

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

EXEMPLAIRE
COPY

N° 1393

N A T O R E S T R I C T E D (1)

ORIGINAL: ENGLISH
17 September, 1980

CORRIGENDUM 7 to
VOLUME II to
C-M(55)15(Final)

SECURITY WITHIN THE NORTH ATLANTIC TREATY ORGANIZATION

CORRIGENDUM 7 to Volume II to C-M(55)15(Final)
(dated 31st July, 1972)

Following approval by the North Atlantic Council of C-M(80)43, holders of Volume II of C-M(55)15(Final) should substitute the attached pages (iii), 32, 33, 62 and 78 for the existing pages (iii), 32, 33, 62 and 78, which should be destroyed. Changes have been sidelined or underlined.

2. The amendment sheet in the front of Volume II should be annotated accordingly.

3. Amendments to the Index will issue later.

NATO,
1110 Brussels.

(1) NATO UNCLASSIFIED when detached from enclosures.

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(Revised 5.9.80)

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agency; when this is not available, blocked-off stowage may be approved. Blocked-off stowage is stowage in the hold of a ship where the material is covered and surrounded by other cargo consigned to the same destination in such a way that, in the opinion of the designated security officer, access to the material is physically impracticable. Where it is impracticable to carry a consignment in the hold, it may be carried as deck cargo provided it is in a secure container and disguised. In all cases, the consignment must be under security control;

- (c) unless the ship be in extremis, she shall not enter the coastal waters of any country with special security risks(1), nor shall she call at any non-NATO ports unless prior approval of the consignor's National Security Authority or designated security agency has been obtained;
- (d) in all cases, loading and unloading shall be under security control;
- (e) deliveries to the port of embarkation and collection from the port of disembarkation must be so timed to prevent, as far as possible, a consignment being held in port warehouses. Where, however, this is unavoidable, sufficient security guards must be provided to keep the consignment under adequate supervision.

Transportation by Aircraft

101. Preference shall be given to utilization of military aircraft of a NATO nation, the captain of which should be security cleared. If this is not practicable a non-military aircraft may be used provided it is registered in a NATO nation and the captain is a NATO national, except that Scandinavian Airlines System aircraft may be used provided the captain of such an aircraft is a NATO national. If civilian aircraft are utilized security guards must be assigned following the conditions laid down in paragraphs 106 and 107(c). Particular attention is called to the fact that international air traffic regulations do not permit specially assigned security guards to travel on board aircraft carrying freight only, therefore such aircraft shall not be used for the transport of NATO SECRET material, except as provided in paragraph 106. Passenger aircraft should be utilized for the transportation of small items only and the regulations covering the international transportation of NATO classified documents should be applied.

(1) A list of countries with special security risks is at Annex 15

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102. The following minimum standards should be observed:

- (a) every effort should be made to deliver the consignment straight to the aircraft rather than permitting it to be stored in warehouses, etc., at airports and airfields. When a consignment cannot be loaded straight away it shall be either returned or kept under guard at the airport under the conditions stated in paragraph 100(e) above;
- (b) similarly every effort shall be made for the aircraft to be met on landing and the consignment to be removed to its final destination. When this is not practicable, the consignment shall be kept at the airport under the conditions stated in paragraph 100(e) above;
- (c) during intermediate routine stops of short duration the consignment shall remain in the aircraft but the aircraft itself kept under security control;
- (d) in the event of the aircraft being delayed at an intermediate stop or having to make an emergency landing, it is up to the security guard, or the person fulfilling the duties of the security guard, to take all measures he considers necessary for the protection of the material. Where such a stop is in a NATO nation, he shall be entitled to call upon, and expect to receive, the assistance of the National Security Authority or designated security agency of that nation;
- (e) no flight shall be permitted either over countries with special security risks, or near enough to such countries as to make emergency landing or accidental over-flying possible;
- (f) direct flights should be used wherever possible;
- (g) except in an emergency, stops at airfields in non-NATO nations will not be permitted.

SECURITY GUARDS

103. Persons fulfilling the duties of security guards may be civilian or military personnel and may be armed or unarmed depending on national practices and arrangements made between the National Security Authorities or designated security agencies of the nations affected by the transportation. Similarly, the nationality of such guards in any particular nation shall be subject to mutual agreement. They must be nationals of NATO nations and be security cleared.

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ANNEX 6 to
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NOTES FOR SECURITY GUARDS

1. It has been found necessary to authorise you to escort a consignment of classified material. Your authorisation is attached.
2. The following points are brought to your attention:
 - (a) The consignment contains classified material.
 - (b) Your security officer is required to furnish a statement to the effect that the consignment is a NATO consignment.
 - (c) Your security officer is required to provide you with an inventory of the consignment, for which you will be held liable and responsible.
 - (d) Upon your return, you must produce a bona fide receipt for the consignment signed by a responsible and appropriately cleared official of the facility or agency receiving the consignment.
 - (e) Throughout the journey, the classified consignment must stay under your control.
 - (f) The consignment will not be opened en route except in the circumstances envisaged in (k) below.
 - (g) The classified consignment is not to be discussed in any public place.
 - (h) The classified consignment is not, under any circumstances, to be left unattended. During overnight stops, military or industrial facilities having appropriate NATO security clearance may be utilised.
 - (i) While escorting a classified consignment, you are forbidden to travel:
 - (i) by surface routes through non-NATO nations;
 - (ii) by air over countries with special security risks;
 - (iii) by sea into a harbour of a non-NATO nation.

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ANNEX 15 to
ENCLOSURE "D" to
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C O U N T R I E S W I T H S P E C I A L S E C U R I T Y R I S K S

Popular Republic of Albania
Berlin (East)
People's Republic of Bulgaria
People's Republic of China
Republic of Cuba
Czechoslovak Socialist Republic
German Democratic Republic
People's Republic of Hungary
Democratic State of Kampuchea
Korean Democratic People's Republic
People's Democratic Republic of Laos
Mongolian People's Republic
Polish People's Republic
Socialist Republic of Romania
Union of Soviet Socialist Republics
Socialist Republic of Vietnam
Socialist Federal Republic of Yugoslavia