

AVIATIONsecurity

international

The Journal of Airport & Airline Security

www.asi-mag.com

December 2006 · Volume 12 Issue 6

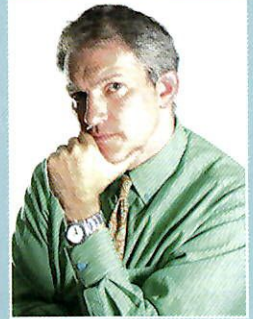


Strategic Threat of Terrorism:

previewing 2007

- Chemical & Biological Weapons
- Crew Hotel Selection
- Bomb Threat Management
- Threat Image Projection
- Passenger Concerns

Letter From Cape Town: the return of apartheid



By Philip Baum

It is more than a dozen years since the apartheid regime that ruled South Africa ended. The country, only a short time ago, was a pariah state and certainly not the venue for international conferences and festivals. Much has changed with the world is set to focus its attention on the fledgling new democracy with the FIFA World Cup in 2010. Perhaps not quite as high profile this November, the country played host to the Airport Council International's annual World Assembly which brought together the crème de la crème of airport management.

The official opening ceremony took place on 6th November, with the traditional mix of speeches and entertainment. The latter came in the form of an African spectacular show of song, drums and dance presented by Umanji; delegates left the auditorium singing "that's the spirit of togetherness", which seemed somewhat appropriate for an international gathering of 560 delegates from 82 countries. How wrong they actually were. In Europe, the EU had made it clear that same day that the spirit of togetherness was far from being a reality and that the only spirits they had any faith in were those purchased in the Duty Free shops of European airports.

So it was, behind the scenes, that Director Generals of Civil Aviation Authorities, Airport Managers and CEOs huddled together discussing the implications of the new legislation. Given that the World Assembly was taking place in Africa, there were an unusually high number of African delegates. Many of these run airports where Duty Free sales to foreigners are one of their few money-spinners. Little wonder that an air of concern pervaded the Assembly's atmosphere.

Even the European delegates (whose numbers were reduced as their airports had to frantically implement new procedures) expressed misgivings as they feared a reduction in their own Duty Free sales as

passengers become increasingly confused about what is and what is not allowed in the aircraft cabin.

To clarify, as of 6 November 2006, and I quote from the BAA's website, "All liquids must be in individual containers not greater than 100ml capacity. They must be placed in one transparent re-sealable transparent bag, no larger than 20cm x 20cm (8" x 8") in size, and fit comfortably inside the bag so it can be fastened closed. Only one bag per passenger is allowed. The bag must be clear and re-sealable, such as 'ziplock' bags or bags with pressable seals. Larger bags or bags that are sealable, such as fold-over sandwich bags are not allowed."

Complicated but, if that were the rule for all, the argument that security had been enhanced would have some merit. But, the fact that passengers in transit from other EU states are told that they may carry duty free goods they purchased at their originating (EU) airport, "so long as your shopping is intact and you have proof-of-purchase within the 24 hours prior to this, you will be allowed to carry your purchases onto your next flight" makes a mockery of this. For those in transit from outside the EU, the goods purchased at the originating airport are simply confiscated. No recompense. Whilst the objectives might be sound, the actual legislation itself is insulting, farcical and would have been the perfect example of what US Secretary of Transportation Norman Minetta classified, post-911, as a "silly rule".

I can well understand the need for a harmonisation of procedures and that it is easier to establish a new set of rules within a community. The implication, however, is that somehow Duty Free goods bought in EU Duty Free shops somehow pose less of a threat than goods purchased in airport Duty Free shops outside the EU.

Most of us would, in reality, have greater question as to the "sterility" of wines bought in French Duty Free shops than those purchased in South African ones. The recent

public debate regarding some of those who have been authorised to work aside in Paris only enhance ones fears.

It is not all that long since the European countries cried "Foul" when Senator Orrin Hatch introduced the Hatch Amendment in the United States, designed to mandate that the same security procedures be imposed on foreign carriers operating to the United States as those under which American carriers operated. The Europeans argued, quite correctly, that this was not a "security" amendment, but rather an "economic" one as it only applied to carriers operating on routes also operated by US carriers.

In the same vein the Rest of the World should be appealing and condemning this example of European double standards. It is a policy designed to try to protect the economic viability of European airport duty free trade, yet penalise those outside its borders. If security were the key, the EU would have simply banned all duty free purchases in liquid, gel or aerosol form.

European air carriers should also be worried about the possible loss of trade. It didn't take long, after 10th August, for passengers to opt to transfer in airports outside the UK; now, perhaps, Europeans travelling to the Far East may rule out using European carriers and opt for transits in the Middle East. Given the high quality of the airports in that region, lost trade will be hard to recuperate.

Niels Boserup, Chairman of ACI and CEO of Copenhagen Airport, accurately described the EU's new regulations as "a bureaucrat's decision". It will take some time to evaluate the fallout of the bureaucrats' decision-making process. Some European airports have, since 6 November, already seen a reduction in passenger processing rates of in excess of 50%, leading to length queues at checkpoints.

I've certainly flown out of Heathrow a number of times since then and the length of the queues to reach the security checkpoints is not only extremely frustrating but also a

security vulnerability of the highest order. On one occasion, having arrived at Terminal 3 for a flight to the USA almost three hours before departure, I still had to run to the gate without any time for Duty Free shopping. The queue went the entire length of the terminal building...on a November morning. One can only imagine what it will be like at Christmas. To make things worse, those arriving late to the airport were rushed to the front of the security queue, as if to reward them for their tardiness. I would not be in the slightest bit surprised if this leads to an increase in disruptive passenger behaviour on board aircraft, let alone a significant detrimental effect on the turnover of the airport duty free stores...even for those within the EU.

The airports are not to blame, but they will be those to suffer. Indeed we'll all suffer and for little security gain. The only victors

in this are those who were unsuccessful at targeting our aviation system in August.

I left South Africa on a direct flight to London and was able to purchase some local Stellenbosch wine at Cape Town's Duty Free shop. Some of my colleagues heading to London on other carriers were deprived of this opportunity and the airport and local economy were deprived of their trade.

Apartheid is defined by academics at Oregon University as being the, "racial, political, and economic segregation of non-European peoples". I realise that there is nothing racist about the EU's regulations, but in departing the country with which apartheid has so long been associated and so recently defeated, the "political and economic segregation of non-European" airports could not have been felt more harshly.

“the EU made it clear that the spirit of togetherness was far from being a reality and that the only spirits they had any faith in were those purchased in the Duty Free shops of European airports”

33 PINPOINT Zones



SuperScanner™



SuperWand™



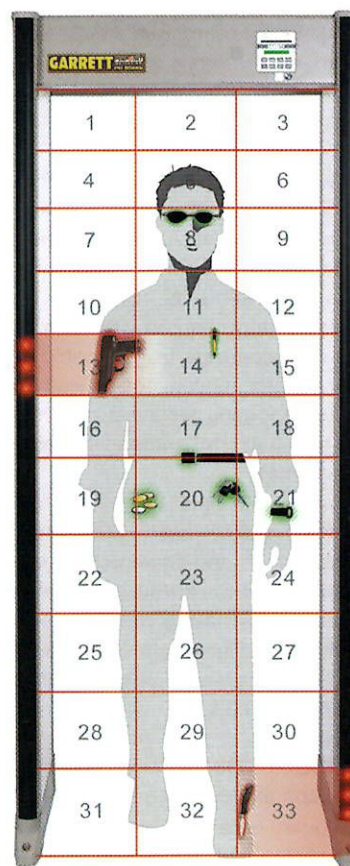
THD™

The Garrett PD 6500i Walk Through Metal Detector pinpoints precisely every specified metallic object, while ignoring innocuous items. The PD 6500i offers exclusive multiple target pinpointing with 33 distinct zones for uniform target coverage on the left, center and right side of the body from head to toe.

Don't let another concealed metallic weapon pass before your eyes. Let Garrett help you pinpoint the danger!

Call or visit us online today!

Garrett Metal Detectors
 1881 West State Street
 Garland, Texas 75042
 Tel: 972 494 6151
 Toll Free: 1 800 234 6151
 Web: www.garrett.com
 Email: security@garrett.com



PD 6500i

