



L.A.G.s

(Liquids, Aerosols & Gels)

Can we stop “Lagging”?



Presented by: Alan Tan

ARE THESE THREATS?



“YES”

HOW THE WORLD DEALS WITH LAGs?

**DOES NOT APPLY
LAG RESTRICTIONS**

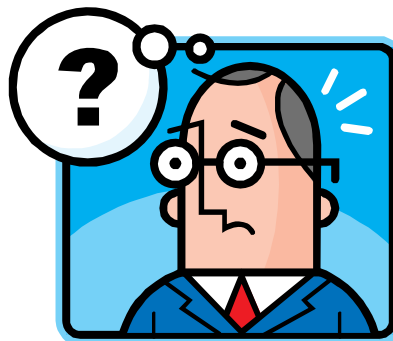
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**LAGS SCREENING
(TRANSFERS)**

Divergence in LAG handling making it more
confusing to passengers and more
complicated for Airports



Is **Liquids Screening** the Panacea to LAG ?

AIR TRAVEL

Soon We'll Be Able to Fly With All Our Beauty Products

By Allison P Davis [Follow @allisonpdavis](#)



Photo: Boston Globe/Getty Images

Good news, frequent fliers and all other human travelers: Air travel is about to become a little less annoying. In an article about TSA Pre-Check,

How is LAG screening carried out?

- EU-led LAGs Screening

- ❖ Phase 1: Transfer LAGs in STEB allowed through EU (subjected to LAGs screening) – in progress
- ❖ Phase 2: Possible water and/or clear liquids in clear bottles to be screened
- ❖ Phase 3: All LAGs to be screened and LAGs restriction lifted

- Recap on Phase 1 of new EU LAGs rule

- ❖ Departing and transfer passengers able to carry duty-free LAGs packed in ICAO recognised Security Tamper Evident Bag (STEB) through EU.
- ❖ LAGs in STEBs are subjected to liquids screening
- ❖ Medicine and dietary LAGs are subjected to liquids screening.

How is LAG screening carried out?

• LAGs Screening Implementation

Quad Partners:

- ❖ EU - full implementation of Phase 1
- ❖ Canada – full implementation of Phase 1
- ❖ USA – partial implementation - limitations on types of containers
- ❖ Australia – partial implementation:
 - ❖ LAGs in STEBs delivered to gate at last point of departure for inbound LAGs in STEBs (except from US)
 - ❖ No domestic LAGs restrictions

• Results after 4 months

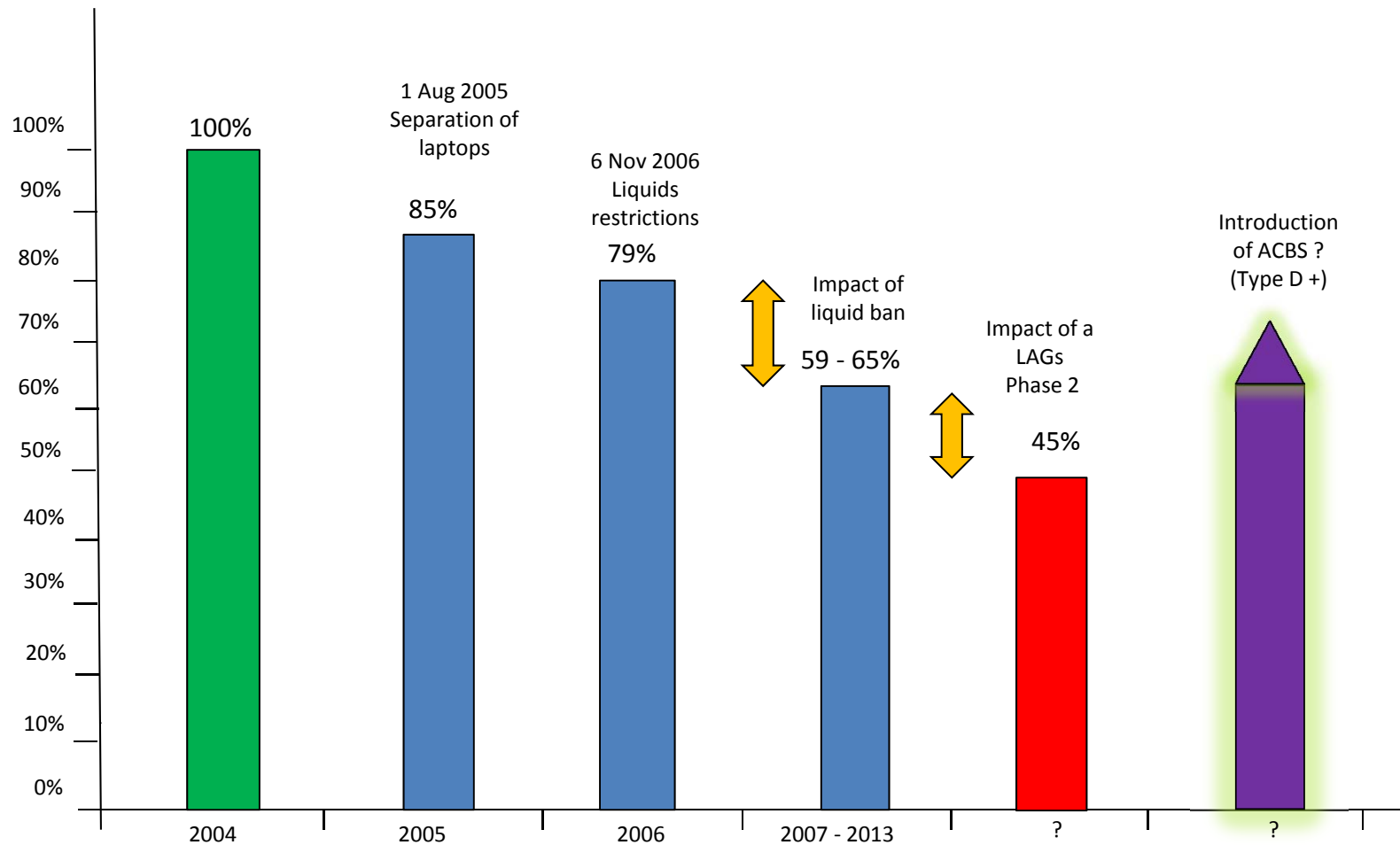
- ❖ Very low LAGs carriage levels:
- ❖ Low-key communications
- ❖ Little change for many passengers
- ❖ Low season
- ❖ Takes time for new rules to bed-in
- ❖ Limited impact on operations so far
- ❖ Secondary/tertiary screening adds time to process!
- ❖ False alarm rate Type C – some low, mostly high
- ❖ False alarm rate Type B – low for a few to high for many

LAGs Carriage Levels & Its Impact

Impact on Throughput and Queuing Time

	Decrease in pax throughput as a % of pax carrying LAGs (for example water). Figures from survey results.			Estimated increase in queuing time. Figures from survey results.
	10%	30%	50%	
Group 1 Airports >25 million	30%		75%	Up to 3 hours
Group 2 Airports 10 – 25 million	7 – 10%	18 – 30%	28 – 71%	15 - 20 minutes
Group 3 Airports 5 – 10 million	8.5 – 20%	22 – 50%	31 – 70%	5 – 46 minutes
Group 4 Airports < 5 million	3.2 – 10%	12.5 – 30%	15.6 – 50%	Up to 20 minutes

Security Measures – Impact on Throughput



Impact on Aviation Industry

- Passengers

- ❖ Too much hype on lifting of LAGs ban - confusion
- ❖ Desire to be able to bring what they want on board


- Regulators

- ❖ LAG threats exist
- ❖ LAG is not written as Annex 17 Standards or Recommended Practice
- ❖ No harmonisation

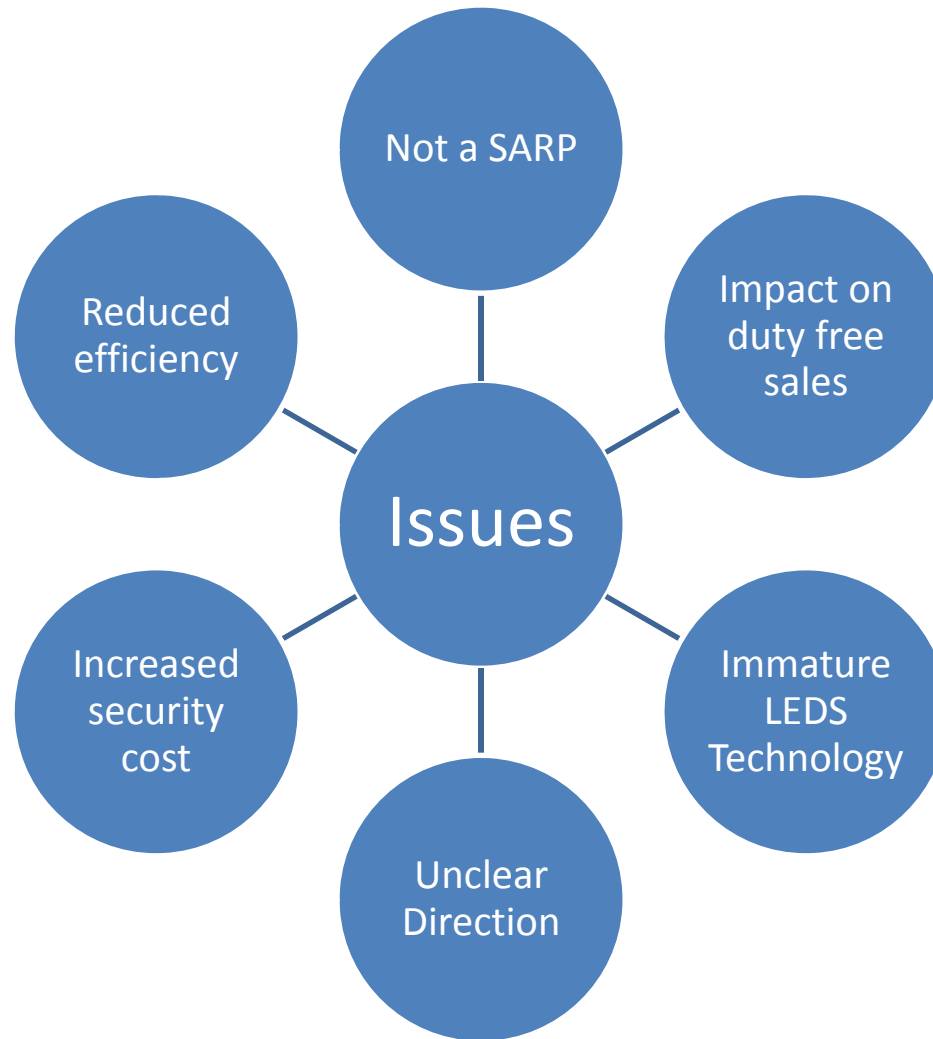
- Airport

- ❖ High impact on checkpoints (space, throughput, queue, process)
- ❖ Cost (airport/pax?)

- Manufacturer

- ❖ No single solution can address all screening needs – Combination Solutions needed
- ❖ Slow adoption = cost 

Challenges of LAGs Screening Implementation



What's Next?

Phase 2 LAG Screening?
Are we ready?

Could there be another way?



Stretch Your Mind

New Approach in dealing with LAGs

❖ Offsite screening for Duty-Free LAGs

- Duty-free LAGs can be pre-screened (outside of airport premises) and delivered via secured supply chain
- Possibility to leverage on existing SARP such that use of LAG screening technologies can provide considerations for LAG carriage exemptions when carried in STEB
- Ability for states to recognise such screened duty free LAGs without re-screening when carried in STEB
- Improved security

❖ Dedicated LAGs screening area for passenger

- Passengers have **CHOICE** to carry non-duty free LAG
- Levy a fee for screening (Original Departing Pax only)
- Passengers who self present LAGs for screening are considered low risk?
- LAGs that pass screening will be bagged in STEB
- Less discard needed for LAGs that do not pass screening
- If airports do not provide such screening, check in of LAG items is still possible

❖ Collective LEDS resources for optimal security

- Removes need for all-in-one complete LEDS solution
- Allows screeners to adopt suitable LEDS for different LAG type and containers

ICAO Annex 17

4.6.6 Each Contracting State shall ensure that merchandise and supplies introduced into security restricted areas are subject to appropriate security controls, which may include screening.

Security control. *A means by which the introduction of weapons, explosives or other dangerous devices, articles or substances which may be used to commit an act of unlawful interference can be prevented.*

Screening. *The application of technical or other means which are intended to identify and/or detect weapons, explosives or other dangerous devices, articles or substances which may be used to commit an act of unlawful interference.*

Off Site Goods Screening – Already In Practice!



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Detroit's Wayne County International Airport



Heathrow's Consolidation Centre





Benefits of Proposals for Stakeholders

Airport Operator	DF Retailer	Passenger	LEDS Vendor
Reduces strain on resources at screening checkpoints	Screened & secured Duty Free LAGs internationally	Smooth transfer passenger facilitation	Incentive to continue development of LEDS technology
Passenger LAGs screening = possible revenue stream to offset operating costs	Able to sell duty free LAGs freely in all airports, including transfers	Reduces confusion on differing LAGs regulations between countries	Improve sales of product
Payable passenger LAGs screening reduces passenger LAGs carriage	Ability to screen duty-free LAGs prior to product packaging (don't destroy packaging)		Return on investment for R&D
Reduced equipment cost and area capacity as LEDS is consolidated offsite	Duty-Free sales increase		

Challenges of Proposals for Stakeholders

Airport Operator	DF Retailer / Supplier	Passenger	Regulators
Need to allocate space for standalone LAG screening location for ease of flow	Security Directives imposed on retailers / suppliers – increase business costs?	2 different queues for security if pax carries LAGs	More entities to audit to ensure secured supply chain
Revenue = cost recovery issues (regulatory framework)	Investment and space allocation for screening LAGs	Expectations management	
Shifting of screening cost to retailers / suppliers – cost share?	Secured supply chain	Will other airports recognise the screening?	
May still need space for screening for some transfer duty free LAGs			

What's in it for ME with this New Approach?

- **Passengers**
 - ❖ Free carriage of LAGs
 - ❖ Less confusing rules
 - ❖ Simplified security
 - ❖ Fast clearance
 - ❖ Check-in LAG or pass back to family & friends (less disposal)
- **Regulators**
 - ❖ Desired security outcome
 - ❖ LAG rules can continued with screened duty free LAG
 - ❖ Harmonisation?
- **Airport**
 - ❖ Less impact on checkpoints (throughput, space)
 - ❖ Cost 
 - ❖ Passenger Facilitation
- **Manufacturer**
 - ❖ Adoption of Screening
 - ❖ Sales & Profits 

Food for Thought???!!!



Thank you for being open minded!