

# LAGs and STEBs

- **Why?**

UK Plot, 9 August 2006

Acetone peroxide liquid explosives  
High detonation power  
Threat already known

- **What is new?**

Hidden in common containers (bottles)  
Difficult to detect  
Multiple targets  
Devastating consequences  
Elevated level of risk

- **What reaction?**

Immediate ban of liquids for departing passengers

EC Regulation (4 October 2006 - EC N°1546/2006 amendment to EC N°622/2003)

100 ml ban on departing passengers  
Use of one litre transparent plastic bag (Ziploc type)  
Confiscation of duty free liquids purchased outside EU at transfer  
Use of tamper-evident bags for liquids purchased within EU

ICAO State Letter, 1 December 2006 (AS 8/11-06/100 Confidential)

Confirmation of the 100 ml ban for departing passengers  
Use of one litre transparent bags (Ziploc) for departing passengers  
Use of tamper-evident bags and proof of purchase for duty free liquids  
No confiscation proposed on transfer  
Some exemptions proposed for medications, baby foods, etc ...

ICAO State Letter, 30 March 2007 (AS 8/11-07/26 Confidential)

Definition of LAGs (liquids, aerosols and gels)  
Definition of the exemptions  
Specifications for Security Tamper Evident Bags (STEBs)  
Template of ICAO STEBs  
Security considerations for STEBs and LAGs

ICAO State Letter, 6 July 2007 (AS 8/11-07/53 Confidential)

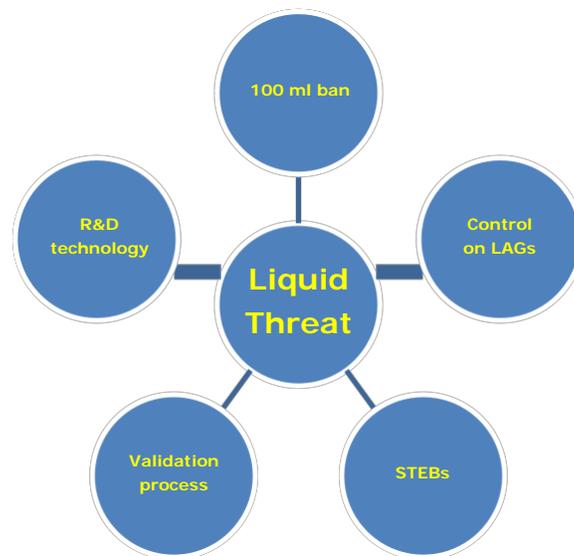
Definition of the Supply Chain Security for LAGs and STEBs

Security principles applicable for LAGs and STEBs suppliers  
Validation process amongst States for facilitating transfer of LAGs

EC Regulation, 31 July 2007 (EC N°915/2007 amendment to EC N°622/2003)

Supply Chain Security  
Use of ICAO STEBs  
Validation process  
Waiver for confiscation  
Full consistency with the ICAO State Letters

- **Are we doing the right things?**



- **What are the difficulties?**

List of LAGs

Common drinks  
Common cosmetics, lotions, oils, perfumes, personal hygiene products  
Food in sauces and/or soups  
Contents of pressurized containers  
100 ml ban  
Very few 100 ml containers currently available in the market  
The one litre transparent bag could only contain few items

Enhanced security measures

Additional queues and delays  
Additional staff and training

Additional expenses

Confiscation of LAGs

Huge financial consequences for retailers  
Operational difficulties for removal and disposal of LAGs confiscated  
Inconvenience and financial impact for passengers

Who are LAGs suppliers?

Any airport entity selling LAGs to passengers (retailers, snack bars, etc ...)  
Airlines for duty free sales on board  
LAGs suppliers should have proper security system

Who could purchase STEBs?

STEBs are only delivered to authentic LAGs known suppliers  
Not Airports (unless they are also LAGs suppliers)

Who could produce STEBs?

Approved manufacturers following ICAO's specifications

Who approve LAGs and STEBs suppliers?

LAGs suppliers are approved by the appropriate authorities of their State of origin  
STEBs suppliers could be either approved by the appropriate authorities of their State of manufacture and/or the State of use

- **What are the challenges?**

Harmonized validation processes on a global basis  
New cost-effective detection technology for liquid explosives  
Affordability of STEBs (not more than 50c/bag)  
Identification of the transfer of threats during multiple transfers  
Risk accepted during transitional period

- **What could the future be?**

Deployment of new technological solutions on a worldwide basis  
New standard in Annex 17 for global implementation and harmonization

Use of technology on STEBs for security and facilitation purposes

Duty free shops for LAGs at arrival to reduce burden at transfer points

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<http://www.icao.int/Security/SFP/Pages/default.aspx>