

"RA3"

EU Aviation Security Validation Report

**Express Air Services (Pty) Ltd
trading as
"BidAir Cargo"**

**New Cargo Centre
Cape Town International Airport
De Havilland Road**

**Cape Town
Western Cape
Republic of South Africa**

ZA/RA3/00026-03

On-Site Visit Conducted on the 01st of May 2019

By Lionel-Étienne MONTPRÉ

Reference: LEM/RA3/CPT03/01-0519

Date: 03rd of May 2019



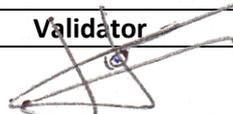
BidAir Cargo	On-Site Visit	Report Version	Validator
	01/05/2019	V01-03/05/2019	
1 of 27			

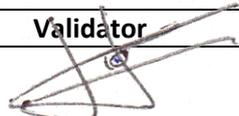
Table of Contents

I. RA3 EU Aviation Security Validation Checklist

PART 1 – Identification of the entity validated and the validator.....p5
PART 2 – Organisation and responsibilities of the RA3.....p7
PART 3 – Staff recruitment and trainingp9
PART 4 – Acceptance procedures p12
PART 5 – Screening p14
PART 6 – High risk cargo or mail (HRCM) p18
PART 7 – Protection of secured air cargo and mail..... p19
PART 8 – Documentation p21
PART 9 – Transportation.....p22
PART 10 – Compliancep24

II. Annexes

List of persons and entities visited and interviewed.....p25
Declaration of Commitmentsp26
Independence Declaration p27

BidAir Cargo	On-Site Visit	Report Version	Validator
	01/05/2019	V01-03/05/2019	
2 of 27			

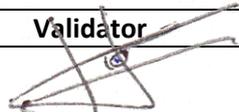
Foreword

Express Air Services (Pty) Ltd, trading as BidAir Cargo is one of the handling operators at Cape Town International Airport (CPT) in the Republic of South Africa.

BidAir Cargo was originally validated as a RA3 (ZA/RA3/00026-03) following an on-site visit conducted by the same validator (Lionel-Étienne MONTPRÉ, EU Aviation Security Validator FR/0002/MU/30Ko) on the 27th of June 2014 and, notwithstanding the fact that the Republic of South Africa has since been added to Attachment 6-Fii to Decision C(2015)8005, is now seeking renewal of this designation.

BidAir Cargo's premises are located at CPT itself and their warehouse's exit is located near the South African Police Service (SAPS)-operated airside gate.

BidAir Cargo is responsible for the acceptance, screening, storage and transportation of consignments up to the aircraft.

BidAir Cargo	On-Site Visit	Report Version	Validator
	01/05/2019	V01-03/05/2019	
3 of 27			

ATTACHMENT 6-C2

[to Implementing Regulation (EU) 2015/1998]

Validation Checklist for RA3

Third country entities have the option to become part of an ACC3's (*Air cargo or mail carrier operating into the Union from a third country airport*) secure supply chain by seeking designation as a third country EU aviation security validated Regulated Agent (RA3). An RA3 is a cargo handling entity located in a third country that is validated and approved as such on the basis of an EU aviation security validation.

An RA3 shall ensure that security controls including screening where applicable have been applied to consignments bound for the European Union and the consignments have been protected from unauthorised interference from the time that those security controls were applied and until the consignments are loaded onto an aircraft or are otherwise handed over to an ACC3 or other RA3.

The prerequisites for carrying air cargo or air mail into the Union ⁽¹⁾ or Iceland, Norway and Switzerland are provided for in Implementing Regulation (EU) 2015/1998.

The checklist is the instrument to be used by the EU aviation security validator for assessing the level of security applied to EU or EEA bound air cargo or air mail ⁽²⁾ by or under the responsibility of the entity seeking designation as an RA3. The checklist is to be used only in the cases specified in point (b) of point 6.8.5.1 of the Annex to Implementing Regulation (EU) 2015/1998. In cases specified in point (a) of point 6.8.5.1 of that Annex, the EU aviation security validator shall use the ACC3 checklist.

A validation report shall be delivered to the designating appropriate authority and to the validated entity within a maximum of one month after the on-site verification. Integral parts of the validation report shall be at least:

- the completed checklist signed by the EU aviation security validator and where applicable commented by the validated entity; and
- the declaration of commitments (Attachment 6-H2 to Implementing Regulation (EU) 2015/1998) signed by the validated entity; and
- an independence declaration (Attachment 11-A to Implementing Regulation (EU) 2015/1998) in respect of the entity validated signed by the EU aviation security validator.

Page numbering, the date of the EU aviation security validation and initialling on each page by the validator and the entity validated shall be the proof of the validation report's integrity.

The RA3 shall be able to use the report in its business relations with any ACC3 and where applicable, with any RA3.

By default, the validation report shall be in English.

Part 5 – Screening and **Part 6** – High risk cargo or mail (HRCM) shall be assessed against the requirements of Chapters 6.7 and 6.8 of the Annex to Implementing Regulation (EU) 2015/1998.

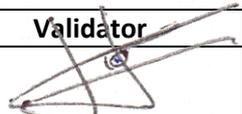
For those parts that cannot be assessed against the requirements of Implementing Regulation (EU) 2015/1998, baseline standards are the Standards and Recommended Practices (SARPs) of Annex 17 to the Convention on International Civil Aviation and the guidance material contained in the ICAO Aviation Security Manual (Doc 8973-Restricted).

Completion notes:

- All parts applicable and relevant parts of the checklist must be completed, in accordance with the business model and operations of the entity being validated. Where no information is available, this must be explained.
- After each part, the EU aviation security validator shall conclude if and to what extent the objectives of this part are met.

⁽¹⁾ The Union Member States: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, the Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and the United Kingdom.

⁽²⁾ EU or EEA bound air cargo or air mail or aircraft in this validation checklist is equivalent to the Union and Iceland, Norway and Switzerland bound air cargo or air mail or aircraft.

BidAir Cargo	On-Site Visit	Report Version	Validator
	01/05/2019	V01-03/05/2019	

PART 1 – Identification of the entity validated and the validator

1.1. Date(s) of validation Use exact date format, such as from 01.10.2012 to 02.10.2012	
dd/mm/yyyy	01/05/2019

1.2. Date of previous validation where applicable	
dd/mm/yyyy	27/06/2014
Previous RA3 registration number, where available	ZA/RA3/00026-03
AEO certificate or C-TPAT status or other certifications, where available	

1.3. Aviation security validator information	
Name	Lionel-Étienne MONTPRÉ
Company/Organisation/Authority	
Unique alphanumeric identifier (UAI)	FR/0002/MU/30Ko
Email address	lionel.montpre@mgmio.com
Telephone number – including international codes	+230 5735 89 37 +230 633 19 82

1.4. Name of entity	
Name	Express Air Services (Pty) Ltd (trading as BidAir Cargo)
Company number (for example, commercial register identification number, if applicable)	2004/019639/07
Number/Unit/Building	New Cargo Centre Cape Town International Airport
Street	De Havilland Street
Town	Cape Town
Postcode	7525
State (where relevant)	Western Cape
Country	Republic of South Africa
P.O. Box address, if applicable	

1.5. Main address of organisation (if different from site to be validated)	
Number/Unit/Building	Warehouses 3 to 8, Foreign Airlines Cargo Section O.R. Tambo International Airport
Street	
Town	Kempton Park
Postcode	1625
State (where relevant)	Gauteng
Country	Republic of South Africa
P.O. Box address, if applicable	

BidAir Cargo	On-Site Visit	Report Version	Validator
	01/05/2019	V01-03/05/2019	
5 of 27			

1.6. Nature of business – More than one business type may be applicable	
(a) air cargo only	YES
(b) air and other modes of transport	
(c) freight forwarder with cargo premises	
(d) freight forwarder without cargo premises	
(e) handling agent	YES
(f) others	

1.7. Does the applicant ...?	
(a) receive cargo from another 3 rd country regulated agent	Not as of now.
(b) receive cargo from 3 rd country known consignors	Not as of now.
(c) receive cargo from 3 rd country account consignors	Not as of now.
(d) receive exempted cargo	NO
(e) screen cargo	Screening is done by means of XRY, PHS/VCK and/or EDD, all conducted by Bidvest Protea Coin screeners.
(f) store cargo	YES
(g) other, please specify	

1.8. Approximate number of employees on site	
Number	23 (including 04 XRY and 03 EDD Bidvest Protea Coin screeners; XRY screeners also conduct access control)

1.9. Name and title of person responsible for third country air cargo or air mail security	
Name	Mr Doug SMIT
Job title	Aviation Security Consultant – Designated Official
Email address	doug@airsecurity.co.za
Telephone number – including international codes	+27 71 684 3888

BidAir Cargo	On-Site Visit	Report Version	Validator
	01/05/2019	V01-03/05/2019	
6 of 27			

PART 2 – Organisation and responsibilities of the RA3

Objective: No air cargo or air mail shall be carried to the EU or EEA without being subject to security controls. Cargo and mail delivered by an RA3 to an ACC3 or another RA3 may only be accepted as secure cargo or mail if such security controls are applied by the RA3. Details of such controls are provided in the following Parts of this checklist.

The RA3 shall have procedures in place to ensure that appropriate security controls are applied to all EU or EEA bound air cargo and air mail and that secure cargo or mail is protected until being transferred to an ACC3 or another RA3. Security controls shall consist of one of the following:

- (a) physical screening which shall be of a standard sufficient to reasonably ensure that no prohibited articles are concealed in the consignment;
- (b) other security controls, part of a supply chain security process, that reasonably ensure that no prohibited articles are concealed in the consignment and which have been applied by another RA3, KC3 or AC3 designated by the RA3.

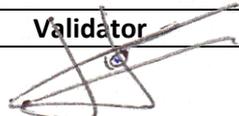
Reference: Point 6.8.3 of the Annex to Implementing Regulation (EU) 2015/1998.

2.1. Has the entity established a security programme?	
YES or NO	YES
If NO go directly to point 2.5.	

2.2. Entity security programme	
Date – use exact format dd/mm/yyyy	17/07/2017
Version	Version 002
Is the security programme submitted and/or approved by the appropriate authority of the state of the entity? If YES please describe the process.	<p>YES</p> <p>A hard copy of the security programme has to be submitted to the South African Civil Aviation Authority (SACAA) for approval.</p> <p>Amendments to the security programme follow the same procedure.</p> <p>BidAir Cargo's latest security programme was approved by the SACAA on 10/10/2017.</p> <p>As per SACAA rules a copy of this security programme cannot be attached to this RA3 report but can be consulted on-site.</p>

2.3. Does the security programme sufficiently cover the elements mentioned in parts 3 to 9 of the checklist?	
YES or NO	YES, BidAirCargo's security programme and the specific procedures pertaining to its CPT operations sufficiently covers the elements mentioned in Part 3 to Part 9 of this checklist.
If NO, describe why detailing the reasons	

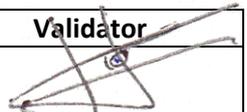
2.4. Is the security programme conclusive, robust and complete?	
YES or NO	YES, BidAir Cargo's CPT operations security programme is conclusive, robust and complete.
If NO, specify the reasons	

BidAir Cargo	On-Site Visit	Report Version	Validator
	01/05/2019	V01-03/05/2019	
7 of 27			

2.5. Has the entity established a process to ensure that air cargo or air mail is submitted to appropriate security controls before being transferred to an ACC3 or another RA3?	
YES or NO	YES
If YES, describe the process	<p>All consignments, notwithstanding their destination, are by default screened by BidAir Cargo via the use of XRY equipment; depending on their nature (or in case of doubt) they might also be subjected to PHS/VCK or EDD.</p> <p>Screening operations are conducted by Bidvest Protea Coin screeners (just like BidAir Cargo, Bidvest Protea Coin is part of the Bidvest Group) and duly consigned in a register located at the screening point and electronically as well as mentioned on the accompanying documentation.</p> <p>Vehicles and occupants must first go through the Aviation Company of South Africa (ACSA)-operated main cargo terminal access gate; if the person does not bear an ACSA-issued pass, an official ID will have to be produced and will be logged in an electronic database before being allowed inside.</p> <p>During the offloading process, BidAir Cargo acceptance and handling staff check the consignments for signs of possible tampering; any cargo showing such signs is usually rejected, otherwise it will be screened in accordance with EU HRCM procedures.</p> <p>Once offloaded, 100% of consignments are screened (the default method is XRY).</p> <p>Once screened, consignments are affixed with a BidAir Cargo "Known Cargo" sticker or stamp (and "SHR" stamp if required) and issued a CSD; consignments are then moved to the storage area until ready for transportation and loading.</p>

2.6. Has the entity a management system (such as instruments, instructions) in place to ensure that the required security controls are implemented?	
YES or NO	YES
If YES, describe the management system and explain if it is approved, checked or provided by the appropriate authority or another entity.	<p>Security audits are carried out by BidAir Cargo's Quality Manager while testing and evaluation of the security systems are also conducted by BidAir Cargo's Designated Official.</p> <p>Monthly security oversight audits of Bidvest Protea Coin operations are also conducted by BidAir Cargo's branch security officer.</p> <p>The validator was presented with the audit checklists/reports.</p> <p>As a Regulated Agent approved under South African regulations, BidAir Cargo is also subject to regular SACAA security audits.</p> <p>Consignment Security Declarations (CSD) and Screened Cargo Control Register are kept for a minimum of 12 months.</p>
If NO, explain how the entity ensures that security controls are applied in the required manner.	

2.7. Conclusions and general comments on the reliance, conclusiveness and robustness of the process.	
Comments from the entity	
Comments from the EU aviation security validator	The process in place to ensure that the required security controls are implemented is reliable, conclusive and robust.

BidAir Cargo	On-Site Visit	Report Version	Validator
	01/05/2019	V01-03/05/2019	
8 of 27			

PART 3 – Staff recruitment and training

Objective: To ensure the required security controls are applied, the RA3 shall assign responsible and competent staff to work in the field of securing air cargo or air mail.

Staffs with access to secured air cargo must possess all the competencies required to perform their duties and shall be appropriately trained.

To fulfil that objective, the RA3 shall have procedures in place to ensure that all staff (such as permanent, temporary, agency staff, drivers) with direct and unescorted access to air cargo or air mail to which security controls are being or have been applied:

- (a) have been subject to initial and recurrent pre-employment checks or background checks, which are at least in accordance with the requirements of the local authorities of the RA3 premises validated; and
- (b) have completed initial and recurrent security training to be aware of their security responsibilities in accordance with the requirements of the local authorities of the RA3 premises validated.

Note:

- A background check means a check of a person’s identity and previous experience, including where legally permissible, any criminal history as part of the assessment of an individual’s suitability to implement a security control and/or for unescorted access to a security restricted area (ICAO Annex 17 definition).
- A pre-employment check shall establish the person’s identity on the basis of documentary evidence, cover employment, education and any gaps during at least the preceding five years, and require the person to sign a declaration detailing any criminal history in all states of residence during at least the preceding 5 years (Union definition).

Reference: Point 6.8.3.1 of the Annex to Implementing Regulation (EU) 2015/1998.

3.1. Is there a procedure ensuring that all staff with direct and unescorted access to secured air cargo/air mail is subject to a pre-employment check that assesses background and competence?	
YES or NO	YES
If YES, indicate the number of preceding years taken into account for the pre-employment check and state which entity carries it out.	Pre-employment checks are carried out by BidAir Cargo’s human resources department, on the basis of the candidate’s curriculum-vitæ, reference questionnaire and interviews. The number of preceding years taken into account shall not be lower than 05 years.

3.2. Does this procedure include?	
<ul style="list-style-type: none"> - background check - pre-employment check - check of criminal records - interviews - other (provide details) <p>Explain the elements, indicate which entity carries this element out and where applicable, indicate the preceding timeframe that is taken into account.</p>	<p>As mentioned at point 3.1, pre-employment checks are conducted by BidAir Cargo.</p> <p>Criminal records checks are conducted by:</p> <ul style="list-style-type: none"> - Civil Specialised Services (CSS, a private investigation agency, done only once when the person is first employed by the company and includes a check of the person’s credit records), - Identity Verification System (IVS) as part of the IVS card issuance process (done annually), - Airports Company South Africa (ACSA) during as part of the airside permit issuance process; no permit issued in case of criminal records (done annually), <p>The criminal records check takes into account the person’s entire life and is based on the South African Police Services’ (SAPS) records.</p> <p>The written consent of the employee must be obtained before being able to conduct those checks.</p> <p>Those criminal records checks are repeated yearly.</p> <p>All persons with direct unescorted access to security restricted areas and to secure air cargo must also undersign an agreement to maintain confidentiality over sensitive air cargo security processes, procedures and systems.</p>

BidAir Cargo	On-Site Visit	Report Version	Validator
	01/05/2019	V01-03/05/2019	
9 of 27			

3.3. Is there a procedure ensuring that the person responsible for the application and supervision of the implementation of security controls at the site is subject to a pre-employment check that assesses background and competence?	
YES or NO	YES
If YES, indicate the number of preceding years taken into account for the pre-employment check and state which entity carries it out.	see 3.1

3.4. Does this procedure include?	
<ul style="list-style-type: none"> - background check - pre-employment check - check of criminal records - interviews - other (provide details) <p>Explain the elements, indicate which entity carries this element out and where applicable, indicate the preceding timeframe that is taken into account.</p>	<p style="text-align: center;">see 3.2</p> <p>Bidvest Protea Coin conducts these checks for their own staff; the same type of background check as conducted by CSS for BidAir Cargo staff is done by Managed Integrity Evaluation (MIE) on behalf of Bidvest Protea Coin.</p> <p>The same applies to them with regards to ACSA permits.</p>

3.5. Do staff with direct and unescorted access to secured air cargo or air mail receive security training before being given access to secured air cargo or air mail?	
YES or NO	YES
If YES, describe the elements and duration of the training	<p>Before being given unescorted access to secured air cargo or air mail, staff working in BidAir Cargo's warehouse must follow:</p> <ul style="list-style-type: none"> - "Part 109 Lvl2 – Aviation Security Supervisor" <p>Duration: 05d</p> <p>Covering:</p> <ul style="list-style-type: none"> o AVSEC principles and philosophy o AVSEC organisation o Threats o Acts of unlawful interference o Role & functions of AVSEC supervisor o Access control, guarding & patrolling o SOPs o Control of security equipment o Rostering o Deployment of Security personnel o Operational supervising duties o SOP compliance monitoring o Personnel assessment o How to conduct OTJ training o Emergency response procedures o Supervising response to incidents <p>Training material and Instructors have to be approved by SACAA (training is delivered by Professional Aviation Services).</p>

BidAir Cargo	On-Site Visit	Report Version	Validator
	01/05/2019	V01-03/05/2019	

3.6. Do staff that accept, screen or protect air cargo or air mail receive specific job related training?	
YES or NO	YES
If YES, describe the elements and durations of training courses.	<p>In addition, personnel in charge of screening follow:</p> <ul style="list-style-type: none"> - <i>“Part 109 Lvl1 – Aviation Security Screener”</i> Duration: 05d Covering: <ul style="list-style-type: none"> o <i>AVSEC principles and philosophy</i> o <i>AVSEC organisation</i> o <i>Access control</i> o <i>Threats</i> o <i>Acts of unlawful interference</i> o <i>Prohibited items</i> o <i>Cargo security procedures</i> o <i>Security controls</i> o <i>Working at a freight facility</i> o <i>Cargo screening</i> <p>Furthermore, EDD teams follow these courses:</p> <ul style="list-style-type: none"> - <i>Part 110 Cat1 – Screener training</i> 02 weeks - <i>Dog handler 5 (DH5) qualification</i> 06 weeks <p>This training is delivered by Denel Mechem, a South African government-owned company that is currently the only EDD training provider accredited by SACAA.</p>

3.7. Do staff referred to in points 3.5 and 3.6 receive recurrent training?	
YES or NO	YES
If YES, specify the elements and the frequency of the recurrent training	<p>All mentioned courses now have a validity of 01 year (02 years previously), after which a refresher course/recurrent training will be required.</p> <p>As per South African regulations, EDDs and their handlers have to be recertified every six months (Explosives Detection Evaluation) at an SACAA-approved assessment centre (Denel Mechem).</p>

3.8. Conclusion: do the measures concerning staff recruitment and training ensure that all staff with access to secured air cargo or air mail have been properly recruited and trained to a standard sufficient to be aware of their security responsibilities?	
YES or NO	YES, the measures concerning staff recruitment and training ensure that all staff with access to secured air cargo or air mail have been properly recruited and trained to a standard sufficient to be aware of their security responsibilities.
If NO, specify reasons	
Comments from the entity	
Comments from the EU aviation security validator	

BidAir Cargo	On-Site Visit	Report Version	Validator
	01/05/2019	V01-03/05/2019	

PART 4 – Acceptance procedures

Objective: The RA3 may receive cargo or mail from another RA3, a KC3, an AC3 or from an unknown consignor. The RA3 shall have appropriate acceptance procedures for cargo and mail in place in order to establish whether a consignment comes from a secure supply chain or not and subsequently which security measures need to be applied to it.

When accepting any consignments, the RA3 shall establish the status of the entity from which it receives the consignments verifying whether or not the unique alphanumeric identifier (UAI) of the entity delivering the consignments is indicated on the accompanying documentation, and confirming that the air carrier or entity delivering the consignment is listed as active in the Union database on supply chain security for the specified airport or site, as appropriate.

If there is no indication of the UAI on the documentation or if the status of the air carrier or entity on the Union database on supply chain security is not active, the RA3 shall treat the consignments as arriving from an unknown source.

Additionally, a RA3 shall maintain a database giving at least the following information for each regulated agent or known consignor that has been subject to EU aviation security validation in accordance with point 6.8.5.1, from which it directly accepts cargo or mail to be delivered to an ACC3 for carriage into the Union:

- (a) the company details, including the bona fide business address,
- (b) the nature of the business, excluding business sensitive information,
- (c) contact details, including those of the person(s) responsible for security,
- (d) the company registration number, if applicable,
- (e) where available, the validation report.
- (f) The unique alphanumeric identifier attributed in the Union database on supply chain security.

Reference: Point 6.8.3.1, 6.8.3.5, and 6.8.5.4 of the Annex to Implementing Regulation (EU) 2015/1998.

Note: An RA3 may only accept cargo from an AC3 as secure cargo, if this RA3 has designated this consignor itself as AC3, in accordance with point (c) of point 6.8.3.1 of the Annex to Implementing Regulation (EU) 2015/1998, and accounts for the cargo delivered by this consignor.

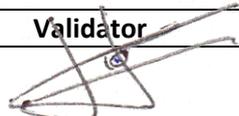
4.1. When accepting a consignment, does the entity establish whether it comes from another RA3, a KC3, an AC3 or an unknown consignor?	
YES or NO	NO, BidAir Cargo does not receive any consignment from other RA3s, KC3s or AC3s; as such, all cargo is considered as coming from an unknown consignor.
If YES, how?	

4.2. Does the entity verify the indication of the UAI on the documentation accompanying consignments received from another ACC3, RA3 or KC3 and confirms the active status of the ACC3, RA3 or KC3 on the Union database on supply chain security?	
YES or NO	Not Applicable

4.3. Does the entity have a procedure to ensure that in case the documentation does not contain the UAI or the entity from which the cargo is received has no active status on the Union database on supply chain security, the consignment is treated as shipment coming from an unknown source?	
YES or NO	Not Applicable

4.4. Does the entity designate consignors as AC3?	
YES or NO	NO, not as of now.
If YES, describe the procedure and the safeguards required by the entity from the consignor.	

4.5. When accepting a consignment, does the entity establish whether its destination is an EU or EEA airport?	
YES or NO – explain	YES, through the accompanying documentation.

BidAir Cargo	On-Site Visit	Report Version	Validator
	01/05/2019	V01-03/05/2019	

4.6. If YES – does the entity submit all air cargo or air mail to the same security controls when the destination is an EU or EEA airport?	
YES or NO	YES
If YES, describe the procedure	All consignments entering BidAir Cargo's warehouse, notwithstanding their destination, are by default screened via XRY. Depending on their nature or in case of doubt, they might also be subjected to PHS/VCK or EDD.

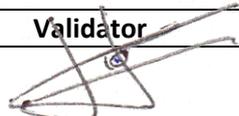
4.7. When accepting a consignment, does the entity establish whether it is to be regarded as high risk cargo and mail (HRCM) (see definition in Part 6), including for consignments that are delivered by other modes of transport than by air?	
YES or NO	YES
If YES, how? Describe the procedure	At acceptance, BidAir Cargo staff check the condition of consignments, any cargo showing signs of possible tampering will either be rejected or treated as per EU HRCM requirements. In case of transfer cargo, the accompanying documentation will be thoroughly checked in order to identify the consignment's origin.

4.8. When accepting a secured consignment, does the validated entity establish whether it has been protected from unauthorised interference or tampering?	
YES or NO	NO, BidAir Cargo does not currently accept secured consignments.
If YES, describe by which means (for example, using seals, locks, inspection)	

4.9. Is the person making the delivery required to present an official identification document containing a photo?	
YES or NO	YES, in order to remit a consignment, the person delivering it will have to produce a valid photo-bearing ID document (ID card, driver's licence, IVS card or ACSA card) to the acceptance officer; the ID number is recorded on the Consignment Acceptance Checklist

4.10. Is there a process in place to identify consignments that require screening?	
YES or NO	YES
If YES, how?	All consignments, whatever their origin or destination, will be submitted to 100% screening.

4.11. Conclusion: Are the acceptance procedures sufficient to establish that air cargo or air mail to an EU or EEA airport destination comes from a secure supply chain or needs to be subjected to screening?	
YES or NO	YES, 100% of consignments are subjected to screening before entering the BidAir Cargo warehouse's storage area.
If NO, specify reasons	
Comments from the entity	
Comments from the EU aviation security validator	

BidAir Cargo	On-Site Visit	Report Version	Validator
	01/05/2019	V01-03/05/2019	

PART 5 – Screening

Objective: Where the RA3 accepts cargo and mail which does not come from a secure supply chain, the RA3 needs to subject these consignments to appropriate screening before it may be delivered to an ACC3 as secure cargo. The RA3 shall have procedures in place to ensure that EU or EEA bound air cargo and air mail for transfer, transit or unloading at a Union airport is screened by the means or methods referred to in Union legislation to a standard sufficient to reasonably ensure that it contains no prohibited articles.

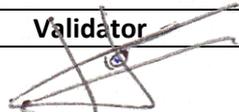
Where screening of air cargo or air mail is performed by or on behalf of the appropriate authority in the third country, the RA3 shall declare this fact and specify the way adequate screening is ensured.

Reference: Point 6.8.3 of the Annex to Implementing Regulation (EU) 2015/1998.

5.1. Is screening applied on behalf of the entity by another entity?	
YES or NO	YES
<p>If YES, Specify the nature of these entities and provide details:</p> <ul style="list-style-type: none"> – private screening company – government regulated company – government screening facility or body – other <p>Specify the nature of the agreement or contract between the validated entity and the entity that applies the screening on its behalf.</p>	<p>Screening is applied by Bidvest Protea Coin staff on behalf of BidAir Cargo. Like BidAir Cargo, Bidvest Protea Coin is part of the Bidvest Group.</p>

5.2. Is the entity able to request the appropriate security controls in case the screening is carried out by one of the above entities?	
YES or NO	YES
If NO, provide details	

5.3. By which instruments and instructions (such as oversight, monitoring, and quality control) does the entity ensure that security controls are applied in the required manner by such service providers?	
<p>Once offloaded, 100% of consignments are screened (the default method is XRY).</p> <p>Once screened, consignments are affixed with a BidAir Cargo “Known Cargo” sticker or stamp (and “SHR” stamp if required) and issued a CSD; consignments are then moved to the storage area until ready for transportation and loading.</p> <p>BidAir Cargo staff transport the cargo up to the aircraft where it is transferred to BidAir Services for loading (BidAir Services is also part of the Bidvest Group).</p> <p>Security audits are carried out by BidAir Cargo’s Quality Manager while testing and evaluation of the security systems are also conducted by BidAir Cargo’s Designated Official.</p> <p>Monthly security oversight audits of Bidvest Protea Coin operations are also conducted by BidAir Cargo’s branch security officer.</p> <p>The validator was presented with the audit checklists/reports.</p> <p>As a Regulated Agent approved under South African regulations, BidAir Cargo is also subject to regular SACAA security audits.</p> <p>Consignment Security Declarations (CSD) and Screened Cargo Control Register are kept for a minimum of 12 months.</p> <p>The screening and storage areas are under 24/7 CCTV surveillance (32 cameras); the video feed is monitored by Vector CCTV operators based in Johannesburg and locally from BidAir Cargo’s management office (footage is kept for 03 months).</p>	

BidAir Cargo	On-Site Visit	Report Version	Validator
	01/05/2019	V01-03/05/2019	

5.4. What methods of screening are used for air cargo and air mail?	
Specify, including details of equipment used for screening air cargo and air mail (such as manufacturer, type, software version, standard, serial number) for all the methods deployed.	XRY, PHS, VCK and EDD are used to screen air cargo and mail. The XRY equipment details are as follows: - L3 Security & Detection Systems PX10.10 <i>serial number: PX100036</i> <i>software: 1.12</i>

5.5. Is the equipment or method (such as explosive detection dogs) used included in the most recent EU, European Civil Aviation Conference (ECAC) or the Transport Security Administration (TSA) of the US compliance list?	
YES or NO	YES
If YES, provide details	The methods used are all listed at Attachment 6-J to Decision C(2015)8005.
If NO, give details specifying the approval of the equipment and date thereof, as well as any indications that it complies with EU equipment standards.	

5.6. Is the equipment used in accordance with the manufacturers' concept of operations (CONOPS) and is the equipment regularly tested and maintained?	
YES or NO	YES
If YES, describe the process	Daily tests of the X-ray equipment by means of Standard Test Piece (STP) are conducted by Bidvest Protea Coin staff before the commencement of each shift. The validator was able to observe the XRY equipment listed at Point 5.4 in use and peruse its test and maintenance records; a STP test was conducted in front of the validator at his request and met the criteria set forth at Point 12.3 of Decision C(2015)8005. The date and time of each test is recorded and the STP checklists are kept in a dedicated folder. The X-ray equipment is maintained by HISSCO (Pty) Ltd. Quarterly checks and yearly major maintenance are covered by the maintenance contract presented to the validator; the maintenance operations' Service Call Reports are recorded in a dedicated maintenance folder. EDDs are tested on a daily basis, prior to the commencement of operational deployment (recorded on the EDDT/XRAY Screener Daily Qualification and Certification Checklist).

5.7. In case EDDs are deployed, are they subjected to initial and recurrent training, approval and quality control process to a standard equivalent to the EU or TSA requirements?	
YES or NO	YES
If YES, describe the entire process and the related documentation supporting the assessment	All security controls applied by Bidvest Protea Coin are recorded locally as well as on accompanying documentation. As per South African regulations, EDDs and their handlers have to be recertified every six months (Explosives Detection Evaluation) at an SACAA-approved assessment centre (Denel Mechem). Additionally, EDDs are tested on a daily basis, prior to the commencement of operational deployment (recorded on the EDDT/XRAY Screener Daily Qualification and Certification Checklist).

BidAir Cargo	On-Site Visit	Report Version	Validator
	01/05/2019	V01-03/05/2019	

5.8. In case EDDs are used, is the screening process following a deployment methodology equivalent to EU or TSA standards?	
YES or NO	YES
If YES, describe the entire process and the related documentation supporting the assessment	The screening process witnessed by the validator follows a deployment methodology equivalent to the EU standard (Attachment 12-H to C(2015)8005).

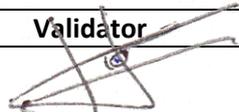
5.9. Is the nature of the consignment taken into consideration during screening?	
YES or NO	YES
If YES, describe how it is ensured that the screening method selected is employed to a standard sufficient to reasonably ensure that no prohibited articles are concealed in the consignment.	While XRY is the default method, the consignment's nature (as mentioned on the AWB) or its dimensions may render the use this method inefficient. In such case, screening will be done via either a throughout PHS/VCK of the consignments or EDD.

5.10. Is there a process for the resolution of the alarm generated by the screening equipment? For some equipment, such as x-ray equipment, the alarm is triggered by the operator himself.	
YES or NO	YES
If YES, describe the process of resolving alarms to reasonably ensure the absence of prohibited articles.	In case of alarm from the EDD or a suspected IED during X-ray screening or hand search, the SAPS' Police Explosives Unit will be notified immediately. BidAir Cargo's designated cargo security official will be informed and in turn inform the SACAA.
If NO, describe what happens to the consignment.	

5.11. Are any consignments exempt from security screening?	
YES or NO	NO

5.12. Are there any exemptions that do not comply with the Union list?	
YES or NO	NO
If YES, detail	

5.13. Is access to the screening area controlled to ensure that only authorised and trained staff are granted access?	
YES or NO	YES
If YES, describe	Access to the screening area is controlled and monitored by BidAir Cargo's staff as well Bidvest Protea Coin security staff contracted by BidAir Cargo. People wishing to be granted access to the screening area must hold IVS- or ACSA-issued permits; visitors must bear a Visitor Permit issued by BidAir Cargo and be duly escorted. The screening and storage areas are under 24/7 CCTV surveillance (32 cameras); the video feed is monitored by Vector CCTV operators based in Johannesburg and locally from BidAir Cargo's management office (footage is kept for 03 months).

BidAir Cargo	On-Site Visit	Report Version	Validator
	01/05/2019	V01-03/05/2019	

5.14. Is an established quality control and/or testing regime in place?	
YES or NO	YES
If YES, describe	<p>Security audits are carried out by BidAir Cargo's Quality Manager while testing and evaluation of the security systems are also conducted by BidAir Cargo's Designated Official.</p> <p>Monthly security oversight audits of Bidvest Protea Coin operations are also conducted by BidAir Cargo's branch security officer.</p> <p>The validator was presented with the audit checklists/reports.</p> <p>As a Regulated Agent approved under South African regulations, BidAir Cargo is also subject to regular SACAA security audits.</p> <p>Consignment Security Declarations (CSD) and Screened Cargo Control Register are kept for a minimum of 12 months.</p> <p>EDDs are tested on a daily basis, prior to the commencement of operational deployment (recorded on the EDDT/XRAY Screener Daily Qualification and Certification Checklist); records are made available to SACAA for inspection.</p>

5.15. Conclusion: Is air cargo or air mail screened by one of the means or methods listed in point 6.2.1 of Implementing Regulation (EU) 2015/1998 to a standard sufficient to reasonably ensure that it contains no prohibited articles?	
YES or NO	YES, air cargo/air mail is screened by one of the means or methods listed in point 6.2.1 of Implementing Regulation (EU) 2015/1998, to a standard sufficient to reasonably ensure that it contains no prohibited articles.
If NO, specify reason	
Comments from the entity	
Comments from the EU aviation security validator	

BidAir Cargo	On-Site Visit	Report Version	Validator
	01/05/2019	V01-03/05/2019	

PART 6 – High risk cargo or mail (HRCM)

Objective: Consignments which originate from or transfer in locations identified as high risk by the Union or which appear to have been significantly tampered with are to be considered as high risk cargo and mail (HRCM). Such consignments have to be screened in line with specific instructions. The RA3 shall have procedures in place to ensure that EU or EEA bound HRCM is identified and subject to appropriate controls as defined in the Union legislation.

The ACC3 to which the RA3 delivers air cargo or mail for transportation shall be authorised to inform the RA3 about the latest state of relevant information on high risk origins.

The RA3 shall apply the same measures, irrespective of whether it receives high risk cargo and mail from an air carrier or through other modes of transportation.

Reference: Point 6.7 of the Annex to Implementing Regulation (EU) 2015/1998.

Note: HRCM cleared for carriage into the EU/EEA shall be issued the security status ‘SHR’, meaning secure for passenger, all-cargo and all-mail aircraft in accordance with high risk requirements.

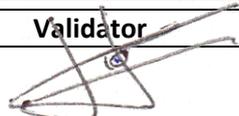
6.1. Do staff responsible for performing security controls know which air cargo and mail is to be treated as high risk cargo and mail (HRCM)?	
YES or NO	YES
If YES, describe	As BidAir Cargo only receives cargo originating from South Africa itself, acceptance staff check for the provenance of transfer cargo in order to assess whether it comes from a high-risk origin or not; they also check for signs of possible tampering prior to acceptance. The cases which mean that a consignment has to be treated as HRCM are and explained to staff members.

6.2. Does the entity have procedures in place for the identification of HRCM?	
YES or NO	YES
If YES, describe	At acceptance BidAir Cargo staff check the condition of consignments, any cargo showing signs of possible tampering will be rejected. In case of transfer cargo, the accompanying documentation will be thoroughly checked in order to identify the consignment’s origin and if additional security controls according to HRCM regulations are required.

6.3 Is HRCM subject to HRCM screening procedures according to Union legislation?	
YES or NO	YES
If NO, indicate procedures applied	YES, HRCM is screened by a combination of XRY/EDD.

6.4. After screening, does the entity issue a security status declaration for SHR in the documentation accompanying the consignment?	
YES or NO	YES
If YES, describe how security status is issued and in which document	Following successful screening, a SHR stamp is affixed to the consignment and the same is mentioned on the CSD.

6.5. Conclusion: Is the process put in place by the entity relevant and sufficient to ensure that all HRCM has been properly treated before loading?	
YES or NO	YES, the process put in place by the entity is relevant and sufficient to ensure that all HRCM has been properly treated before loading.
If NO, specify reason	
Comments from the entity	
Comments from EU aviation security validator	

BidAir Cargo	On-Site Visit	Report Version	Validator
	01/05/2019	V01-03/05/2019	

PART 7 – Protection of secured air cargo and mail

Objective: The RA3 shall have procedures in place to ensure EU or EEA bound air cargo and/or air mail is protected from unauthorised interference and/or any tampering from the point where security screening or other security controls are applied or from the point of acceptance after screening or security controls have been applied, until loading or transferring to an ACC3 or another RA3.

If previously secured air cargo and mail is not protected afterwards, it may not be loaded or transferred to an ACC3 or another RA3 as secure cargo or mail.

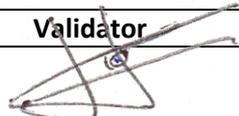
Protection can be provided by different means such as physical (for example barriers, locked rooms), human (for example patrols, trained staff) and technological (for example CCTV, intrusion alarm).

EU or EEA bound secured air cargo or mail should be separated from air cargo or mail which is not secured.

Reference: Point 6.8.3.1 of the Annex to Implementing Regulation (EU) 2015/1998.

7.1. Is protection of secured air cargo and air mail applied on behalf of the validated entity by another entity?	
YES or NO	NO, protection of secured air cargo and air mail is applied by BidAir Cargo's own staff as well as Bidvest Protea Coin staff contracted by BidAir Cargo.
If YES, Specify the nature of these entities and provide details: – private screening company – government regulated company – government screening facility or body – other	

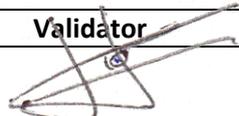
7.2. Are security controls and protection in place to prevent tampering during the screening process?	
YES or NO	YES
If YES, describe Specify what kind(s) of protection(s) are put in place: – physical (for example fence, barrier, building of solid construction) – human (for example patrols etc.) – technological (for example CCTV, alarm system) Explain how they are organised.	The screening and storage area is located in a building of solid construction (cinder blocks and metal beams frame covered with metal sheets); skylights are located in the roof. This zone is kept separate from the rest of the warehouse acceptance area by a metal door. All people working in this zone are trained according to South African regulations and monitor the area. This area is fenced and the access door is controlled by Bidvest Protea Coin security staff. An ACSA-issued pass must be worn in order to gain access to this area; visitors' will need a BidAir Cargo visitor's pass, record their entry and exit and to be duly escorted. The screening and storage areas are under 24/7 CCTV surveillance (32 cameras); the video feed is monitored by Vector CCTV operators based in Johannesburg and locally from BidAir Cargo's management office (footage is kept for 03 months).

BidAir Cargo	On-Site Visit	Report Version	Validator
	01/05/2019	V01-03/05/2019	

7.3. Is the secure air cargo/air mail only accessible to authorised persons?	
YES or NO	YES
If YES, describe Specify how all access points (including doors and windows) to identifiable and secured air cargo or air mail are controlled.	<p><i>see 7.2</i></p> <p>Once screened, consignments are transferred to the storage area, either through the X-ray equipment's tunnel or through a door used for oversized consignments (after the intervention of EDDs) and staff access. Consignments are usually not stored over long periods as they mostly arrive right before the flight is ready for loading.</p> <p>The only other access point apart from the aforementioned door is another door leading to the manifesting office. The screening and storage areas are under 24/7 CCTV surveillance (32 cameras); the video feed is monitored by Vector CCTV operators based in Johannesburg and locally from BidAir Cargo's management office (footage is kept for 03 months).</p>

7.4. Are there procedures in place to ensure EU or EEA bound air cargo or air mail to which security controls have been applied are protected from unauthorised interference from the time it has been secured until its loading or is transferred to an ACC3 or another RA3?	
YES or NO	YES
If YES, describe how it is protected (for example by physical, human, technological means) Specify also if the building is of solid construction and what kinds of materials are used, if available.	<p><i>see 7.2 & 7.3</i></p> <p>After being screened (and, when applicable, stored in sealed ULDs), air cargo/air mail is loaded in BidAir Cargo's truck in order to be transported to the air carrier. The truck's rear door is affixed with a numbered seal (recorded on the cargo manifest); this seal is checked at the warehouse exit's by another Bidvest Protea Coin security staff and recorded on the Flight Security Seal Control File and then leaves the warehouse in order to enter airside (the airside gate, manned by SAPS, is located near to BidAir Cargo's warehouse exit rolling shutter door).</p>
If NO, specify reasons	

7.5. Conclusion: Is the protection of consignments sufficiently robust to prevent unlawful interference?	
YES or NO	YES, the protection of consignments is sufficiently robust to prevent unlawful interference.
If NO, specify reason	
Comments from the entity	
Comments from EU aviation security validator	

BidAir Cargo	On-Site Visit	Report Version	Validator
	01/05/2019	V01-03/05/2019	

PART 8 – Documentation

Objective: The RA3 shall ensure that the documentation accompanying a consignment to which the RA3 has applied security controls (such as screening, protection), contains at least:

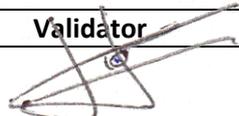
- (a) the unique alphanumeric identifier received from the designating appropriate authority; and
- (b) the unique identifier of the consignment, such as the number of the (house or master) air waybill, when applicable; and
- (c) the content of the consignment; and
- (d) the security status, indicated as follows:
 - ‘SPX’, meaning secure for passenger, all-cargo and all-mail aircraft, or
 - ‘SCO’, meaning secure for all-cargo and all-mail aircraft only, or
 - ‘SHR’, meaning secure for passenger, all-cargo and all-mail aircraft in accordance with high risk requirements.

If the security status is issued by the RA3, the entity shall additionally indicate the reasons for issuing it, such as the means or method of screening used or the grounds for exempting the consignment from screening, using the standards adopted in the Consignment Security Declaration scheme.

The documentation accompanying the consignment may either be in the form of an air waybill, equivalent postal documentation or in a separate declaration, and either in an electronic format or in writing.

Reference: point (d) of point 6.3.2.6, points 6.8.3.4, 6.8.3.5 and 6.8.3.6 of the Annex to Implementing Regulation (EU) 2015/1998

8.1. Does the entity ensure that appropriate accompanying documentation is established, and include the information required in point (d) of point 6.3.2.6, points 6.8.3.4, 6.8.3.5 and 6.8.3.6 of the Annex to Implementing Regulation (EU) 2015/1998?	
YES or NO	YES, all the information required by Implementing Regulation (EU) 2015/1998 [as amended by Implementing Regulation (EU) 2017/815] is specified on BidAir Cargo’s CSD.
If NO, explain	
8.2. In particular, does the entity specify the status of the cargo and how this was achieved?	
YES or NO	YES
If NO, explain	
8.3. Conclusion: Is the documentation process sufficient to ensure that cargo or mail is provided with proper accompanying documentation which specifies the correct security status and all required information?	
YES or NO	YES, the documentation process is sufficient to ensure that cargo or mail is provided with proper accompanying documentation which specifies the correct security status and all required information.
If NO specify reason	
Comments from the entity	
Comments from EU aviation security validator	

BidAir Cargo	On-Site Visit	Report Version	Validator
	01/05/2019	V01-03/05/2019	

PART 9 – Transportation

Objective: Air cargo and air mail must be protected from unauthorised interference or tampering from the time it has been secured until its loading or until it is transferred to an ACC3 or another RA3.

This includes protection during transportation to the aircraft, to the ACC3 or to another RA3. If previously secured air cargo and mail is not protected during transportation, it may not be loaded or transferred to an ACC3 or another RA3 as secure cargo.

During transportation to an aircraft, an ACC3 or another RA3, the RA3 is responsible for the protection of the secure consignments.

This includes cases where the transportation is undertaken by another entity, such as a freight forwarder, on its behalf. This does not include cases whereby the consignments are transported under the responsibility of an ACC3 or another RA3.

Reference: Point 6.8.3 of the Annex to Implementing Regulation (EU) 2015/1998.

9.1. How is the air cargo or air mail conveyed to the ACC3 or to another RA3?	
(a) Validated entity's own transport YES or NO	YES The cargo is conveyed to the ACC3 by BidAir Cargo's own transport services; it is then handed over to BidAir Services (another member of the Bidvest Group) for loading.
(b) Other RA3's or ACC3's transport? YES or NO	NO
(c) Contractor used by the validated entity? YES or NO	NO

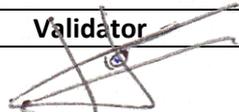
9.2. Is the air cargo or air mail tamper evidently packed?	
YES or NO	Secured cargo is either placed in locked containers or wrapped (in the case of pallets).
If YES, how	

9.3. Is the vehicle sealed or locked before transportation?	
YES or NO	YES
If YES, how	Plastic numbered seal placed on the rear gate's lock.

9.4. Where numbered seals are used, is access to the seals controlled and are the numbers recorded?	
YES or NO	YES
If YES, specify how	The seals are kept in the manifesting office, next to the screening point. Their numbers are recorded on the cargo manifest and Flight Security Seal Control File.

9.5. If applicable, does the respective haulier sign the haulier declaration?	
YES or NO	Not Applicable

9.6. Has the person transporting the cargo been subject to specific security controls and awareness training before being authorised to transport secured air cargo or air mail, or both?	
YES or NO	YES
If YES, please describe what kind of security controls (such as pre-employment check, background check) and what kind of training (such as security awareness training).	The procedure is the same as the one described at Points 3.1, 3.2 and 3.5.

BidAir Cargo	On-Site Visit	Report Version	Validator
	01/05/2019	V01-03/05/2019	

9.7. Conclusion: Are the measures sufficient to protect air cargo or air mail from unauthorised interference during transportation?	
YES or NO	YES, the measures are sufficient to protect air cargo or air mail from unauthorised interference during transportation.
If NO, specify reason	
Comments from the entity	
Comments from the EU aviation security validator	

BidAir Cargo	On-Site Visit	Report Version	Validator
	01/05/2019	V01-03/05/2019	
23 of 27			

PART 10 – Compliance

Objective: After assessing Parts 1 to 9 of this checklist, the EU aviation security validator has to conclude if its on-site verification confirms the implementation of the security controls in compliance with the objectives listed in this checklist for the EU or EEA bound air cargo or air mail.

Two different scenarios are possible. The EU aviation security validator concludes that the entity:

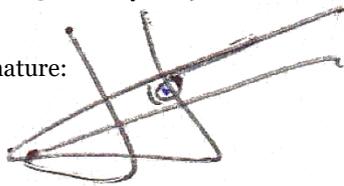
- 1. has succeeded in complying with the objectives referred to in this checklist.**
A validation report shall be delivered to the designating appropriate authority and to the validated entity within a maximum of one month after the on-site verification;
- 2. has failed in complying with the objectives referred to in this checklist.**
In that case, the entity is not authorised to deliver secured air cargo or mail for EU or EEA destination to an ACC3 or to another RA3. It shall receive a copy of the completed checklist stating the deficiencies.

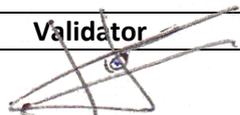
10.1 General conclusion: Indicate the case closest to the situation validated	
1 or 2	1
Comments from EU aviation security validator	
Comments from the entity	

Name of the validator: Lionel-Étienne MONTPRÉ [FR/0002/MU/30Ko]

Date: 03rd of May 2019

Signature:



BidAir Cargo	On-Site Visit	Report Version	Validator
	01/05/2019	V01-03/05/2019	
24 of 27			

ANNEX-1

List of persons and entities visited and interviewed

Providing the name of the entity, the name and the position of the contact person and the date of the visit or interview.

Name of entity	Name of contact person	Position of contact person	Date of visit/interview
BidAir Cargo	Mrs Fazlin COETZEE	Office Administrator	01/05/2019
Bidvest Protea Coin	Mrs Luleka Kholiswa SIMUNICA	Security Screener Seal Number Check	01/05/2019
BidAir Cargo	Mr Chris BROWN	Quality Manager	01/05/2019
BidAir Cargo	Mr Wayne DAVIDS	Regional Manager	01/05/2019
Bidvest Protea Coin	Mr Nkosibonile MAMENTSHANA	Security Screener XRY screening	01/05/2019
BidAir Cargo	Mr Irefaan MENIERS	International Operations Manager CPT	01/05/2019
Bidvest Protea Coin	Mr Fuzikhaya Elphenstone MNUKWA	Security Screener Access Control	01/05/2019
BidAir Cargo	Mr Jürklen Rossley MOOLMAN	Cargo Handler	01/05/2019

BidAir Cargo	On-Site Visit	Report Version	Validator
	01/05/2019	V01-03/05/2019	
25 of 27			

ANNEX-2

**EU Aviation Security Validated RA3
Declaration of Commitments**

[Attachment 6-H2 to Implementing Regulation (EU) 2015/1998]

On behalf of Express Air Services (Pty) Ltd (hereafter “BidAir Cargo”) I take note of the following:

This report establishes the level of security applied to EU or EEA bound air cargo operations in respect of the security standards listed in the checklist or referred to therein.

BidAir Cargo can only be designated ‘third country EU aviation security validated regulated agent’ (RA3) once an EU aviation security validation report has been submitted to and accepted by the appropriate authority of a Member State of the European Union or Iceland, Norway or Switzerland for that purpose, and the details of the RA3 have been entered in the Union database on supply chain security.

If a non-compliance in the security measures the report refers to is identified by the appropriate authority of a Union Member State or by the European Commission, this could lead to the withdrawal of BidAir Cargo designation as a RA3 already obtained for this premises which will prevent BidAir Cargo from delivering secured air cargo or mail for EU or EEA destination to an ACC3 or another RA3.

The report is valid for three years and shall therefore expire on the 30th of April 2022 at the latest.

On behalf of BidAir Cargo I declare that:

- (1) BidAir Cargo will accept appropriate follow-up action for the purpose of monitoring the standards confirmed by the report.
- (2) I will provide the designating appropriate authority with the relevant details promptly but at least within 15 days if:
 - (a) any changes to BidAir Cargo security programme occur;
 - (b) the overall responsibility for security is assigned to anyone other than the person named in point 1.9 of Attachment 6-C2 to Implementing Regulation (EU) 2015/1998;
 - (c) there are any other changes to premises or procedures likely to significantly impact on security;
 - (d) the company ceases trading, no longer deals with air cargo or mail bound to the European Union, or can no longer meet the requirements of the relevant Union legislation that have been validated in this report.
- (3) BidAir Cargo will maintain the security level confirmed in this report as compliant with the objective set out in the checklist and, where appropriate, implement and apply any additional security measures required to be designated RA3 where security standards were identified as insufficient, until the subsequent validation of BidAir Cargo activities.
- (4) BidAir Cargo will inform the ACC3s and RA3s to which it delivers secured air cargo and/or air mail if BidAir Cargo ceases trading, no longer deals with air cargo/air mail or can no longer meet the requirements validated in this report.

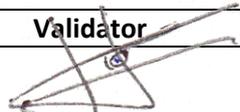
On behalf of BidAir Cargo I accept full responsibility for this declaration.

Name:

Position in company:

Date:

Signature:

BidAir Cargo	On-Site Visit	Report Version	Validator
	01/05/2019	V01-03/05/2019	

ANNEX-3

**European Union Aviation Security Validator
Independence Declaration**

[Attachment 11-A to Implementing Regulation (EU) 2015/1998]

- (a) I confirm that I have established the level of compliance of the validated entity in an impartial and objective way.
- (b) I confirm that I am not, and have not in the preceding two years, been employed by the validated entity.
- (c) I confirm that I have no economic or other direct or indirect interest in the outcome of the validation activity, the validated entity or its affiliates.
- (d) I confirm that I have, and have had in the preceding 12 months no business relations such as training and consultancy beyond the validation process with the validated entity in areas related to aviation security.
- (e) I confirm that the EU aviation security validation report is based on a thorough fact finding evaluation of relevant security documentation, consisting of:
 - The validated entities’ security programme or equivalent, and
 - An on-site verification of the implementation thereof.
- (f) I confirm that the EU aviation security validation report is based on an assessment of all security relevant areas on which the validator is required to give an opinion based on the relevant EU checklist.
- (g) I confirm that I have applied a methodology that allows for separate EU aviation security validation reports in respect of each entity validated and ensures objectivity and impartiality of the fact finding and evaluation, where several entities are being validated in a joint action.
- (h) I confirm that I accepted no financial or other benefits, other than a reasonable fee for the validation and a compensation of travel and accommodation costs.

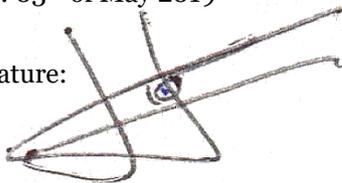
I accept full responsibility for the EU aviation security validation report.

Name of the validated entity: Express Air Services (Pty) Ltd – “BidAir Cargo”

Name of the EU aviation security validator: Lionel-Étienne MONTPRÉ (FR/0002/MU/30Ko)

Date: 03rd of May 2019

Signature:



BidAir Cargo	On-Site Visit	Report Version	Validator
	01/05/2019	V01-03/05/2019	