CAPSCA-MID/8 Meeting

The airports perspective

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3.5.2 IN APPLYING THE RISK ASSESSMENT, STATES SHOULD CONSIDER THEIR RISK TOLERANCE AND THE RISKS POSED BY THE TRAVEL, AND HOW DIFFERENT MITIGATION MEASURES MAY REDUCE THAT RISK. IF TRAVEL IS FROM AN AREA OF LOW PREVALENCE TO ONE OF HIGH PREVALENCE, THEN THE VALUE OF QUARANTINE AS A MEASURE MAY BE DIMINISHED. *IN SITUATIONS WHERE TRAVEL IS BETWEEN TWO COUNTRIES WITH SIMILAR LEVELS OF TRANSMISSION IN THE COMMUNITY, ANY TRAVELLERS WHO HAD BEEN COVID-19 TESTED NEGATIVE, MEETING THE PERFORMANCE-BASED CRITERIA DESCRIBED IN SECTION 3.3.2, UPON DEPARTURE WOULD BE OF LOWER STATISTICAL RISK THAN THE NON-TESTED MEMBERS OF THE SURROUNDING COMMUNITIES IN EITHER COUNTRY.* TRAVELLERS THAT HAVE BEEN COVID-19 TESTED NEGATIVE COULD BE SUBJECTED TO NO MORE RESTRICTIONS THAN THE OTHERS IN THE COMMUNITY AT DESTINATION.

3.5.3 WHILE QUARANTINE CAN HAVE THE HIGHEST IMPACT WHEN TRAVEL IS FROM AN AREA OF HIGH COMMUNITY TRANSMISSION TO AN AREA OF LOW COMMUNITY TRANSMISSION, THE INTRODUCTION OF TESTING INTO THE MEASURES APPLIED COULD POTENTIALLY BE USED TO REDUCE THE RISK OF TRANSLOCATION AND THE DURATION OF QUARANTINE. THERE IS EVIDENCE TO SHOW THAT TESTS REDUCE THE RISK OF AN UNDETECTED POSITIVE CASE BY SOME DEGREE, AND THAT A SECOND TEST (IN COMBINATION WITH A PERIOD OF QUARANTINE) FURTHER REDUCES THAT RISK."

AGENDA

1) THE PRESENT AND THE MEDIUM-TERM FORECAST (PRELIMINARY)

2) ACI TO AS FACILITATOR OF AIRPORT COMPLIANCE WITH ICAO AND INDUSTRY GUIDANCE MATERIAL

3) CHALLANGES TO RESTART AND RECOVERY for airport operators:
- Quarantine
- Testing (cost & capacity)
- Airport Capacity
- COVID-19 vaccine distribution
- A digital infrastructure that works based on verifiable lab results and vaccination records from trusted sources

TOTAL AIRPORT PASSENGER TRAFFIC (COVID-19): SELECTED AIRPORTS IN ASIA-PACIFIC AND THE MIDDLE EAST

Week of		

Legend: COVID-19 Cases in Countries with Responding Airports — Passenger Traffic Growth Rate
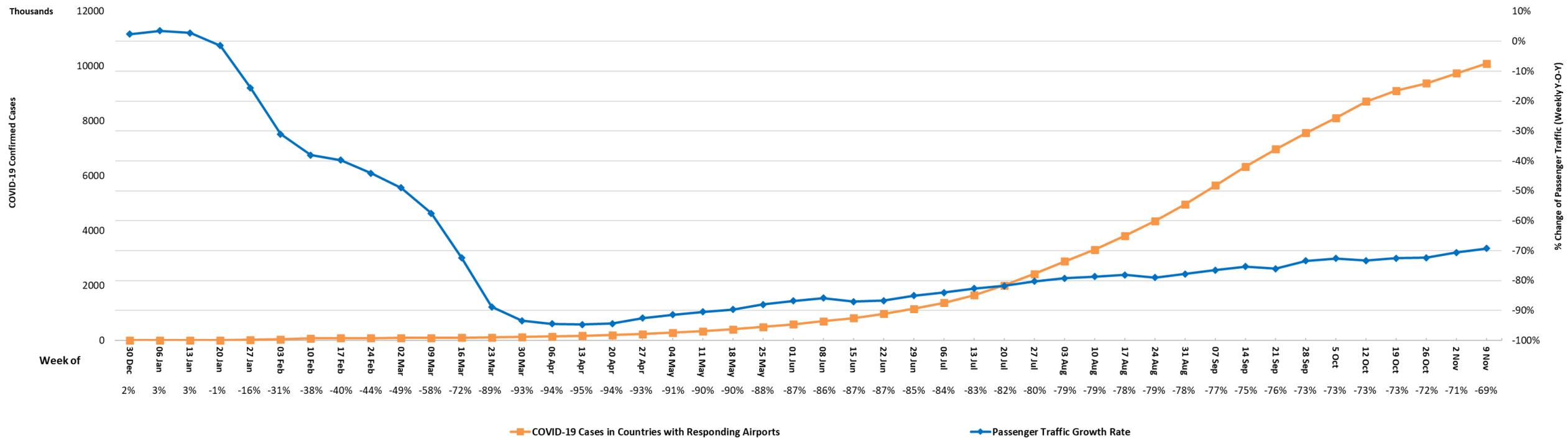
Source: ACI Asia-Pacific survey of preliminary total passenger traffic data from 33 airports in Asia-Pacific and Middle East (these airports collectively serve around 29% of passenger traffic in the region) (Note: Oct & Nov 2020 traffic only include data from 32 and 31 airports respectively)

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ROAD TO RECOVERY – MIDDLE EAST (YEAR 2020)
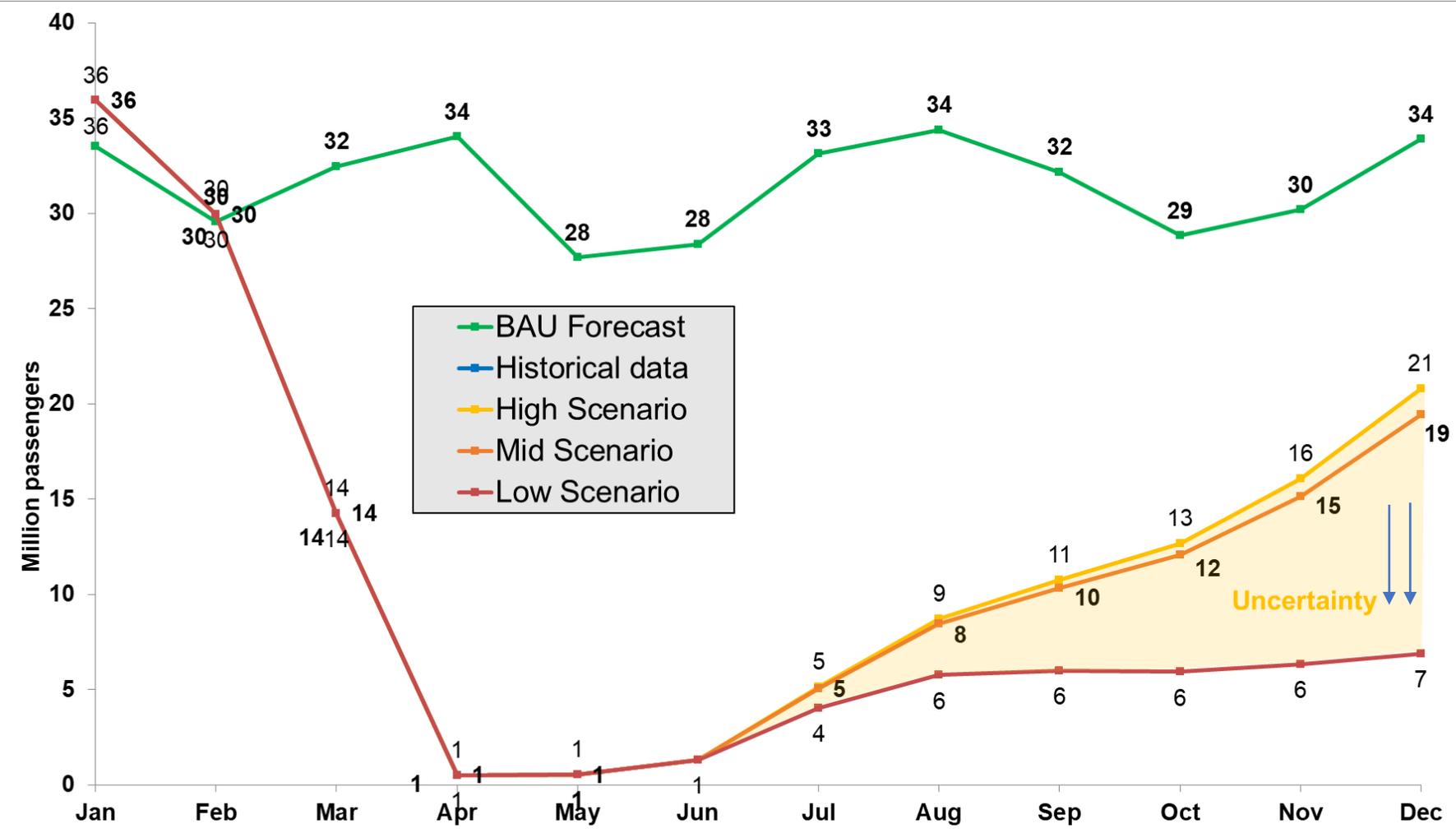
Passenger traffic for 2020 (reduction from BAU forecast)
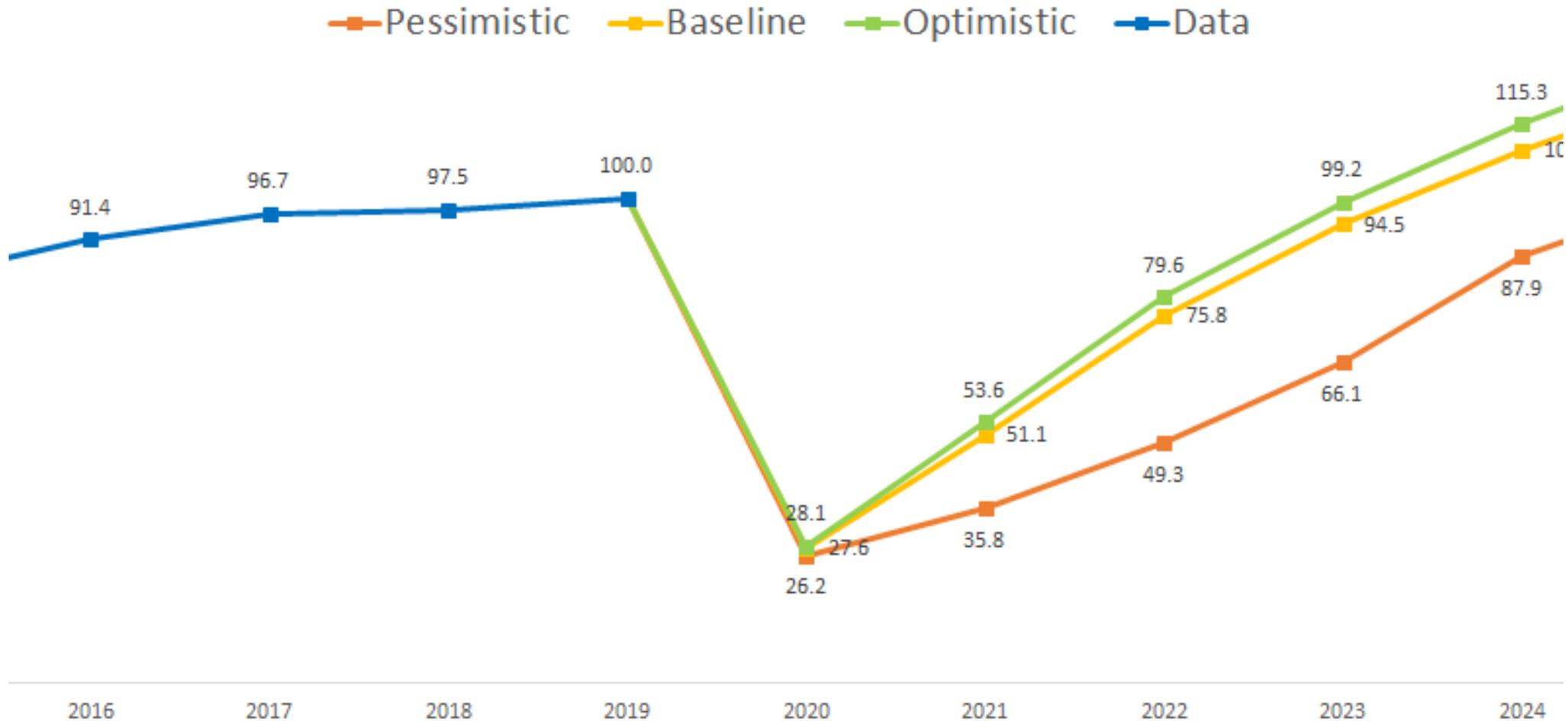
Middle scenario: -59.6%

Low scenario: -69.0%

Source: ACI World 4th Economic Impact Assessment, WATR 2019

LONG-TERM FORECAST (PRELIMINARY)

Passenger traffic forecast scenarios
(2000-2040)

Pessimistic · Baseline · Optimistic · Data

Two ACI initiatives to ensure compliance by airports in the Region

2 programmes complementing each other

Both programmes are based on ICAO CART and ACI documents

- **Only ICAO supported programme**
- <u>**Assessment**</u> of the overall management process
- 2 to 3 weeks overall process from application to accreditation
- Accreditation valid for 12 months

- Based on BV's reputed Safeguard Hygiene Excellence and Safety Label – now co branded BV-ACI
- **Onsite audit**
- Measures the effectiveness and application of the health measures
- 6 months certification validity

Progress so far

	Asia-Pacific + Middle East
Contract signed	57 airports
Accreditation granted	28 airports

6 Middle East airports accredited so far:

Riyadh   Medina   Muscat & Salalah   Bahrain   Amman

* Data as of 26 Nov 2020

ACI Asia-Pacific survey on <u>international passengers</u>

- Objectives to understand:
  - International travel restrictions
  - Quarantine requirement
  - Testing practices
  - Impact of health measures on terminal ops
- 27 responses received
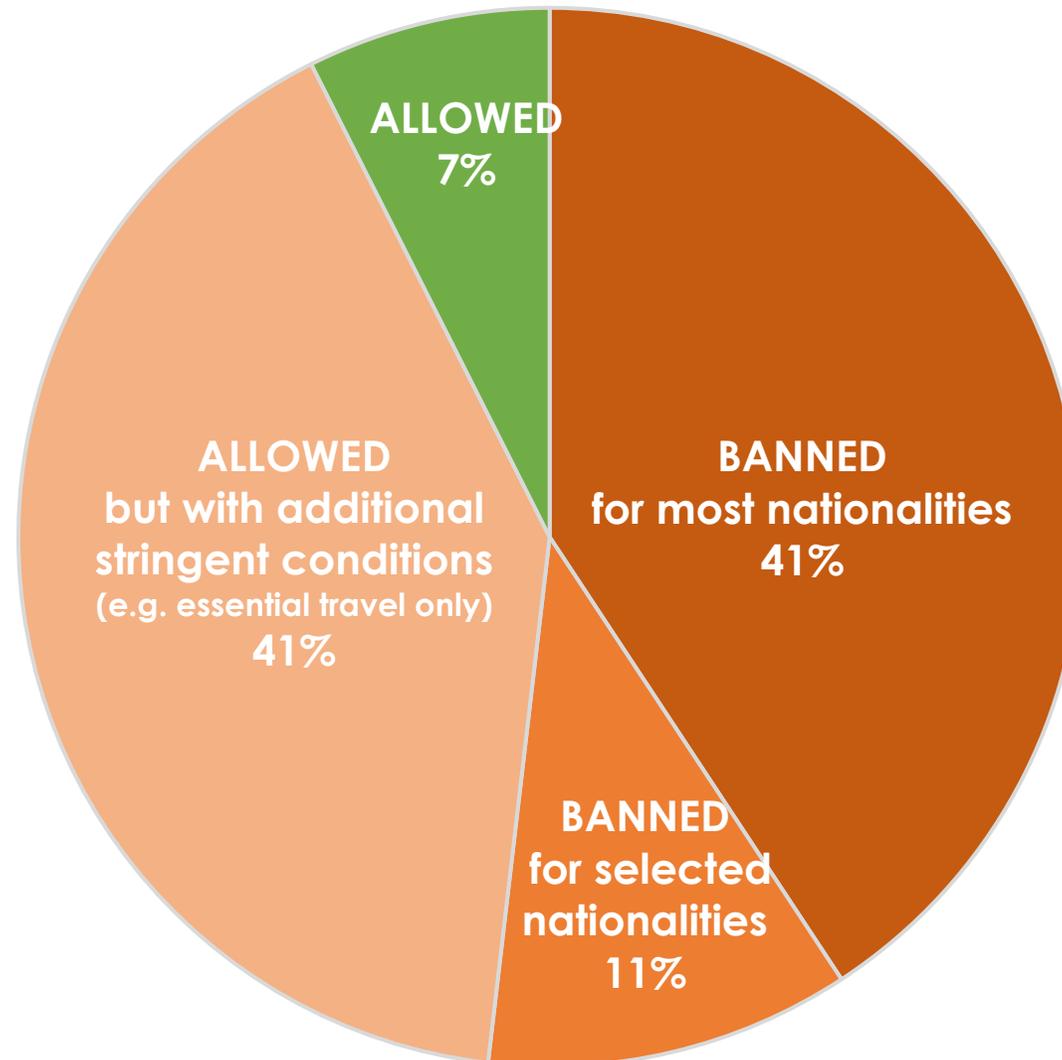- Survey results: end of Nov 2020

27 respondents

Obstacles to restart and recovery for internation

1. Travel restrictions and quarantine

2. COVID testing at airports

3. Impact of health measures on terminal operations

International travel still largely constrained

Are international pax (foreign nationals) allowed to enter?

ALLOWED
7%

BANNED
for most nationalities
41%

ALLOWED
but with additional
stringent conditions
(e.g. essential travel only)
41%

BANNED
for selected
nationalities
11%

Examples of additional stringent conditions
- Advanced approval from Gov
- Essential travel only (e.g. study, busines
- Medical insurance
- Advanced submission of itinerary

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Quarantine still prevalent

Quarantine for ALL

All countries

↓

Positive/Negative

↓

Quarantine

73%

No quarantine for pax from low-risk countries only

Low risk countries

↓

Negative

↓

Quarantine ✖

8%

No quarantine for ALL

All countries

↓

Negative

↓

Quarantine ✖

19%

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ICAO MANUAL ON TESTING

Quarantine <u>may</u> be relaxed (shorter duration) if testing is applied

Quarantine <u>may</u> be relaxed or avoided if testing is applied

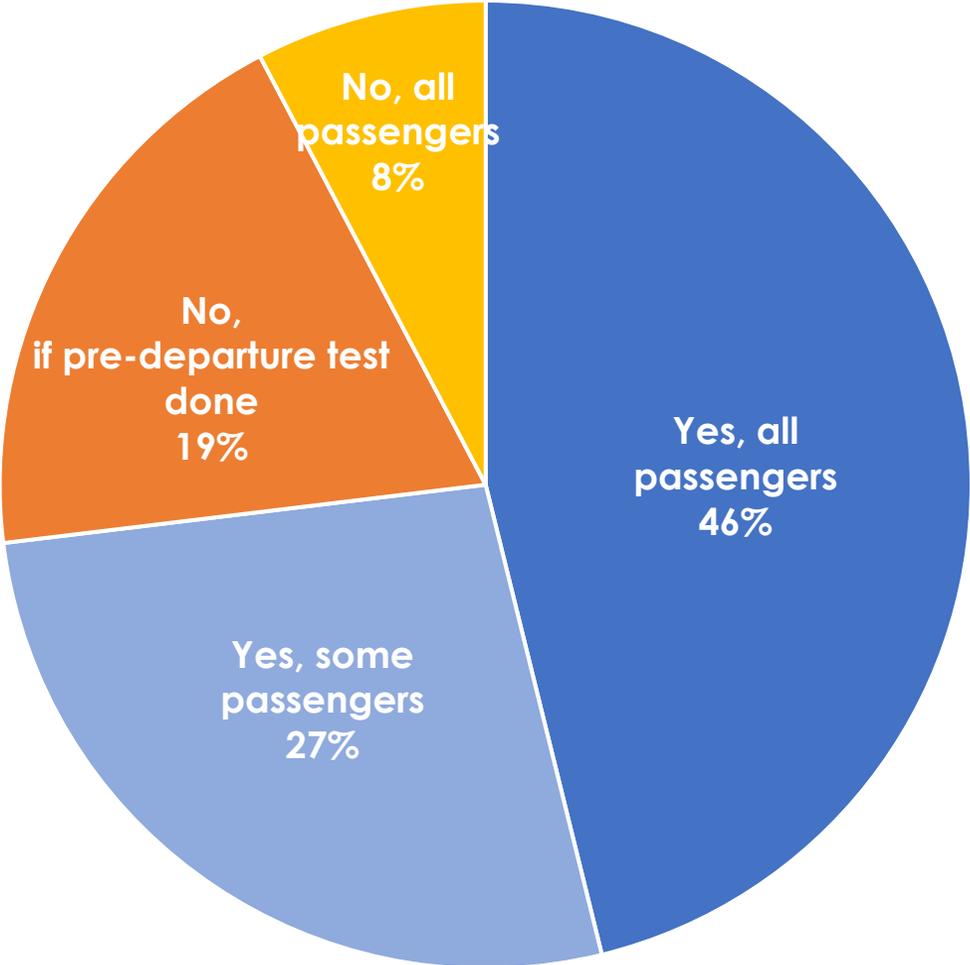**Quarantine may be relaxed or avoided if testing is applied**
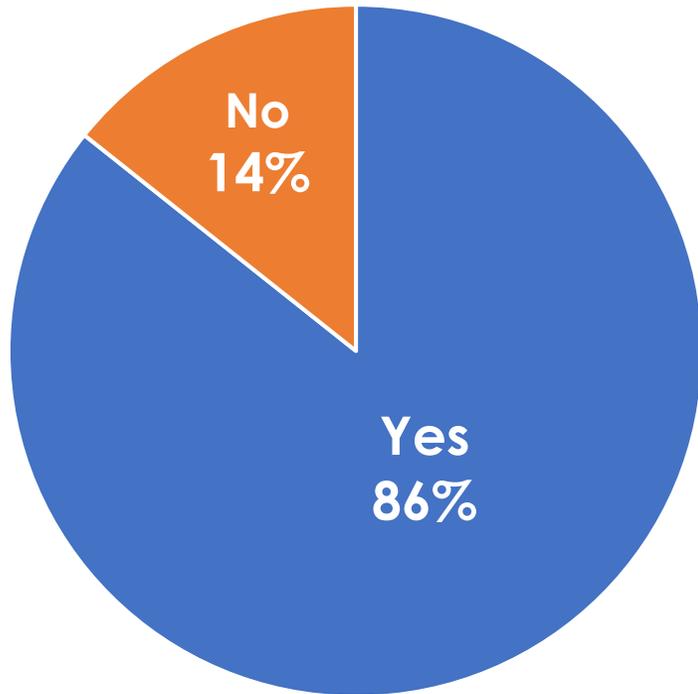
COVID testing at airports

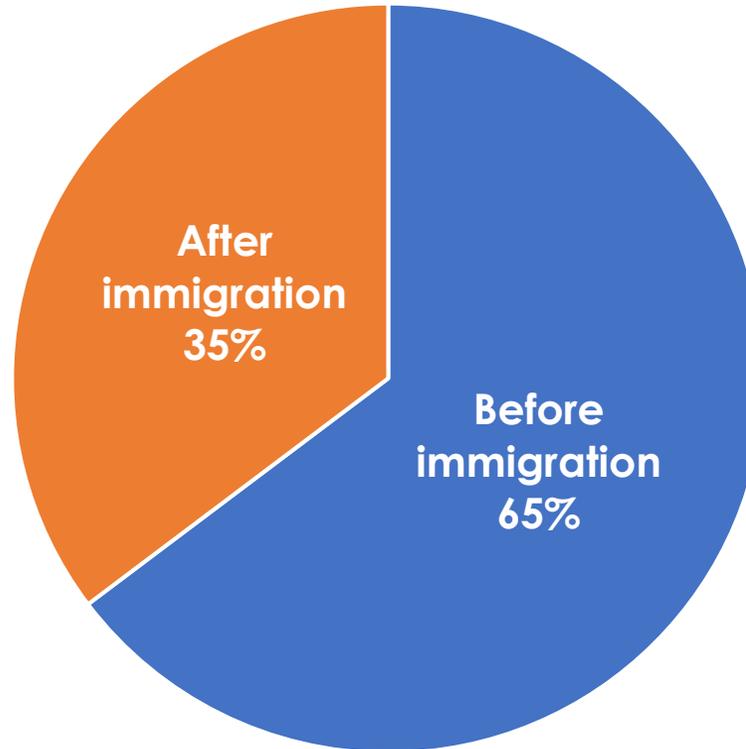# Testing upon *arrival*

Mandatory testing upon arrival?

- No, all passengers — 8%
- No, if pre-departure test done — 19%
- Yes, all passengers — 46%
- Yes, some passengers — 27%

Location of testing at airport

Is it conducted at airports?

No 14%

Yes 86%

Before/after immigration?

After immigration 35%

Before immigration 65%

Inside terminal building?

Outdoor 6%

Inside terminal building 94%
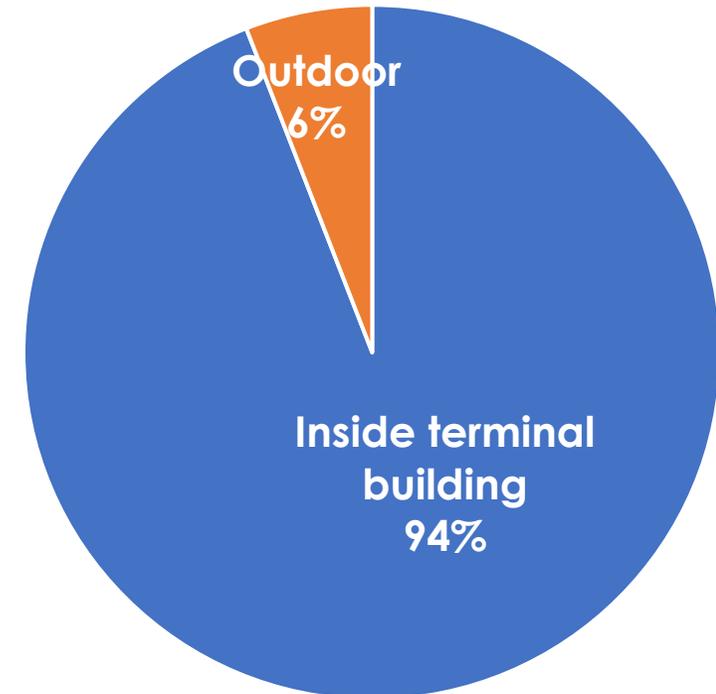
Type of testing

What type of test is conducted?

- PCR 82%
- Antigen + PCR 12%
- Antigen 6%
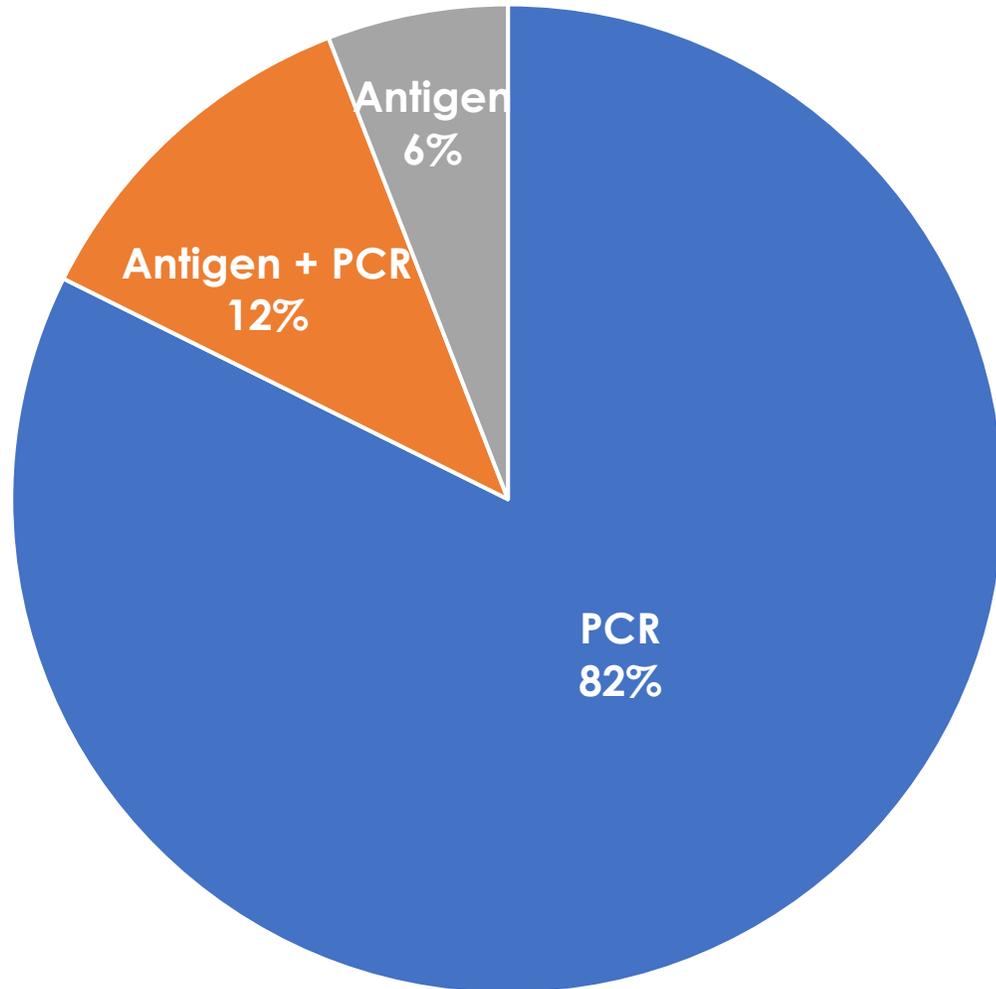
Capability of the airport testing facility?

- Sample collection only 62%
- Sample collection + lab testing 38%

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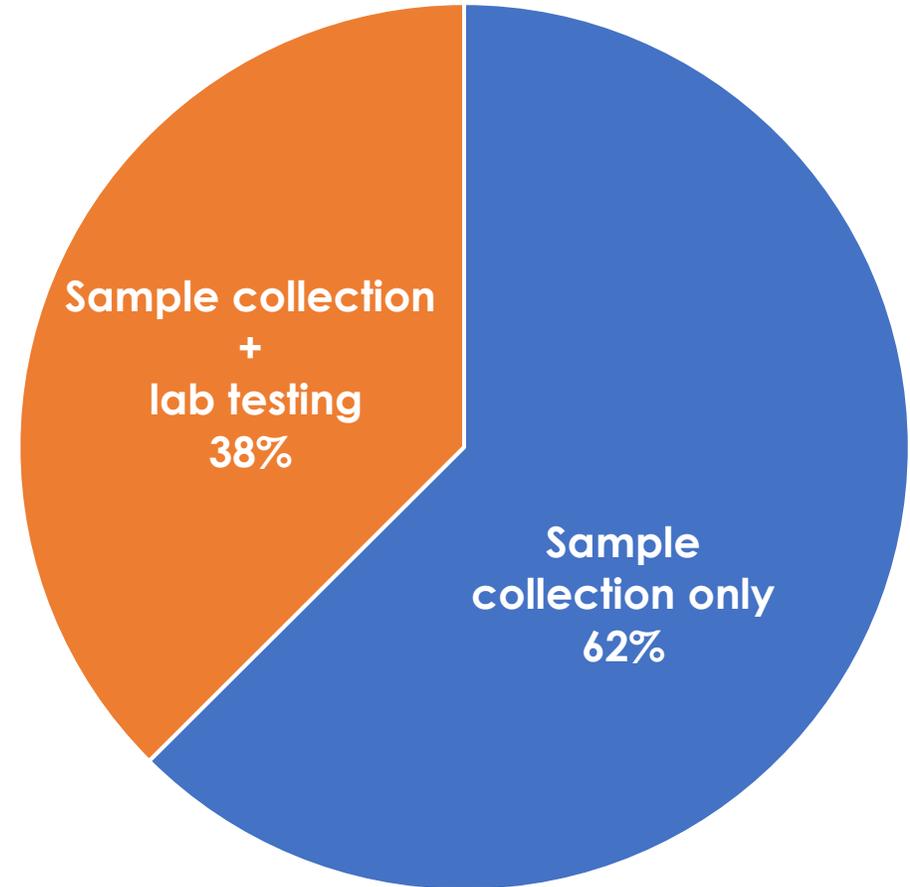
Waiting time for test result

How long for the result?

- 2-4 hours 29%
- >10 hours 59%
- 6-8 hours 6%
- 4-6 hours 6%
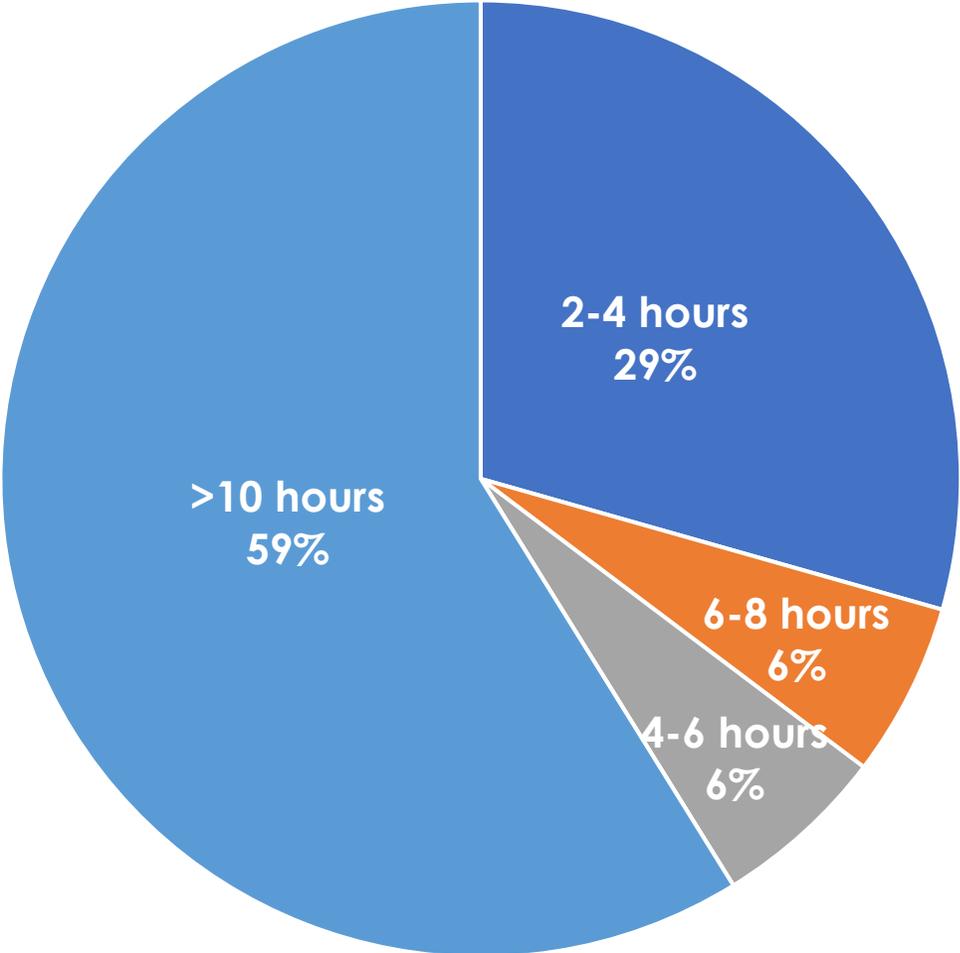
Need to wait at airport?

- Yes 29%
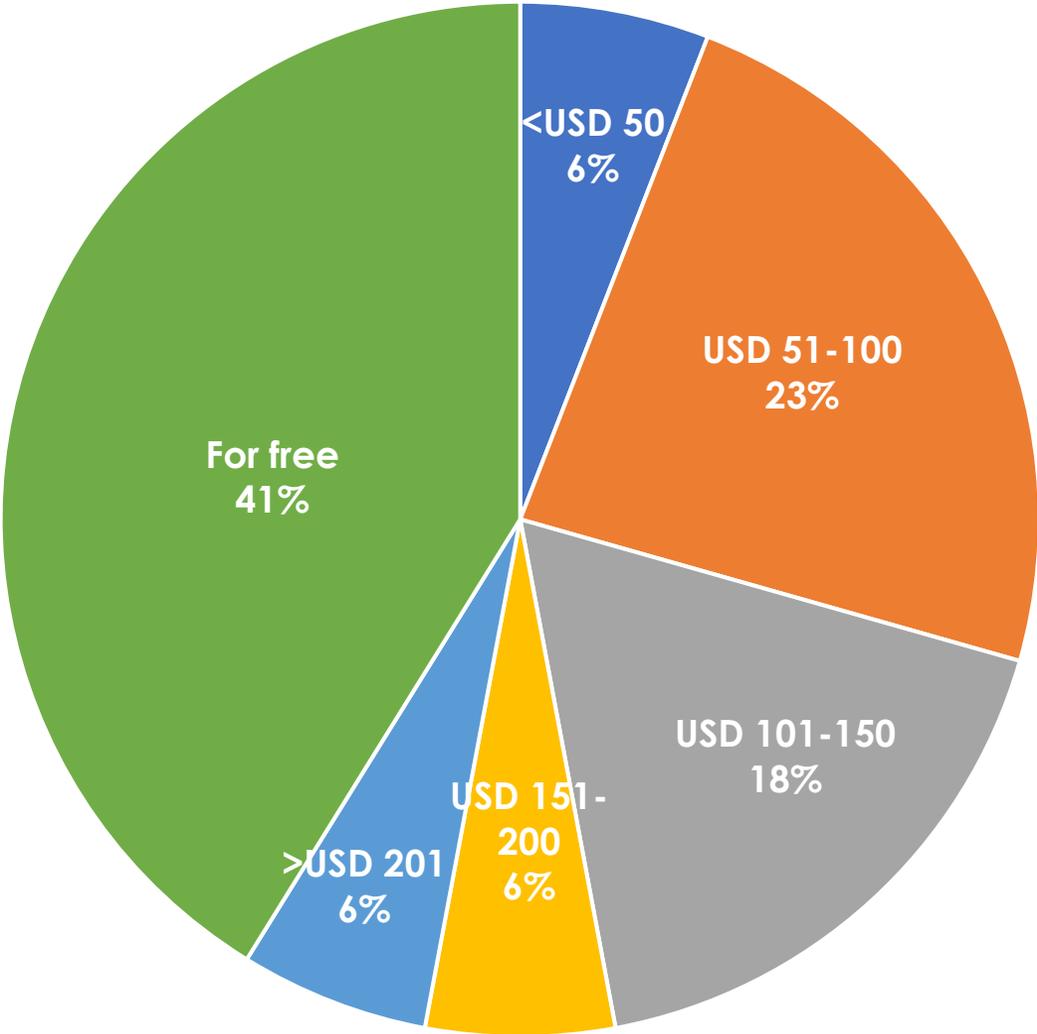- No 71%
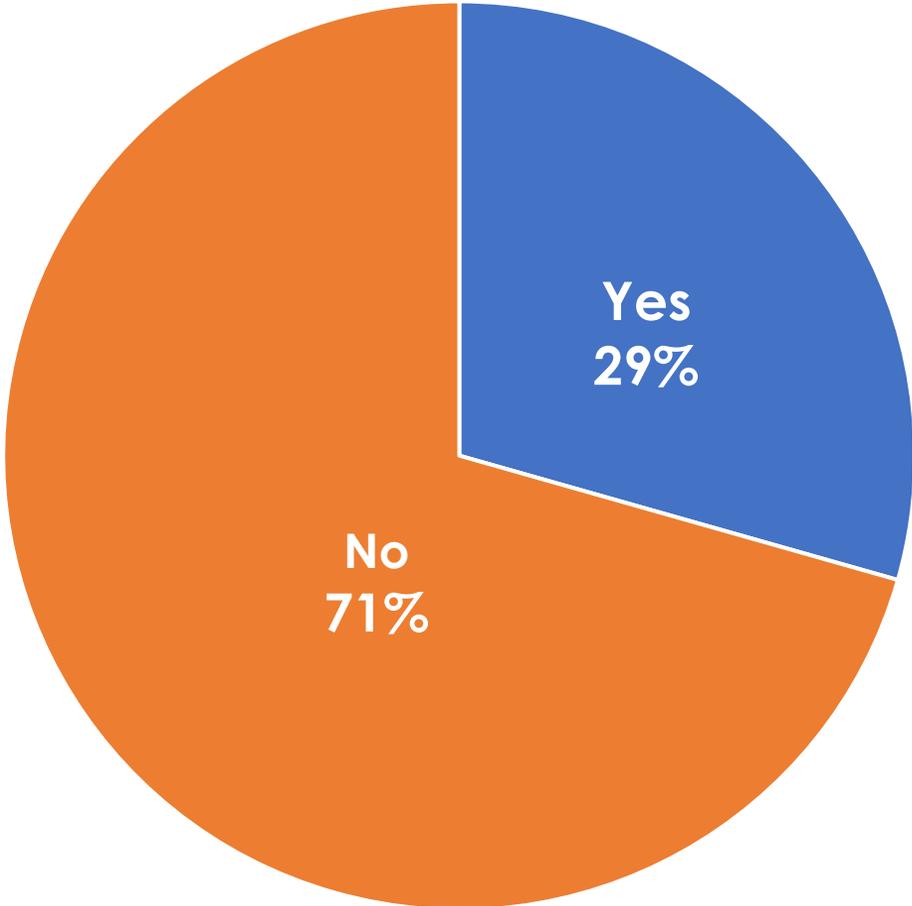
# *Cost* of testing

How much per test for foreign nationals?


International Health Regulations (IHR 2005)

"*no charge shall be made by a State Party…. for any medical examination…which may be required by that State Party to ascertain the health status of the traveller examined*"

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Testing capacity at airports

What is the maximum testing capacity per day?
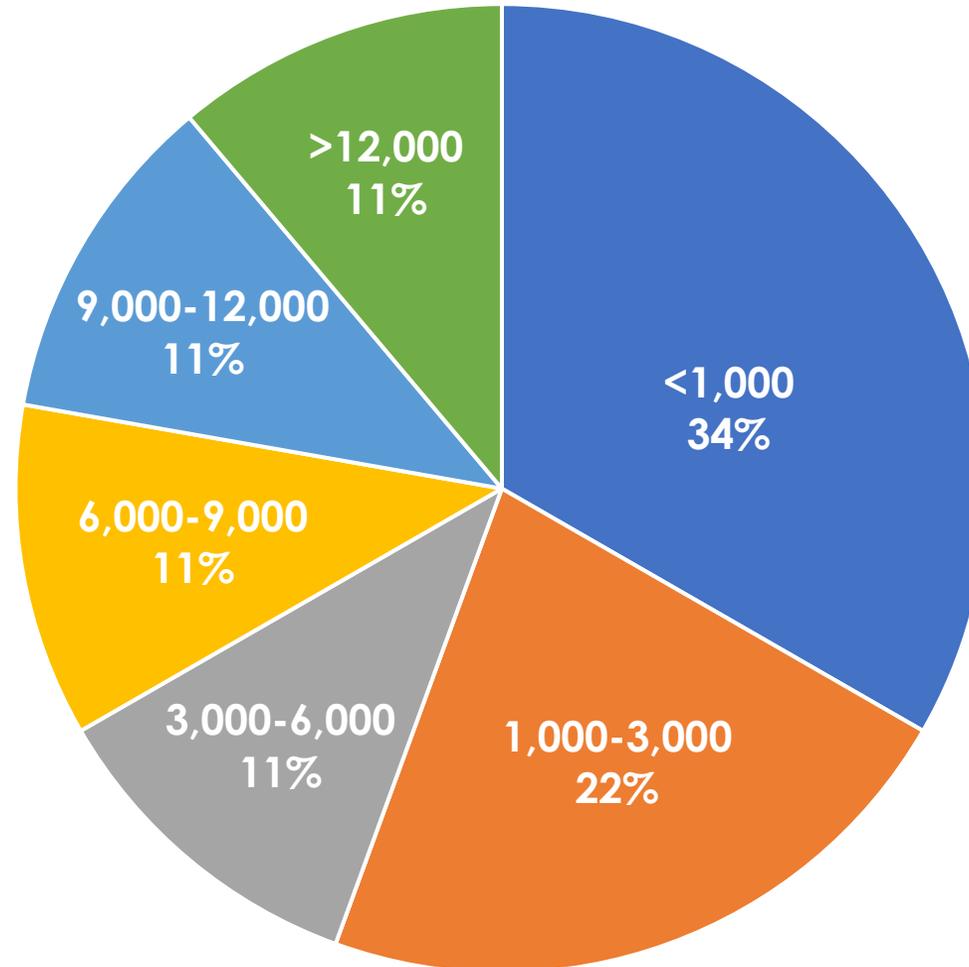
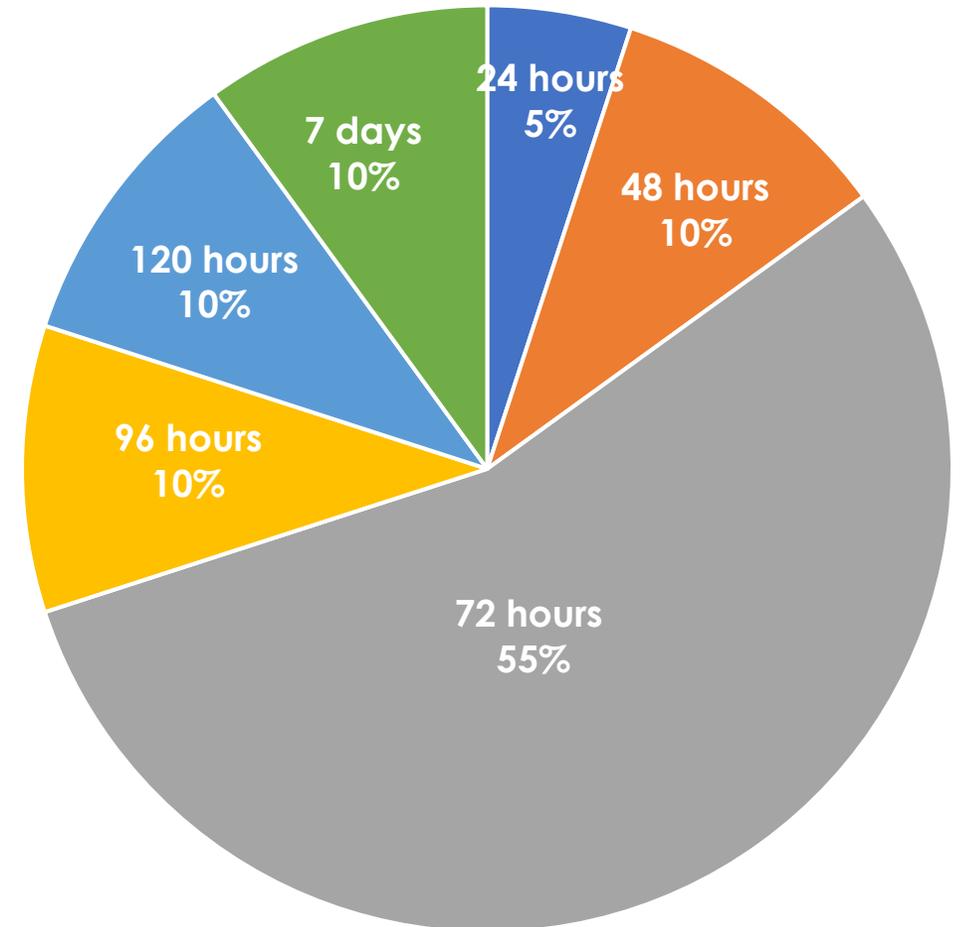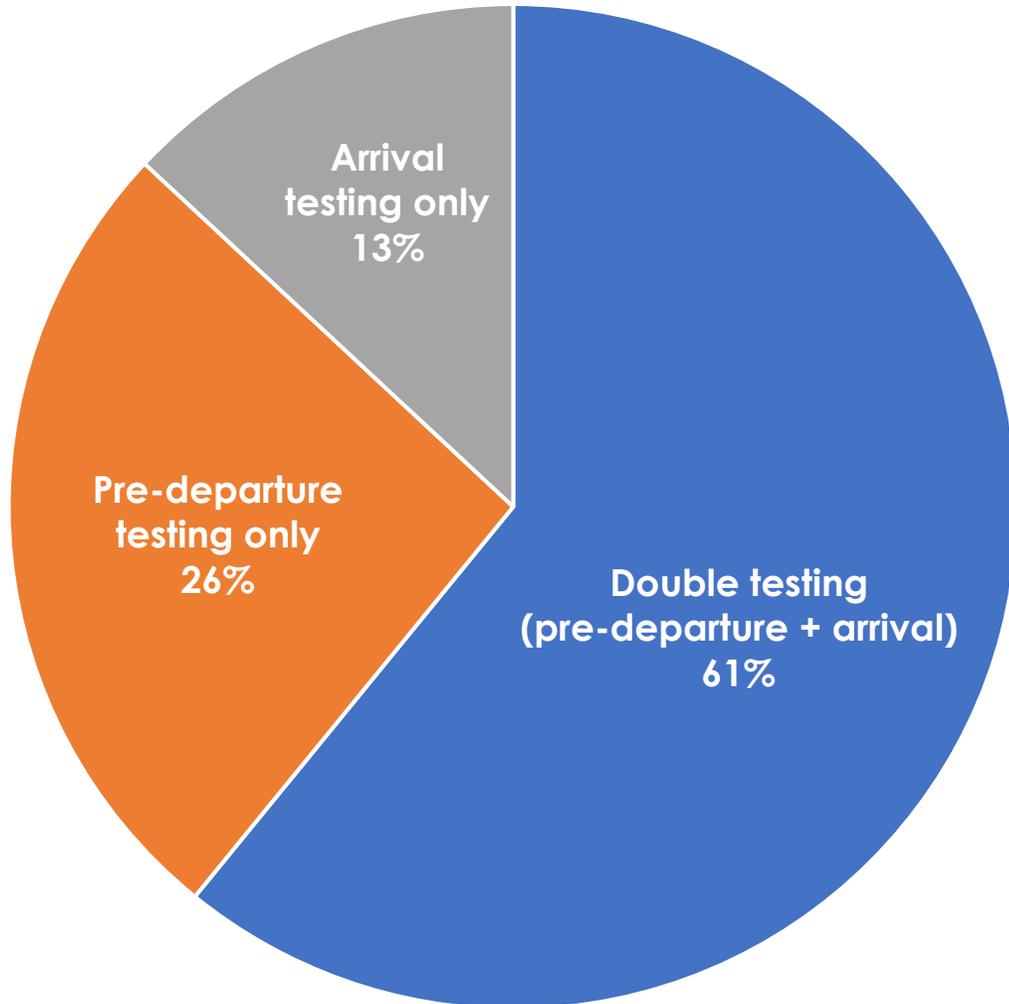# Average daily arrivals of major airports in Asia-Pacific and the Middle East
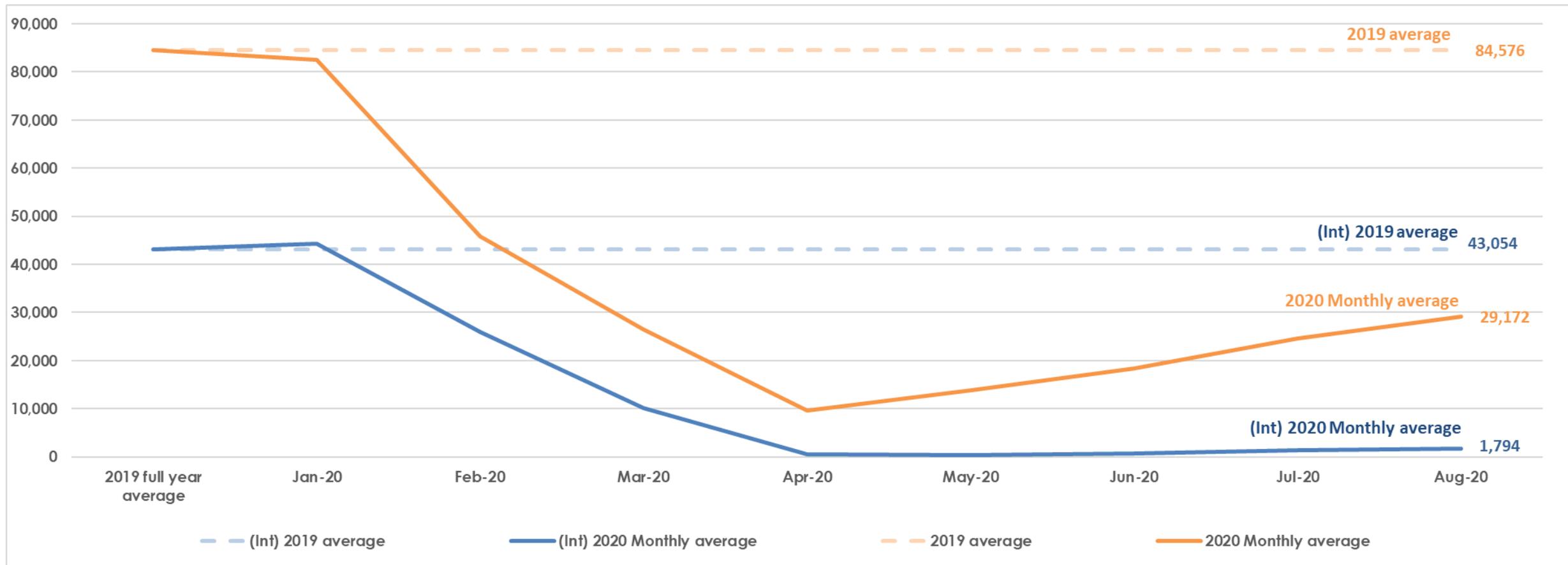
- *Data of airports with over 40 million passenger traffic in 2019*
- *Samples include 21 airports in Asia-Pacific and the Middle East*
- *Arrival figures derived from total passenger traffic/ international passenger traffic divided 2*

Source: ACI Flash Report

Outstanding challenges for pre-departure testing

Lack of mutual recognition of pre-departure testing result

- Double testing (pre-departure + arrival) 61%
- Pre-departure testing only 26%
- Arrival testing only 13%

Lack of harmonised testing protocols

- 24 hours 5%
- 48 hours 10%
- 72 hours 55%
- 96 hours 10%
- 120 hours 10%
- 7 days 10%

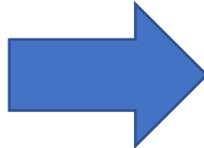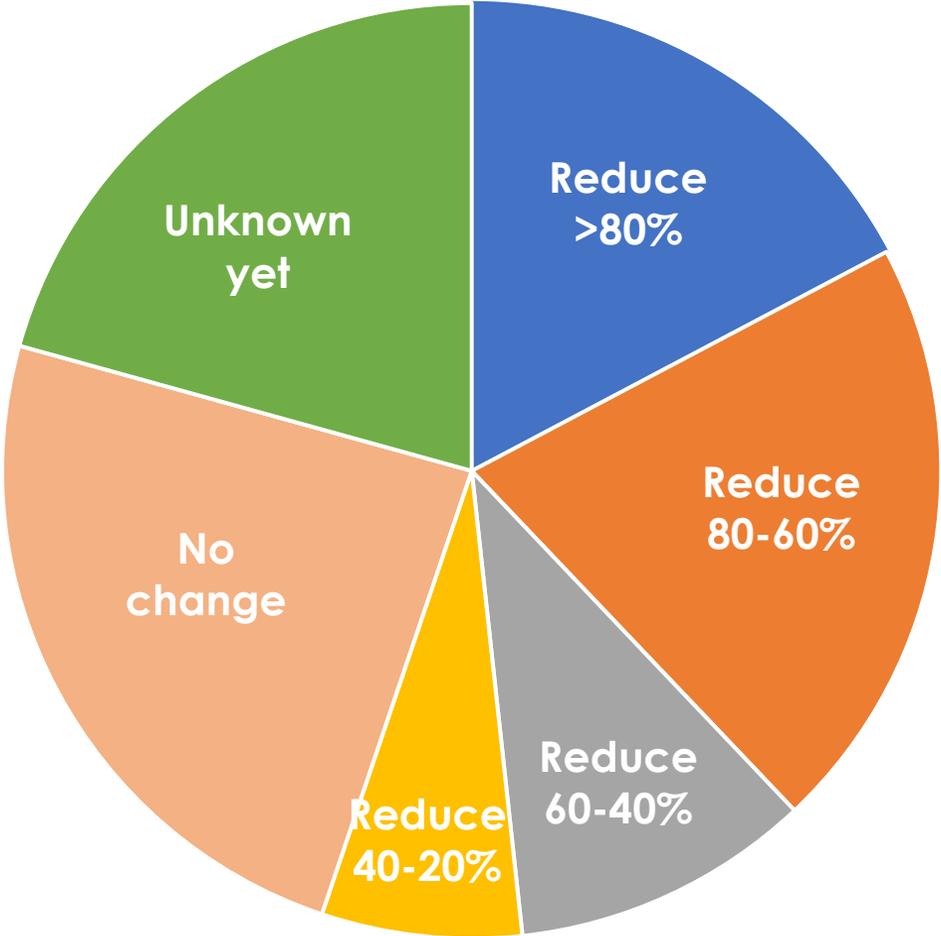The voice of **Asia-Pacific** Airports

Health measures impacts on airport operations

Estimated impacts on passenger handling capacity

July 2020

October 2020
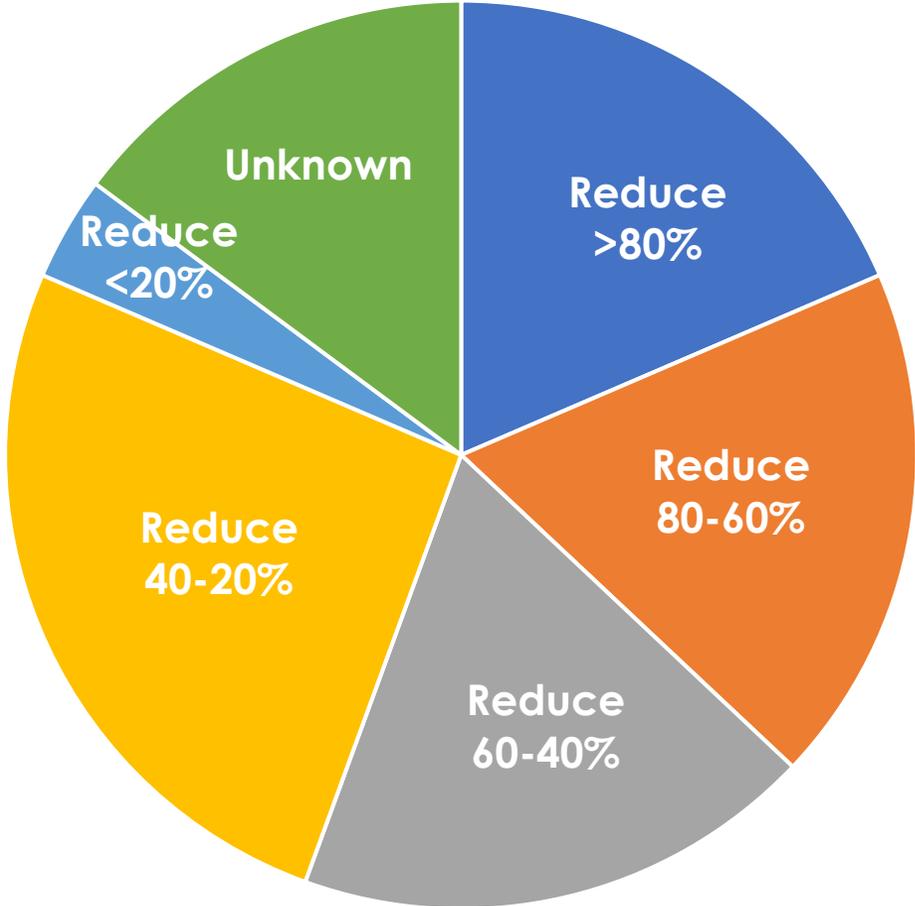
Impact on Terminal Operations: Additional Space needed to maintain pre-COVID throughput

DEPARTURES

Check-in
+50% more space

Security
+100% more space

Boarding
+35-50% more space

ARRIVALS

Immigration
+100% more space

Baggage claim
+30-50% more space

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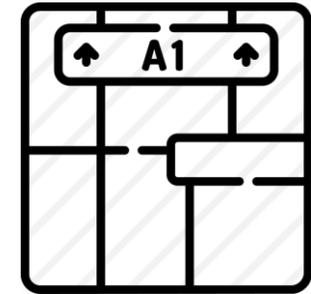| Category	All respondents (27 respondents)	Middle East (7 respondents)
Testing upon arrival is the common practice	**73%** Yes, all passengers (46%) Yes, some passengers (27%)	**83%** Yes, all passengers (57%) Yes, some passengers (29%)
Conducted mostly within the terminal area and before immigration	**94%** Inside the terminal building	**100%** Inside the terminal building
	65% Before immigration	**67%** Before immigration
PCR test largely applied	**PCR 82% PCR** Antigen + PCR (12%) Antigen (6%)	**100% PCR** Antigen + PCR (0%) Antigen (0%)
Long waiting time but no need to wait at the airport	**59% > 10hours** 2-4 hours (29%) 4-6 hours (6%)	**66% > 10 hours** 2-4 hours (17%) 4-6 hours (17%)
	71% no need to wait at the airport	**83%** no need to wait at the airport
Testing capacity up only to a first phase recovery	**<1,000 (34%)** 1,000-3,000 (22%) 3,000-6,000 (11%) 6,000-9,000 (11%) 9,000-12,000 (11%) >12,000 (11%)	<1,000 (0%) 1,000-3,000 (17%) **3,000-6,000 (33%)** **6,000-9,000 (33%)** >12,000 (17%)
Cost borne predominantly by the pax	**41% for free** USD 51-100 (23%) USD 101-150 (18%) USD 151-200 (6%) USD >201 (6%)	**40% for free** USD 51-100 (40%) USD 101-150 (0%) USD 151-200 (20%) USD >201 (0%)
Double testing largely applied	Arrival testing only (13%) **61% double testing** **Pre-departure testing only 26%** 24 hours (5%) 48 hours (10%) **72 hours (55%)** 96 hours (10%) 120 hours (10%)	Arrival testing only (29%) **57% double testing** **Only pre-departure (14%)** 24 hours (0%) 48 hours (40%) 72 hours (20%) 96 hours (20%) 120 hours (20%)

COVID-19 vaccine distribution – logistical challenges

- AIRPORTS WILL PLAY A CENTRAL ROLE ACTING AS GATEWAYS FOR THE INCOMING AND OUTGOING SHIPMENTS OF VACCINES AND EQUIPMENT (OFTEN FACILITATOR AND COORDINATOR OF LOGISTICAL PROCESS TAKING PLACE IN ITS PREMISES)

OPERATIONAL CHALLENGES:
o SUDDEN INCREASES IN AIRCRAFT TRAFFIC FLOWS FOR AIRPORTS CLOSE TO PRODUCTION FACILITIES OR AIRPORTS THAT WILL BE DESIGNATED AS MAIN DISTRIBUTION HUBS → AIRPORT OPERATORS SHOULD ENSURE COORDINATION WITH THE SLOT COORDINATOR TO FACILITATE THE ALLOCATION OF AD-HOC SLOTS AND MAY ALSO WANT TO CONSIDER ANY IMPACTS ON INCREASES IN NIGHT FLIGHTS AND POTENTIAL IMPACTS ON LOCAL COMMUNITIES
o SOME AIRPORTS AT THE RECEIVING END OF THE FLIGHTS OUT OF THE HUBS, WILL HAVE TO EQUIP FOR MAINTAINING THE COLD CHAIN AT ALL TIMES

SAFETY CHALLENGES:
o USE OF LARGE VOLUMES OF DRY ICE IS NEEDED TO SUSTAIN THESE LOW TEMPERATURES AND MAY GENERATE RISKS IF NOT ADEQUATELY HANDLED IN THE CARGO LOGISTICS PROCESS. DRY ICE IS CONSIDERED TO BE A "DANGEROUS GOOD" → ICAO DOC 8294 UNDER REVISION; AIRPORT RESCUE AND FIRE FIGHTING (ARFF) RESPONSE MAY NEED TO BE ADAPTED
o SAFETY RISK ASSESSMENT OF THE OVERALL CHANGES AND IMPACTS SO AS TO IDENTIFY HAZARDS AND IMPLEMENT MITIGATION MEASURES.

SECURITY CHALLENGES:
o THE SENSITIVE NATURE OF THE VACCINES, THE HIGH LEVEL OF DEMAND THERE WILL BE FOR OBTAINING THEM AND THE INITIAL SHORT SUPPLY HAS THE POTENTIAL TO GENERATE SOME ATTENTION BY PERSONS OR GROUPS WITH MALICIOUS INTENT. CONSIDERATION SHOULD BE GIVEN TO INCREASED PROTECTION OF THESE GOODS AND/OR THE FACILITIES THAT WILL HOUSE THEM. IN MANY CASES, THIS WILL REQUIRE COORDINATION WITH LOCAL SECURITY AUTHORITIES.
o AIRPORTS THAT WILL BE AFFECTED BY VACCINE DISTRIBUTION OPERATIONS SHOULD CONDUCT A RISK AND THREAT ASSESSMENT

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