



**Homeland
Security**

**REMARKS AS DELIVERED
UNDER SECRETARY ASA HUTCHINSON
BORDER AND TRANSPORTATION SECURITY
U.S. DEPARTMENT OF HOMELAND SECURITY**

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Thank you. It is a pleasure to be with you today and it is my privilege to have an occasion to listen to the previous speakers.

Dr. Kotaite, thank you for your remarks today and for your leadership at ICAO. I appreciated the Canadian Air Transport president, Jacques Duchesneau, for his remarks and his leadership.

I also want to thank the Japan International Transport Institute for hosting this important discussion on the future of aviation security.

I look around this room and I see many representatives of the Japanese, Canadian and other governments that are here today. On behalf of the Department of Homeland Security, I am grateful for your security enhancements and your partnership with the United States government. You are also very important partners in accomplishing something that is very important to all of us, and that is enhancing air passenger travel.

I am pleased to see some rebound in that area. In the first quarter of this year we saw an increase of 14 percent in overseas visitors to the United States. I recognize the value of the dollar has something to do with that, but we are very grateful for that increase and we see that also in air passenger travel where the Federal Aviation Administration estimates that this summer we will exceed pre-9-11 numbers. I think that's a reflection of the security measures and the confidence of the public in what we are doing.

We have come a long way in the almost three years since 9-11. The attacks of that day taught us a number of important lessons about the nature of terrorism and the requirements of security in a free society.

First, I think clearly we learned never to underestimate the patience and resolve of terrorists. When we reflect upon the fact that there were eight years between the first and the second World Trade Center attacks, that is a long time for someone to have a goal, to conduct an operation, and then a terrorist attack.

Terrorists and their leadership will delay action if operational requirements are not in place. The preliminary reports of the 9-11 Commission here in the United States reflect that about the 9-11 hijackers. We must be patient as well. We can never allow ourselves to be lulled into a false sense of security.

The second thing that we learned is that terrorists continue to seek highly-visible and symbolic targets that will play to a world stage. Terrorism was not new on September 11th. But this attack was different. It was more visible, it was more personal, and it was more devastating in its scope than anything we have seen.

When I say it was more visible, the fact that people all over the world saw constant replays of that attack, seared into the psyche of the American culture and perhaps the world. We know that the threat has not diminished, as recent events as yesterday and the day before in Turkey and elsewhere make clear. We must remain vigilant and we must not be complacent.

The third thing we have learned is that it is a global threat, and a global threat requires a global response. We in this room are forming a global partnership to improve security. We have to increase information sharing. We must promote international security standards. We have to utilize new technologies in the aviation environment. And we have to share expertise and best practices.

We have come a long way to meeting these goals. But we are continually challenged by the common threat and we are motivated by a shared love of freedom.

Part of our response was the creation of the Department of Homeland Security, the largest reorganization of federal government in 50 years. Twenty-two agencies, 180,000 people, and a new mission – to protect the homeland and preserve our freedoms.

It is a challenge, and if anyone here in this government or our allies desires to create a new department of government, come see me first. I'll give you some good advice. It is a good idea, but if they ask you to sign up for that project remember the challenge that is ahead.

We've made huge progress balancing security, efficiency, and cost-effectiveness, and restoring public confidence in the aviation system. We've hardened the cockpit doors. We have a more effective Federal Air Marshal program, and I've noted that in other arenas of the world this has been the subject of some criticism. But despite that criticism, 14 countries have established a similar program, 23

countries have requested training from the United States, and 26 countries have expressed an interest in some type of air marshal program that would provide enhanced security for air travel.

We also have 100 percent passenger and baggage screening. We've layered our security from curbside to the cockpit. We've also increased information sharing, and we need to continue to work in this area.

We've addressed to a certain extent the threat from MANPADS. We are investing about \$60 million in new technology to see if we can take a Defense Department solution for MANPADS protection and have a solution that is consistent with the commercial airline industry.

Whenever we partner with industry, we also partner with our international friends. If we have a threat, we make certain calls in sequence. If we have to increase our threat alert level, we call our homeland security advisors, we call the private sector that might be impacted by it, and then we immediately call our international partners. That's the pattern Secretary Ridge has established for our Department.

If you look at the future, there are areas we must continue to work upon. We learned last December that we had particular flights that were a concern, and specific intelligence on particular flights that lead to their cancellation. We also had to have information as we enhanced security on additional flights that we did not cancel though we were concerned about.

We needed to clear information for passengers. We looked at the manifest and we checked them against our databases. Sometimes the name was confusingly similar to a name on a watch list. We had to do a better job, first of all, of getting more information on the passengers to effectively clear their name and assure ourselves of the safety of the flight.

We were pleased that we completed the negotiation with the European Commission on Passenger Name Record data, that we gave them confidence that it would not violate privacy concerns, that it was going to be adequately protected. That is a milestone that will allow us to concentrate on high-risk passengers and to make sure the names are clear and that they are not confusingly similar to a name on a watch list.

But we also have to get the information earlier. We have to scratch our head from time to time when we realize that the flight is headed toward a particular country and we have not yet checked all of the names. Our requirement in the U.S. is that we get that information 15 minutes after the flight takes off.

If the public understands that, they say, "Shouldn't you get the information before the flight takes off?" I think we need to look at that in the international arena,

particularly for international flights. We need to have that information earlier. The answer is yes. Can we do it consistent with international travel? I think we need to work together in that direction.

When you look at the future of aviation security, you also have to look at vetting crew manifests. We just completed a more robust check of our crew lists that fly internationally into the United States. As a result of this check, which we really checked hundreds of thousands of pilots and crew members, we identified 12 pilots from 3 countries that should have their authority revoked. Nine of those pilots had suspected terrorist ties. Two were carrying fraudulent passports. And one matched a criminal database.

I don't know about you, but I do not like the idea of a pilot flying with a false passport. It does not give me a sense of confidence. And so I think it was the right decision to check that and to ensure greater security by that check.

We also have to work in the area of air cargo security, which is a \$2.7 billion a day industry in the United States and the fastest growing segment of the U.S. cargo industry.

We have issued security directives that for the first time require cargo carriers and passenger carriers to screen a certain percent of the cargo that goes on the airplane. I am delighted that industry has responded by exceeding those government requirements. We've also not just relied upon voluntary compliance, but we have hired 100 new air cargo inspectors this year that will help us to ensure those compliances.

We have engaged in increased information, looking at the crew manifest list, and enhancing air cargo security. But we also have to continue to build upon our capabilities in the area of biometrics. We've done this in the United States in terms of US-VISIT, which allows us to biometrically confirm the identity of international visitors coming to the United States and to check the biometrics against terrorist databases.

But it also allows us to focus on the convenience of passengers, and this should be underscored. This lays a foundation, not just for security but also for the facilitation of travel.

If we have an international visitor that comes to the United States as a businessman, or as an educator, or as a tourist who is a frequent traveler, as they come in and we can confirm their identity, we say, "Yes, you were in our country six months ago, and you left on-time. We are delighted to have you back. You are a trusted traveler to the United States."

There will not be any question about secondary inspection. There will not be any need for further questioning. We will be able to process them very quickly. This

type of confidence in traveling I think can be accomplished through the use of biometrics. We will continue to enhance that.

Finally, we need to concentrate on efficiencies. As I mentioned, biometrics will help us to do that. We're also looking at a registered traveler pilot program which will allow us in our domestic airports to have a frequent traveler to have a background check and a biometric card that will allow them to go through a dedicated lane where they will not have to wait a long time to be processed through the checkpoint.

We are piloting this first in Minneapolis St Paul airport and will then expand it to about five other airports to see if this is a program that the public will respond to and that will help us to facilitate travel for those trusted travelers that are of low-risk quality.

None of this can be accomplished without international partnerships. For that I am grateful for this forum to enhance that effort.

I will end by quoting William Kershner, who is a pilot and author of numerous flight manuals.

One time in speaking about being a pilot he cautioned that you should:

“Keep the airspeed up, lest the earth come up and smite thee.”

In other words, he was telling the pilots to pay attention. Obviously you pay attention to air speed. But we in the aviation industry must also pay attention to security and to safety – for the current period, but also in the long term and the future. This will take international standards and international cooperation.

Thank you very much for your partnership.