Ensuring the Safety of Civil Aviation

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What do you understand by Safety of Civil aviation?

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<td>1.</td>
<td>Government: ensuring nothing is added in such as WMD (do they exist?) or drugs</td>
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<td>2.</td>
<td>Carrier: nothing inserted into cargo which might damage the carrier and ensure no pilferage</td>
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<td>3.</td>
<td>Forwarder: No theft to our cargo</td>
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<td>4.</td>
<td>Passengers: They can travel in an environment they feel comfortable and safe with, knowing they will take-off and land safely</td>
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A Freight Forwarder’s perspective to the question:

No theft to our cargo, but is there more:..

Maybe the more the red tape and rules being clearly defined the less common sense is exercised by persons to thwart terrorism & theft.

The more solid the rules, sets the framework for the terrorist to breach without hidden surprises.

Are we tying ourselves in knots?
Theft or Terrorism?

While ICAO and Governments do not legislate to prevent theft, but for prevention of terrorism....

Is there really any difference between taking from cargo or adding to cargo? Both involve cargo tampering

Industry and legislators have the same focus, even if objectives are different.... **Maintaining cargo integrity**
Einstein was considered mad on some of his future thinking ideas but he wrote....

*The world is a dangerous place to live, not because of the people who are evil, but because of those who don’t do anything about it*

Maybe the impact of screening on piece level is not so much of an impact if we look back on this in 20 years time? And...Instead of reacting maybe Gov't should look to a long term exit plan on the war on terror?

millions of people NOT employed on Security?
Bill Gates once said: “If you give people tools, and they use their natural abilities and their curiosity, they will develop things in ways that will surprise you very much beyond what you might have expected.”

Human reaction is almost impossible to predict and is one of the best weapons terrorists have to combat – the unknown
Ensuring the Safety of Civil Aviation

Regulations must be practical to achieve the results

Regulators MUST ensure industry collaboration

ICAO Security Secretariat has established a working group on Aviation Supply Chain Security which includes regulators, carriers and forwarders

But what is the definition of a “Supply Chain?”
Today, the world is a global village making us all partners. Our companies are no longer mere agents in a trading lane of which they had little or no control. They have responsibility being a part of the supply chain management as active participants.
A chain is a series of links from one end to the other

THE SIMPLE CHAIN – ICAO rules covers which part?

What is missing?

THE SIMPLE CHAIN

- Shipper
- Freight Forwarder
- Haulier
- Ground Handler
- Transhipment Airport
- Departure Airport
- Secure carrier
- Destination Airport
- Consignee
Annex 17 -12 requires risk assessments, so WHERE IS THE RISK?
We have IATA Secure Freight program which encompasses a large amount of the supply chain.

We have TSA and the EU requiring security of cargo beyond airport to airport.
What do you understand by Cargo Security?

An airport in India
Does Annex 17 work here?
Theft from Cargo from on board carriers

A growing trend is theft from cargo while on the aircraft. Often during a cargo transit stop, a forwarder cannot simply tell their customer that the theft happened under carrier liability and nothing we can do.
So is there a Silver bullet solution to protecting cargo or are we looking at hybrid solution such as a bronze bullet solution?
Security initiatives MUST change from Reactionary to Pro-active

- Lockerbie Bombing – enhanced security checks on luggage
- 9/11: Various US Acts to enhance aviation security including amendment 10 to Annex 17
- Shoe Bomber: taking shoes off when passing airport security
- Bomb in underpants: full body scanners to be introduced
- The printer cartridge
- The wedding cake
For all parties (ICAO/IATA/FIATA/GSF and more to work together, to understand each other’s requirements and constraints and to work together.

Can GACAG achieve this and become the bronze bullet solution?

The right strategy with the correct linked partners will bring results.
The Director General Civil Aviation announced that as of October 16, 2011 they will implement a regulated agent regime. Despite protests from the Air Cargo Freight Forwarders / Air Couriers Assn’s; Chamber of Commerce and the Government Ombudsman because an EU Air transport security team was to visit them. The reason was to demonstrate compliance to ICAO Annex 17 and have it implemented prior or before the team’s arrival.

Yet 11 days earlier on Oct. 3, 2011 Chamber of Commerce persuaded CAD to suspend the implementation for international cargo for 3 months as the processes are claimed to be not in line with the ICAO annex 17.
The future I believe is in 
“our” hands.... TODAY!
Thank you for your attention and patience

Remember the old saying “Safety is everyone’s responsibility!”