JITI Aviation Security of Tomorrow Conference

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Thank you very much for your introduction. I am Hayao Hora, Vice-Minister for International Affairs, Ministry of Land, Infrastructure and Transport in Japan. It is very timely to hold a conference with top policy makers of ICAO and important countries at a time of tense aviation security. I would like to thank to Mr. Jiro Hanyu, President of JITI, who gave me the opportunity to make the introductory speech. And I would also like to thank Dr. Kotaite, President of the Council of ICAO; Mr. Hutchinson, Under Secretary for Border and Transportation Security in the US; Mr. Duchesneau, President and Chief Executive Officer of the Canadian Air Transport Security Authority; and to all of you for coming today.

Aviation security in the world has been greatly enhanced since the terrorist attacks of September 11th, with the international measures on the part of ICAO, G8 and APEC for example. Cockpit doors have been reinforced, and not only carry-on bags but also shoes and other items are screened, as is all hold baggage.

However, when I go to various countries, whether they are emerging or developed, I feel there is a lot of difference of the level of aviation security among these countries. There are still many problems to be dealt with in order to protect the world aviation network from the international terrorism organizations, which themselves have worldwide network.

Earlier this month at the G8 Sea Island Summit, where the "Secure and Facilitated International Travel Initiative" (SAFTI) - was adopted. SAFTI consists of 28 items, including aviation security, and I attended

the meeting as a member of the Japanese delegation. SAFTI projects include aviation security measures to strengthen vulnerable points, such as the use of sky marshals or MANPADS, both of which are very important practical measures for enhancing aviation security hereon in.

Some of what I am going to talk about may duplicate what the other three speakers have presented, but I would like to speak about four important points on which for every country should cooperate, in order to enhance world aviation security effectively and efficiently.

(Enforcing standards and ensuring the training of security officers)

The first important point is to establish a structure of thorough inspections and ensuring enforcement in each country in order for these standards to take root. Following the ICAO standards for aviation security that were strengthened after September 11th, each country has enhanced its own standards, but enforcing the standard strictly is important to ensure aviation security. According to the ICAO secretariat, having implemented the universal security audit in November 2002, there are still more than a few countries that have not established an audit structure. Strengthened standards of aviation security will be meaningless if the those areas actively engaging the screening do not apply the standards. For example, the standard of height and structure for airport perimeter fence will be useless if there is a hole in the fence or there is a tree that someone can climb to get over the fence. In Japan, Civil Aviation Board officers are now doing an audit of all airports, and we are considering increasing the number of auditors in order to cover the small local airports.

Also important is the thorough education and training of security screeners. The most advanced expensive explosive detection system

will be useless if screeners do not have sufficient skills to distinguish dubious from harmless items. It is reported by the ICAO secretariat that, there are more than a few countries where an education and training system has not been developed. Japan has been doing education and training through publicly-owned specialized institutions for about twenty years in order to improve the quality of screeners, and every year invites specialists from developing countries to a seminar.

Given these situations, it is necessary to approach and help countries where the audit or education and training system is insufficient or underdeveloped, through ICAO, G8 or regional cooperation.

(Enhancing security in vulnerable areas)

The next important point is the enhancement of security in vulnerable areas. After the terrorist attacks of September 11th, ICAO's aviation security standards were strengthened, including the reinforcement of cockpit doors and 100% screening of hold-baggage. However vulnerable spots remain - such as cargo and mail, control of airport access by employees, and general aviation - and new threats have appeared - such as CBRA or MANPADS - requiring countermeasures toward these new types of terrorism. Terrorists aim for weak spots, so we need to quickly prepare national standards and manuals for addressing these vulnerable areas.

With regard to this last point, I heard that ICAO's Aviation Security Panel recently agreed to speed up studying the reinforcement of ICAO national standards. And the SAFTI program agreed upon at Sea Island Summit indicates an action plan by 2005 for addressing the vulnerable areas of aviation security. Japan would like to positively cooperate these activities.

(Support for developing countries with severe terrorism situations)

The third point is support for developing countries that do not have the resources or other means to develop and enforce standards and training, particularly those countries with significant terrorist groups and incidents, so that both the hard and soft aspects of aviation security can be enhanced.

ASEAN countries in particular are where Japan has strong economic and cultural connections. For example, ASEAN countries are the second largest trade partners with Japan, comprising 14% of total Japanese trade, and 15% of direct flights in the region, the third largest after East Asia and the United States. On the other hand, terrorism in the region is acute, with bombings in Bali and Jakarta being recent examples. Improving the ability to deal with terrorism, including the enhancement of aviation security in this region, is so important that Japan decided to provide at no charge security equipment to the main airports and seaports in Indonesia. The total value was eight hundred million yen, and this effort supports the development of security programs and education and training of security officers. We intend to further examine the necessary issues, consider countermeasures and support plans of this region, including other ASEAN countries.

The population of APEC region, which includes the ASEAN countries, Oceania, America and East Asia, is about a third of the world's population, and trade in the region comprises about half of world trade. Economic growth in this region is high, and stable security is very important for the world economy. In order to improve security in the region, including aviation security, it is necessary for the United States, Canada and Japan to cooperate and lead the region in the development of new technologies, education and training of

screeners, and in other measures.

(Dealing with both the improvement in security and a smooth transportation system)

Finally, because it is difficult to deal with both the improvement in security and smooth transportation inherently, it is important to develop and apply new technologies to address the problem.

Major airports in the world, including those in Japan, are now introducing in-line automated security systems for checked baggage, which reduce the waiting time for screening checked baggage, and improve the effectiveness of the screening system through the utilization of high-grade screening machines. It is important that the use of this system become widespread as quickly as possible.

Japan was the first to develop a dangerous liquids screening machine, which immediately detects flammable liquids such as gasoline, in March this year. This came from a lesson learned from an incident with fire in a subway that occurred in Korea in February last year. Test applications of these machines are now being conducted at the main airports. The screening of liquids is difficult, and there has often caused the trouble between screeners and passengers, but with this new system, reliable and prompt screening has become possible. We will equip all airports in Japan with this system this fall.

Smooth and secure border management using information technology is also an important issue, including APIS (Advanced Passenger Information System) in immigration management, which Japan will introduce this year. The flexible arrangement of inspectors is also an important aspect of border management.

Substituting metal detectors, whose technology dates back to the 1970’s, screening air cargo, identifying passengers and employees in the same way, and developing new technology that is also practical

that can detect CBRN are also measures that are necessary. Every country that has new technology, including Japan, the United States and Canada, should actively engage in information exchange and joint development.

There are many agencies and organizations involved in aviation security, such as airport operators, police, customs, immigration, air traffic control, air carriers, and others, therefore. It is important for all relevant organizations to share security officers and enforcement materials and their own security information, and coordinate their activities.

(Conclusion)

In conclusion, in order to keep a balance between enhancing security and ensuring a smooth transportation system, international cooperation and joint ownership of knowledge and experience through international organizations and regions such as ICAO, the G8, APEC, ASEAN, and others, have become increasingly important.

To this end, the aviation security summit at Montebello sponsored by Mr. Duchesneau this past February, and today's conference are very meaningful events. We would like to periodically hold events like these and lead aviation security efforts in the world, building up a closer connection among Japan, the United States and Canada and other countries, which have experience and new technology, while also cooperating with ICAO.

And it is necessary to cooperate with the private sector in conducting testing of new technology being developed and applied. The Ministry of Land, Infrastructure and Transport would like to cooperate with the private sector, and we hope to increase the role of private research institutions such as JITI. Thank you very much for your attention.