



INFORMATION PAPER

HIGH-LEVEL CONFERENCE ON AVIATION SECURITY (HLCAS)

Montréal, 12 to 14 September 2012

Agenda Item 8: Driving technology developments and innovation

**AUSTRALIA'S LIQUID, AEROSOL AND GEL TRANSIT SCREENING REGIME
AND FUTURE POLICY INTENTIONS**

(Presented by Australia)

1. INTRODUCTION

1.1 Since Liquids, Aerosols and Gels (LAGs) restrictions were first introduced, extensive testing of screening technologies has occurred as well as operational trials. Australia believes that with the increasing availability of tested and operationally trialled technologies capable of screening LAGs, Member States should move towards implementing a technological solution to enable the progressive relaxation of LAGs restrictions.

1.2 Australia has implemented LAGs screening equipment at the transit screening points of Australia's eight international gateway airports and on 1 July 2012, partially relaxed LAGs restrictions at these screening points. This is the first step of LAGs screening equipment implementation in Australia with work towards the further implementation of the equipment at the outbound screening points of Australia's international gateway airports in 2013 underway. The implementation at the outbound screening points may see a further relaxation of Australia's LAGs restrictions.

2. AUSTRALIAN LAGS SCREENING AND POLICY

2.1 Australia intends to implement LAGs screening technologies at Australia's eight international gateway airports (Adelaide, Brisbane, Cairns, Darwin, Gold Coast, Melbourne, Perth and Sydney) in a two phased approach similar to the two phased approach previously outlined by the European Commission. The first phase has already commenced at international transit screening points. The second phase which is for the outbound international screening points is targeted for 2013.

2.2 The first phase commenced on 1 July 2012 and involves screening eligible duty free LAG items in sealed bags, such as, security tamper evident bags and which have accompanying proof of purchase. As Australia's inbound LAGs restrictions remain in place, the duty free LAG items need to have been acquired at a last port of call airport or onboard the inbound flight and comply with any applicable conditions. These applicable conditions generally require duty free LAGs to be delivered to the passenger at the boarding gate at the last port of call airport and that there be a secondary inspection measure at the boarding gate to prevent impermissible LAG items from being carried onboard a flight to Australia.

2.3 The phase 1 screening process in Australia allows passengers to retain duty free LAG items that are cleared by the screening where previously they had to surrender these items at the transit

screening point. Australia has been undertaking a period of data collection from the transit screening points of the gateway airports to assess the implementation of LAGs screening.

2.4 Under the first phase of amendments to Australia's LAGs restrictions, Australia would accept certain screened LAG items on flights to Australia departing from a last port of call airport if such an airport were to implement LAGs screening technologies and the implementation is verified by Australia. If a last port of call airport does not implement LAGs screening technologies, Australia's current inbound LAGs restrictions remain in place.

2.5 Australia is working towards the further rollout of LAGs screening technologies at the outbound screening points of Australia's international gateway airports in 2013. This further implementation is designed to enable a further relaxation of LAGs restrictions in Australia. However, in order for Australia to consider further relaxing LAGs restrictions in 2013, there would need to be broad international consensus or recognition of LAGs screening to avoid the efforts of a Member State undertaking LAGs screening being frustrated or passengers being inconvenienced.

3. NEED FOR INTERNATIONAL AGREEMENT ON THE TREATMENT OF LAG ITEMS

3.1 Australia recognises that there needs to be broad international consensus on a range of LAGs policy matters in order for LAGs restrictions to be relaxed following the implementation of LAGs screening technologies. Australia encourages international aviation security counterparts and ICAO to work towards moving from a restriction based system to a technological solution and to set a firm date for doing so.

3.2 Australia supports the work of ICAO Secretariat Study Group on the Carriage and Screening of LAGs and will continue to work with the group to promote a coordinated approach to amendments to international LAGs policy. Australia will also continue work with international aviation security counterparts to progress the movement towards a harmonised approach for LAGs screening.

4. ACTION BY THE HIGH-LEVEL CONFERENCE ON AVIATION SECURITY

4.1 The HLCAS is invited to:

- a) take note of the information provided in the paper; and
- b) encourage States to continue discussions on the future of LAGs restrictions and consider the implementation of LAGs screening technologies.