

Security Brief – Adoption of Revision of Reg. 2320 – 6 March 2008

AEA welcomes the adoption of the revised Framework Regulation 2320/2002 by the European Parliament's Plenary session on 11 March 2008. The increased flexibility and harmonisation brought by the new text will have significant benefits to both industry and passengers, by allowing to eliminate redundancies and reinforce the harmonisation of security measures across the EU. We are also pleased that the EU institutions have formally integrated a stakeholder consultation process into the rulemaking framework.

Why a revision of Regulation 2320/2002?

Regulation 2320, adopted under great political and time pressure, has proven to be too detailed and unsuited to the constantly evolving security threats. The inconsistencies and lack of flexibility of the current aviation security rules had led to shortcomings of the European security system.

The changes introduced by several complementary regulations adopted after 2002 are now be reflected in the Framework Regulation and its implementing provisions, making the European aviation security regime more consistent.

Which benefits for the industry and the travelling public?

- Recognition of the **one-stop security** concept, which should streamline security controls on passengers, bags, and aircraft. This is already taking place in the EU, but to various degrees, depending on each individual Member State; the principle is now that it will be applied across the board, and passengers travelling in the EU and transiting at an EU airport will no longer have to be re-screened. The text also opens the possibility for non-EU countries' security regimes to be recognised as equivalent to European standards, with the consequence that one-stop security would also apply to travellers from those countries. This will be the subject of agreements between individual third countries and the European Commission.
- Allowing introduction of new technologies to solve system weaknesses – e.g. **detection of liquid explosives**. Technology providers indicate that the technology allowing to detect liquid explosives could be available to by early 2009. The Commission has proposed a roadmap, to revert to the pre-2006 situation (starting with third country passengers, and this to solve the Duty Free crisis). and we hope that we will see changes to the rule on liquids next year, allowing to dispense with the restrictions on liquids in cabin baggage.
- Recognition of protection provided by **critical parts** (the secure area of an airport where staff, passengers, vehicles, bags, and aircraft have been screened). Practically, this will imply that 80% of our aircraft will not have to be submitted to security checks in their daily operations.
- Institutionalisation of the Stakeholders' Advisory Group on Aviation Security (SAGAS), which now has a formal role to advise the EC on the elaboration of security measures. SAGAS brings together airlines, airports, security providers, etc. Airlines have made it their mission to defend passengers' interests, and strive for security rules to allow for secure and hassle-free flights.

Still progress to make

- AEA is disappointed with the lack of further progress on the issue of financing security measures. These costs are borne for the greater part by airports and airlines. However, society is the target and this is a responsibility that Member States should assume. The EC will issue a proposal on this issue and suggest next steps – details are still unknown.
- Member States need to support the roadmap proposed by the European Commission for removing the ban of liquids in hand baggage. Technology will very soon be available and all efforts should be concentrated in allowing the introduction of these new technologies to improve the passengers' travel experience.
- With traffic growth as it is, 'business as usual' with the current aviation security concepts is not sustainable. Future aviation security should consist in an innovative approach mixing pre-clearance of passengers (advanced data), passenger assessment and more random screening. AEA would like to see the EU progressing on its reflection on such innovative risk-based approach, which should ensure a secure system and a hassle-free flying experience for passengers.

Next steps

The EU institutions will now have 24 months to adopt implementing measures. Parts of these measures, which are focusing on passengers screening, will be submitted to the scrutiny of the European Parliament.

Unlike for the previous regulation, parts of the implementing measures will be published in the Official Journal, which will ensure more transparency about aviation security measures in Europe both for passengers and industry.