implementation of this Recommended Practice is available in the IATA Security Manual.

**2. DEFINITIONS**

The following definitions are adopted:

**2.1 "ACCOUNT CONSIGNOR".** A consignor who originates cargo or mail for its own account and whose procedures meet common security rules and standards sufficient to allow carriage of that cargo on all-cargo aircraft or mail on all-aircraft.

**2.2 “AIR SIDE”.** The movement area of an airport, adjacent terrain and buildings or portions thereof, access to which is controlled.

**2.3 “KNOWN SHIPPER or KNOWN CONSIGNOR”.** The originator of property for transportation by air who has established direct business with, and has been recognised by government authority, or a regulated agent, or an air carrier on the basis of agreed criteria.

**2.4 “REGULATED AGENT”.** An agent, freight forwarder or any other entity who conducts business with an air carrier and provides security controls that are accepted or required by the appropriate authority in respect of cargo or mail.

**2.5 “SCREENING”.** The application of technical or other means which are intended to identify and/or detect weapons, explosives or other dangerous devices, articles or substances which may be used to commit an act of unlawful interference.

**2.6 “SECURITY”.** Safeguarding civil aviation against acts of unlawful interference. This objective is achieved by a combination of measures and human and material resources.

**2.7 “SECURITY CONTROL”.** A means by which the introduction of weapons, explosives or other dangerous devices, articles or substances which may be used to commit an act of unlawful interference can be prevented.

**2.8 “SECURITY PROGRAMME”.** Measures adopted to safeguard international civil aviation against acts of unlawful interference.

## **3. GENERAL PRINCIPLES**

### **3.1 General**

All cargo intended to be carried on passenger or all-cargo aircraft should be subjected to security controls before being uplifted on the aircraft.

### **3.2 Regulated Agent**

**3.2.1** Each Regulated Agent should have a security programme approved by the appropriate authority in respect of the acceptance, storage and forwarding of cargo.

**3.2.2** The appropriate authority should conduct periodic inspections of the facilities to ensure that the security programme has been implemented and is maintained.

### **3.3 Known Shipper – Known Consignor**

**3.3.1** Each Known Shipper/Known Consignor should establish and register with a Regulated Agent or air carrier its identity and address as well as the agents authorized to carry out deliveries on his behalf.

**3.3.2** Known Shippers/Known Consignors should declare in paper, electronic format, or any other means that may be allowed in the future that:

**3.3.2.1** its consignments are prepared in secure premises; and

**3.3.2.2** it employs reliable staff in preparing the consignments; and

**3.3.2.3** it protects the consignments against unauthorized interference during preparation, storage and transportation.

**3.3.3** Known Shippers/Known Consignors should certify in paper, electronic format, or any other means that may be allowed in the future that the consignment does not contain any explosives/ammunition/flammable liquids/corrosives or disabling or incapacitating items, which they are not licensed to ship in accordance with IATA Dangerous Goods Regulations, or unknown cargo.

**3.3.4** Known Shippers/Known Consignors accept that the package and contents of the consignment may be examined for security reasons.

### **3.4 Security Controls**

All personnel accepting or handling cargo should be subjected to background checks, possess all competencies required to perform their duties and be appropriately trained according to the requirements established by the appropriate authority.

### **3.5 Security Screening Personnel**

Persons involved in security screening of cargo, should be subject to background checks, possess all competencies required to perform their duties and be appropriately trained according to the requirements established by the appropriate authority. Persons carrying out screening operations should be certified according to the requirements of the national civil aviation security programme to ensure that performance standards are consistently and reliably achieved.

### **3.6 All Aircraft Operational Security**

**3.6.1** All cargo should be subjected to security controls prior to being uplifted on an aircraft. Air carriers should not accept cargo for carriage onto an aircraft unless it has applied such controls itself or their application has been confirmed by a Regulated Agent, or if being uplifted on an all-cargo aircraft, an account consignor.

**3.6.2** All consignments accepted from Known Shippers and/or Regulated Agents will be deemed to have met required security provisions only after proper checks have been completed.

**3.6.3** All consignments accepted from persons other than Known Shippers or Regulated Agents must be physically searched, electronically screened or screened by other means. In addition, a person other than a Known Shipper or Regulated Agent must provide acceptable documentation as to his identity, the details of which shall be recorded.

**3.6.4** Cargo cleared for all-cargo operations should be subjected to additional security controls if transferred onto an all passenger aircraft (either at origin or before uplift onto a passenger aircraft).

### **3.7 Safe Custody**

**3.7.1** Air carriers must ensure that from the time of acceptance and until completion of air transportation, cargo consignments are protected from unauthorized interference.

**3.7.2** All known cargo consignments that are not adequately protected from unauthorised interference after acceptance, as required by the National Civil Aviation Security Programme, shall be screened.

### **3.8 Right of Inspection and Refusal of Carriage**

**3.8.1** Air carriers reserve the right to examine, or cause to be examined, the packaging and contents of all cargo consignments and to enquire into the correctness or sufficiency of information or documentation tendered in respect of any consignment.

**3.8.2** Air carriers reserve the right, without assuming any liability, to refuse, delay or return any cargo or mail consignments when circumstances so require or for security reasons.

### **3.9 Acceptance of Mail**

**3.9.1** The responsibility for the security screening and sealing of mail is that of the postal authorities.

**3.9.2** Air carriers must ensure that mail is received by their authorised personnel who will establish the identity of the person presenting the mail that the seals are intact and that the bags do not show signs of having been interfered with.

### **3.10 Security Screening Equipment**

Any equipment used to screen cargo consignments must be approved by the appropriate authority as being suitable for the task and shall be maintained and serviced so as to meet manufacturers specifications as well as local health, safety and regulatory requirements. Where practicable, in order to improve efficiency, modern screening or examination techniques and technologies should be used to facilitate the physical examination of goods to be exported.

### **3.11 Security Declaration**

The appropriate authorities and/or air carriers may require a security declaration to be provided in paper, electronic format, or any other means that may be allowed in the

future. It is the responsibility of all Members and IATA Cargo Agents to be familiar and comply with any such security declaration requirements.

#### **4. IATA CARGO AGENTS**

**4.1** IATA Cargo Agents should ensure that the security standards described in this Recommended Practice are followed. In increased threat situations, supplementary security measures may be required by air carriers or appropriate authorities.

**4.2** The Cargo Agency Conference Resolutions, which embody the rules for accreditation of cargo agents, include text specifically relating to security. This requires the agent to implement security controls as required by the appropriate authorities and which may be supplemented by Member air carriers.

**4.3** Cargo agents' security procedures should embody those in this Recommended Practice and include the following recommended provisions:

**4.3.1** security requirements for the packing, storage, transportation and delivery of consignments to an approved agent or carrier;

**4.3.2** established procedures for the identification and verification of persons other than Known Shippers or Regulated Agents and the recording of their details;

**4.3.3** requirements for the physical protection and safe-keeping of consignments held in their custody prior to delivery to the carrier;

**4.3.4** criteria for the training and recurrent training of agents' staff involved with security screening, storage, transportation and delivery of consignments.

#### **5. GUIDELINES**

Guidelines for the practical implementation of cargo security procedures are described in Security Management System (SEMS) Cargo Security Addendum.