"Innovative exchange solutions"

SOUTH AFRICAN

CIVIL AVIATION AUTHORITY

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"Coordination of innovation efforts"

Presentation Scope

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Introduction

❑ Despite the advances in the world of AvSec, the threat still exists;

❑ Extremist groups have demonstrated that they possess both the intent and operational capacity to execute acts of terror;

❑ We have added so many layers of security controls such as:

> ❑ 100% baggage screening;
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> ❑ Strengthening of Cockpit security;
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> ❑ Enhanced passenger screening including the removal of shoes;
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> ❑ LAGs restriction;
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> ❑ roll out of full-body scanning machines;
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> ❑ Cargo security – enhanced supply chain processes, etc.

❑ Can the system can take any more and how best can we coordinate innovation efforts?

What are the challenges we face?

❑ States have unique requirements and challenges;

❑ Prioritisation of aviation security measures and systems is not common as some States view themselves as low risk while some as high risk;

❑ Some struggle with a balance between investing in airport infrastructure and competing socio-economic challenges e.g. health, education, poverty etc. Generally lack of political will;

❑ Lack of research funding;

❑ Lack of funding for technology which requires a huge capital investment coupled with maintenance and upgrading costs;

❑ Lack of proper definition on who should fund aviation security, governments or operators;

❑ Commercial pressures – too many products in the market with different promises, market dominance and certification issues.

What should we focus on?

<u>Information Sharing</u>

❑ Research information should be shared among States;

❑ More collaboration on efforts and assistance to countries that do not have the budget for such research & or adequate funding;

❑ We should promote the sharing of innovative concepts;

❑ The terrorist network is global and often well-resourced, and can only be conquered if we utilise our own network and we share our resources to safeguard our operations;

❑ There should be targeted assistance efforts; some countries may need assistance with intelligence gathering and sharing, while others may need technological assistance.

What should we focus on?

Regionalisation

❑We cannot afford to focus only on our own countries; we have to work together as States and this can start at regional level;

❑We can promote a coherent screening system at regional level;

❑By consolidating our regional structures, they could be building blocks towards global cooperation and collaboration;

❑Regional integration and cooperation will lead to mutual trust;

❑Regional counterparts can assist countries that are struggling with the implementation of certain Annex 17 prescripts as a foundation;

❑We should be mindful of threats against individual States but strive to strike a balance on common approaches which can be differentiated based on the needs of each State.

What should we focus on?

Equipment Certification - standardisation

❑ There should be common criteria for the certification of screening equipment at ICAO level to avoid protectionism and trade barriers;

❑ There should be mutual acceptance of screening equipment certified through equivalent standards;

❑ Through common standards, more States will be encouraged to invest in innovation;

❑ States will have compliant screening equipment that are based on a single criteria;

❑ Issues concerning the sovereignty of States will be managed better and global security will be improved.

Passenger focus

❑ In developing these innovative solutions we need to always keep the passenger as the central focus;

❑ Balance between facilitation and security should also be kept at the fore as we work towards a goal of seamless but secure movement of passengers and goods.

Is Technology the Only Way?

❑ Annex 17 provides for the minimum requirements which ought to be supplemented by technological advancements based on the prevailing threats;

❑ Infrastructure should compliment advancing technology as we cannot afford to have world class technology at airports with dilapidating infrastructure which is unable to support and minimise vulnerabilities;

❑ The threat to aviation differs from State to State, and from region to region – we need to have an appreciation of these dynamics and existing mitigating factors in place;

❑ Our response, should always be guided by the unique challenges that we face but equally capable to deter and mitigate against vulnerabilities;

❑ There might not be a one size fits all approach.

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Conclusion

❑ We cannot allow the inconsistencies to continue, as we are only as strong as our weakest link;

❑ Stronger regional collaboration;

❑ Information sharing on research

❑ Common standards for certification of screening equipment;

❑ Explore a technology fund in the near future to enhance our systems & strengthen our drive to fight terrorism;

❑ Balance the needs of facilitation and security – provide a certain degree of consistency in our systems for the benefit of seamless movement.
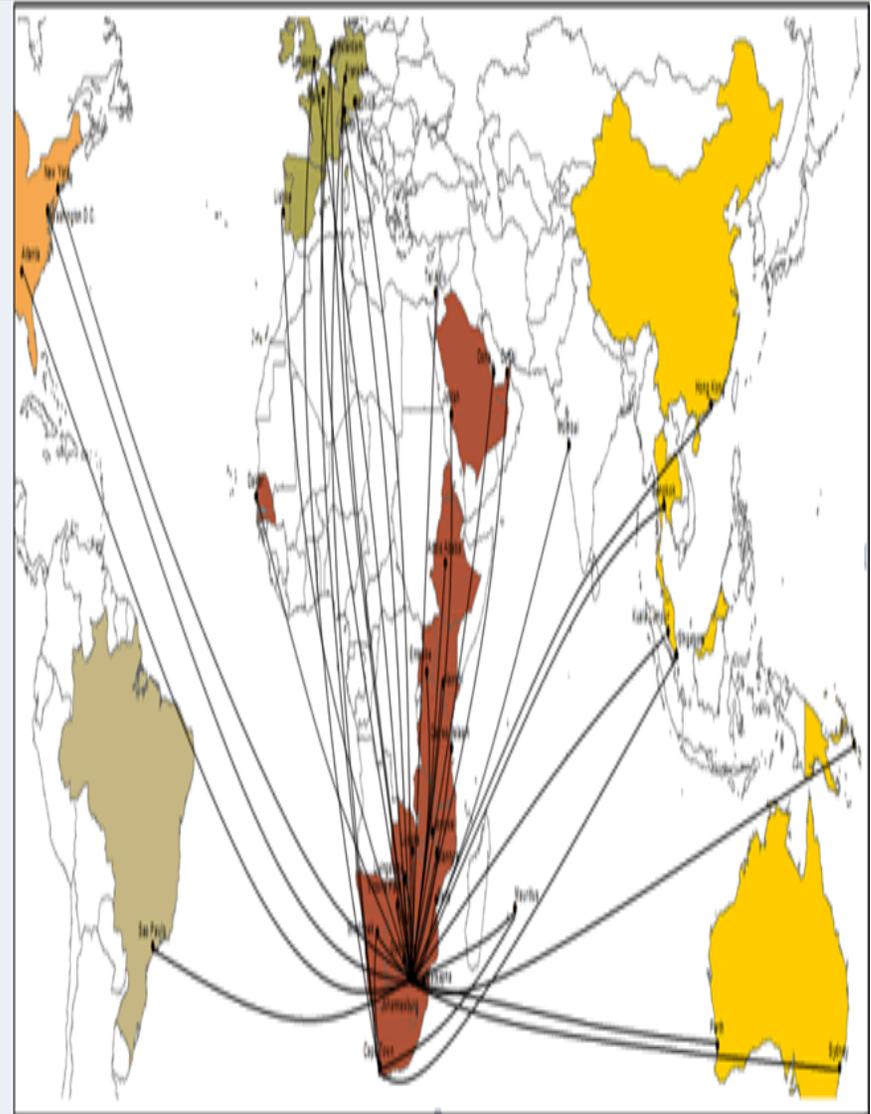
Quote from <u>Nelson Mandela</u>

" After climbing a great hill, one only finds that there are many more hills to climb."

These words resonate in our aviation security business.

Thank you for your attention

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