

[Your company logo]
CONSIGNMENT SECURITY DECLARATION

Regulated Agent Name: Approval No: 1		AWB Number: 2	
Contents of Consignment: 3			
<input type="checkbox"/> Consolidation			
Origin: 4	Destination: 5	Transfer/Transit Points (if known) 6	
Security Status: <input type="checkbox"/> SPX <input type="checkbox"/> SHR 7	Reasons for issuing Security Status		
Received from a Known Consignor <input type="checkbox"/> Known Consignor Number: _____		Screening Method 9 <input type="checkbox"/> Physical/Hand Search (PHS); <input type="checkbox"/> X-Ray (XRY); <input type="checkbox"/> Explosive Detection Dogs (EDD) <input type="checkbox"/> Explosive Trace Detection (ETD) <input type="checkbox"/> Explosive Detection System (EDS) <input type="checkbox"/> (VCK) Visual Check- <i>Only AVI</i>	Exempted under South African Civil Aviation Regulations <input type="checkbox"/> Contents: _____ 10
Specify Other Screening Method(s): (if applicable) 11			
The undersigned, hereby understands that any false declaration may lead to criminal prosecution, and confirms that: 1. I have received proper training and given the authority to make this cargo security declaration; AND 2. To the best of my knowledge, the contents are as stated and safe for transport on a passenger or all-cargo aircraft; AND 3. The goods will be protected and secured during storage and transport at all stages of transit.			
Security Status Issued by: Name: 12 _____ Employee No. / ID No. _____ Signature: _____		Security Status Issued on Date: Time: 13	
Additional Security Information: (if applicable) 14			
Regulated Agent Identifier(s): (of any regulated agent or aircraft operator who has accepted the security status given to a consignment by another regulated agent) 15			

Consignment Security Declaration - Completion Instructions

Kindly note that the format is slightly adjusted from the ICAO recommended format to cater for the submission in a paper format. For e-CSD submissions the format remains the standardised ICAO format.

1. Regulated agent **name** and unique approval **number** that originally issued the security status.
2. **Air waybill number**, a house waybill or a mail consignment identifier.
3. **Contents of consignment**: Identification of consignment details (e.g. goods description) must be entered for a direct air waybill or house waybill shipment. For a consolidation shipment, i.e. a master air waybill with associated house waybill(s), the consolidation box should be ticked in lieu of the goods description.

Where the consolidation box is ticked the regulated agent issuing the declaration will retain/keep a consignment security declaration for each individual consignment forming part of the consolidation.

4. **Origin**: The identification of the origin of the consignment must be entered. This is the origin related to the appropriate transport documentation (air waybill or house waybill) as identified in Box 2 (e.g. IATA three-letter airport or city code).
5. **Destination**: The identification of the final destination of the consignment must be entered. This is the destination related to the appropriate transport documentation (air waybill or house waybill) as identified in Box 2 (e.g. IATA three-letter airport or city code).
6. **Transfer/Transit Points**: The identification of an en route stopping point where cargo may be transferred to another aircraft or remain on board the same aircraft should be entered if known to the issuer (e.g. IATA three-letter airport or city code). Otherwise this entry may be left blank.
7. **Security Status**: The coded identification of the security status assigned to the consignment must be entered to indicate whether the consignment is secure for:
 - (a) passenger, all-cargo and all-mail aircraft (we use the code “**SPX**”);or
 - (b) passenger, all-cargo and all-mail aircraft, in accordance with high-risk requirements (we use the code “**SHR**”).
8. **Received From**: The accreditation number (i.e. known consignor) that tendered the consignment must be entered. If no other reason, i.e. “screening method” or “grounds for exemption”, is indicated and the consolidation box is not ticked, then this entry cannot be blank.
9. **Screening Method**: The screening methods used by the regulated agent, when securing the consignment may be entered as a reason that the security status was issued, e.g. screening method and code in brackets. If no other reason, i.e. “received from” or “grounds for exemption” is indicated, and the consolidation box is not ticked, then this entry cannot be left blank. In some cases a single screening method may not be sufficient to inspect all types of consignments; therefore more than one screening method may be listed. For “**SHR**” cargo there should be at least two screening methods, with one being an explosive detection method.
10. **Grounds for Exemption**: This box will be ticked indicating a consignment is exempted from screening as defined in Part 108, with the contents recorded under the tick box. If no other reason, i.e. “received from” or “screening method”, is indicated and the consolidation box is not ticked then this entry cannot be left blank.
11. **Other Screening Method(s)**: If any other means of screening were applied not provided for in Box 9, then text specifying the other means used must be entered.

12. **Security Status issued by:** The individual of the regulated agent who issued the security status must be identified by name, employee or ID number and signature.

Note: This person must be dually authorised by the Designated Official to issue a CSD on behalf of the applicable Regulated Agent.

13. **Security Status issued on:** The exact date and time when the security status was issued by the regulated agent employee must be indicated.
14. **Additional Security Information:** Any additional security information that may be required by an ICAO Member State.
15. **Regulated Entity Category (RA or AO) and Identifier:** The identifier of any Regulated Agent or Aircraft Operator that accepts custody of the cargo and accepts the security status originally issued by a Regulated Agent identified in Box 1 must be entered. This entry would confirm that the cargo has remained secure and would follow any other entries for other Regulated Agents or Aircraft Operators that have also accepted the original security status.