

SECURITY MEMO

THEME: Current cargo handling rules respecting changes in EU legislation from 1 September 2025 regarding additional obligations of regulated agents, including EBR rules

DESCRIPTION: Starting from 1 September 2025, amendments to the Annex to Commission Implementing Decision C(2015) 8005 of 16 November 2015 and the additional obligations imposed on regulated agents have come into force. The changes to regulations imposed regulated agents the implementation of procedures **for assessing the risks against air cargo and mail consignments**. Due to the above reason, the decision of the Polish Civil Aviation Authority of 6 November 2024, amended on 6 December 2024, introducing additional security measures for cargo and mail, has been repealed. To maintain the highest standards of security in cargo handling, regulated agents must ensure the following measures are in place.

- A. During the cargo acceptance process, particular attention must be paid to prevent the transport of prohibited articles, including explosives and incendiary devices. **For this reason, the regulated agent accepting the consignment must implement additional measures if the consignment contains electrical or electronic equipment together with liquids, aerosols and gels.**

In accordance with point 4.0.4(a) of the Annex to Commission Implementing Regulation (EU) 2015/1998 of 5 November 2015, liquids, aerosols and gels (LAGs) include pastes, emulsions, mixtures of liquids and solids, and the contents of pressurized containers, such as toothpaste, hair gel, beverages, soups, syrups, perfumes, shaving foams and other products of similar consistency.

- B. **The risk assessment** carried out by cargo or mail regulated agents should consider the following elements and guiding principles:

1. Identification of the person delivering the consignment with their identity card, passport, driving license or other document containing a photograph, which has been issued or is recognized by the national authorities, presented upon delivery

Information regarding the identity of the person delivering the consignment must be recorded if that person is different from the actual sender or consignor. In the event of irregularities or unusual situations during the identification of the person, the regulated agent receiving the consignment shall consider conducting reasonable verification of the validity and authenticity of the document based on any information and templates being recognized in the relevant country where the document was issued. Please refer to any accessible official sources, for example the official governmental websites.

2. Means of payment in the case of a previously unknown consignor or sender who intends to deliver any cargo or postal consignment on their own account and who does not have an **established business relationship** with a regulated agent

The regulated agent shall consider payment requirement by application of means allowing full traceability. The regulated agent shall apply the same precautions when the consignee covers transportation payment.

3. The completeness and comprehensiveness of the documentation accompanying the consignment, in written or electronic form

A regulated agent receiving the consignment shall consider requiring its customers to ensure that the documentation is correct and contains detailed description of the consignment's content. The following information concerning both the original consignor and sender (if different) and the consignee and final recipient/addressee (if different) must include:

- a) name of the individual or company (if different and as applicable),
- b) full address,
- c) contact details, including telephone number.

4. Status of a **known consignor** of the entity delivering the consignment

In case of consignment delivery by a known consignor, its status must be verified within period not exceeding 24 hours prior delivery. It shall be commenced by validation of the known consignor in the European Union Database on Supply Chain Security (<https://ksda.ec.europa.eu/public/screen/home>)

5. The existence of **established business relationships (EBR)** as defined in point 6.0.8 of the Annex to Implementing Regulation (EU) 2015/1998

Full description of EBR confirmation is included in **section C**.

6. External inspection of all delivered consignments, including their consolidation, carried out for each individual item included in the consignment (i.e. a single box, carton or item in a collective plastic or banded packaging or unit load device)

In order to reasonably identify any signs of tampering, breach or any irregularities that may raise suspicion, such as inaccuracies or inconsistencies related, inter alia, every single item must be inspected including:

- a) its weight, physical characteristics or appearance in relation to the information declared in the accompanying documentation,
- b) the type of unit or collective packaging,
- c) unusual odors, noises or other factors giving rise to suspicion,
- d) leakage of unknown or dangerous substances,
- e) tampering with the outer packaging or its unjustified damage.

7. In the event of a negative outcome of the performed risk assessment, the regulated agent may decide to reject the consignment and mark it as **high-risk cargo or mail (HRCM) consignment before returning it to the sender**.

- C. The original consignor and shipper (if different) or the freight-paying consignee as applicable, maintain an established business relationship with the regulated receiving agent.

This rule does not apply to consignments where the original consignor and shipper are private individuals.

The existence of **established business relationships (EBR)** is confirmed if:

1. a business relationship was established before 1 September 2024, or
 2. a business relationship has been established after 1 September 2024, but the regulated agent requested the following information or documents from the consignor or sender, or from the consignee paying the freight, as applicable, and obtained and stored them:
 - a) personal, business or corporate information, including name, address, telephone number and e-mail address,
 - b) payment information, such as a bank account number or credit card number that allows identification,
 - c) VAT number, company registration certificate, where applicable,
 - d) contractual agreements.
- D.** When accepting a cargo or mail consignment from an entity that does not have a **known consignor status**, and if the accompanying documentation indicates that the consignment contains **combination of battery-powered electrical/electronic devices with liquids, aerosols and gels**, or if a preliminary security screening by using X-ray or EDS equipment indicates that such combination is present in the inspected consignment, the following rules must be applied:
1. If the consignment has been issued with a security status (SPX or SHR), for example by another regulated agent, follow the standard acceptance procedure, respecting the general requirements.
 2. If the consignment has not been issued with the security status or does not meet all the criteria required to obtain security status, which was originally issued by another regulated agent, but EBR existed and was confirmed during the acceptance process:
 - a) **The consignment shall be subject to standard cargo security screening**, taking into account nature of goods carried in the consignment, if:
 - 1) it does not originate from any of the banned or high-risk countries listed in Appendix no. 1; **and**
 - 2) the person delivering the consignment has been positively verified on the basis of an identity document; **and**
 - 3) all information contained in the accompanying documents and the EBR documentation is complete and does not raise any doubts; **and**
 - 4) the outer packaging, tape or other protective measures are in good condition and show no signs of significant tampering.
 - b) **The consignment must undergo security screening in accordance with HRCM regime (including screening by at least two different screening methods) if:**
 - 1) it does not originate from any of the banned countries listed in Appendix no. 1 (but it originates from one of the high-risk countries listed in Appendix no. 1); **or**
 - 2) the person delivering the consignment has not been positively verified on the basis of an identity document (i.e. personal details are incorrect, document is invalid, etc.); **or**
 - 3) the information contained in the accompanying documents or in the EBR documentation is unclear, incomplete, or raises doubts as to the credibility of the consignor; **or**
 - 4) after visual inspection of the external packaging, tape or other security measures, signs of significant tampering cannot be ruled out; **or**
 - 5) the customs or civil aviation authorities have issued a warning concerning the consignment in question.

In any case, the consignment classified as high-risk cargo or mail (HRCM) cannot be granted SPX status.

c) The consignment shall be rejected if:

- 1) it originates from one of the banned countries listed in Appendix no. 1; **or**
- 2) during verification of the person delivering the consignment the identity document was found to be forged; **or**
- 3) the information contained in the accompanying documents or in the EBR documentation is unclear, incomplete, or raises doubts as to the credibility of the consignor, and the consignment originates from Ukraine, Moldova, Belarus or Russian Federation; **or**
- 4) the customs or civil aviation authorities have ordered the consignment to be withdrawn from air transport.

In each case, the rejected consignment must be marked as **high-risk cargo or mail (HRCM) consignment before being returned to the sender.**

3. If the consignment has not been issued with the security status or does not meet all the criteria required to hold security status that was originally issued by another regulated agent, but EBR did not exist before acceptance:

a) The consignment shall be subject to standard cargo security screening taking into account nature of goods carried in the consignment if:

- 1) it does not originate from any of the banned or high-risk countries listed in Appendix no. 1; **and**
- 2) the person delivering the consignment has been positively verified on the basis of an identity document; **and**
- 3) all information contained in the accompanying documents and the EBR documentation is complete and does not raise any doubts; **and**
- 4) the outer packaging, tape or other protective measures are in good condition and show no signs of significant tampering; **and**
- 5) the sender has signed and submitted to the regulated agent the relevant document confirming the establishment of a business relationship (**EBR**) and containing the information listed in section C of this Security Memo, which does not raise any doubts.

b) The consignment must undergo security screening in accordance with HRCM regime (including screening using of at least two different screening methods) if:

- 1) it does not originate from any of the banned countries listed in Appendix no. 1 (but it originates from one of the high-risk countries listed in Appendix no. 1); **or**
- 2) the person delivering the consignment has not been positively verified on the basis of an identity document (i.e. personal details are incorrect, document is invalid, etc.); **or**
- 3) the information contained in the accompanying documents or in the EBR documentation is unclear, incomplete, or raises doubts as to the credibility of the consignor; **or**
- 4) after visual inspection of the external packaging, tape or other security measures, signs of significant tampering cannot be ruled out; **or**
- 5) the customs or civil aviation authorities issued have issued a warning regarding to consignment in question; **or**
- 6) the sender has signed and submitted to the regulated agent the relevant document confirming the establishment of a business relationship (**EBR**), but the information listed in section C of this Security Memo document is not included therein or raises doubts as to the sender's credibility.

In any case, the consignment classified as high-risk cargo or mail (HRCM) cannot be granted SPX status.

c) The consignment shall be rejected if:

- 1) it originates from one of the banned countries listed in Appendix no. 1; **or**
- 2) during verification of the person delivering the consignment the identity document was found to be forged; **or**
- 3) the information contained in the accompanying documents or in the EBR documentation is unclear, incomplete, or raises doubts as to the credibility of the consignor, and the consignment originates from Ukraine, Moldova, Belarus or Russian Federation; **or**
- 4) the customs or civil aviation authorities have ordered the consignment to be withdrawn from air transport; **or**
- 5) the sender refuses to sign or submit to the regulated agent the relevant document confirming the establishment of a business relationship (**EBR**), despite the regulated agent's request.

In each case, the rejected consignment must be marked as **high-risk cargo or mail (HRCM) consignment before being returned to the sender**.

4. In order to comply with the above EU regulations, regulated agents may require their customers (senders) to sign relevant documents (declarations) confirming the existence of a business relationship (EBR) between the parties.

Please note that the templates for these documents may vary.

- E. In accordance with the above rules applicable to all regulated agents within the EU, in line **with TSA requirements for consignments destined for or transiting/transferring through the United States, the EBR rules do not apply from 1 May 2025.**

However, please note that for consignments loaded onto flights to airports in the United States:

1. liquids, aerosols or gels may not be transported by air if they are packed together in one consignment with battery-powered devices, electrical or electronic devices, batteries or analogue or electronic timing devices;
2. particular attention must be paid during the verification of shipping documentation to the reliability of the data provided by the shipper, including personal, company and payment details (cash or cryptocurrency payments are excluded).

- F. Please take into account during acceptance process, that cargo and mail consignments originating in third countries recognized as meeting European Union requirements shall be subject to the same approach as consignments originating in EU Member States. The list of third countries recognized as applying security standards equivalent to the common basic standards for civil aviation security is included in Appendix no. 2.

- G. Please be informed that the previous Security Memo documents No. OS/M/005/2024 dated 08 November 2024, No. OS/M/006/2024 dated 6 December 2024, and No. OS/M/006/2025 dated 27 May 2025 are no longer applicable.

Appendix no. 1**I. LIST OF BANNED COUNTRIES**

Any cargo or mail consignment originating in, transferred from or transited through below listed countries must not be transported onboard any LOT Polish Airlines aircraft (passenger and cargo or all cargo) under any circumstances:

- 1. Somalia (Federal Republic of Somalia)**
- 2. Syria (Syrian Arab Republic)**
- 3. Yemen (Republic of Yemen)**

II. LIST OF HIGH-RISK COUNTRIES

LOT Polish Airlines informs that any cargo or mail consignment originating in, transferred from or transited through below listed countries shall be treated as high risk cargo or mail and therefore additional security screening procedures as prescribed in your local security program prior to loading onboard any LOT Polish Airlines aircraft (passenger and cargo or all cargo) must be applied:

- 1. Afghanistan (Islamic Republic of Afghanistan)**
- 2. Bangladesh (People's Republic of Bangladesh)**
- 3. Burundi (Republic of Burundi)**
- 4. Central African Republic**
- 5. Chad (Republic of Chad)**
- 6. Djibouti (Republic of Djibouti)**
- 7. Iraq (Republic of Iraq)**
- 8. Kuwait (State of Kuwait)**
- 9. Lebanon (Republic of Lebanon)**
- 10. Libya**
- 11. Mali (Republic of Mali)**
- 12. Mauretania (Islamic Republic of Mauretania)**
- 13. Niger (Republic of Niger)**
- 14. Nigeria (Federal Republic of Nigeria)**
- 15. Pakistan (Islamic Republic of Pakistan)**
- 16. Sudan (Republic of Sudan)**
- 17. South Sudan (Federal Democratic Republic of South Sudan)**

Any cargo that appears to be tampered with or damaged in a way that it allows placing any prohibited article inside, seems to be suspicious for other reasons or has been reported by the relevant authorities or LOT Polish Airlines as threatening to civil aviation security shall be treated as high risk cargo and additional security measures as prescribed in your local security program prior to loading onboard any LOT Polish Airlines aircraft (passenger and cargo as well as all cargo) must be applied.

Appendix no. 2

I. THIRD COUNTRIES RECOGNIZED AS APPLYING SECURITY STANDARDS EQUIVALENT TO THE UE COMMON BASIC STANDARDS FOR CIVIL AVIATION SECURITY

With regard to cargo and mail, the following third countries have been recognised as applying security standards equivalent to the UE common basic standards for civil aviation security:

1. The Kingdom of Norway, in respect of Svalbard Airport
2. Montenegro
3. The Republic of Serbia
4. The United Kingdom of Great Britain and Northern Ireland

II. THIRD COUNTRIES, AS WELL AS OTHER COUNTRIES AND TERRITORIES TO WHICH, IN ACCORDANCE WITH ARTICLE 355 OF THE TREATY ON THE FUNCTIONING OF THE EUROPEAN UNION, TITLE VI OF PART THREE OF THAT TREATY DOES NOT APPLY, FOR WHICH ACC3 DESIGNATION IS NOT REQUIRED

1. Argentine Republic
2. Canada
3. Commonwealth of Australia
4. Federative Republic of Brazil
5. Guernsey (United Kingdom)
6. Hong Kong, Special Administrative Region of the People's Republic of China
7. Isle of Man (United Kingdom)
8. Japan
9. Jersey (United Kingdom)
10. New Zealand
11. People's Republic of China
12. Republic of Chile
13. Republic of Korea (South Korea)
14. Republic of Singapore
15. Republic of South Africa
16. State of Israel
17. Taiwan
18. United States of America
19. Faroe Islands
20. Greenland
21. French Polynesia
22. New Caledonia
23. Saint-Barthélemy
24. Saint-Pierre-et-Miquelon
25. Wallis and Futuna