



Workshop “Baggage as a Service” - security screening, 8 June 2016

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(Hold) Baggage & aviation security: looking back

- 1955: United Airlines - Jack Graham, 44 killed.
- Lockerbie, Scotland: 21 December 1988, Pan Am 103, 270 killed.
- Measure: Baggage Reconciliation (BR).
- Attack 11 September 2001 > EU legislation 2320/2003 > 1 January 2003 > screening Hold Baggage requirement.
- 1 January 2006: ICAO Standard 4.5.4
- In-line/on-line
- Standard 1 > Standard 2 > Standard 3
- (Security) Relation between hold baggage and cabin baggage: fee, size, time, ir rate.
- Attack on Brussels Airport: discussion.



EU Regulation for HBS (EU 2015/1998): the challenge

On high-level, Explosive Detection Systems (EDS):

- All EDS installed before 1 September 2014 shall at least meet Standard 2.
- Standard 2 shall expire on 1 September 2020.
- All EDS installed as from 1 September 2014 shall meet Standard 3.
- All EDS shall meet Standard 3 as from 1 September 2020 (2022) at the latest.

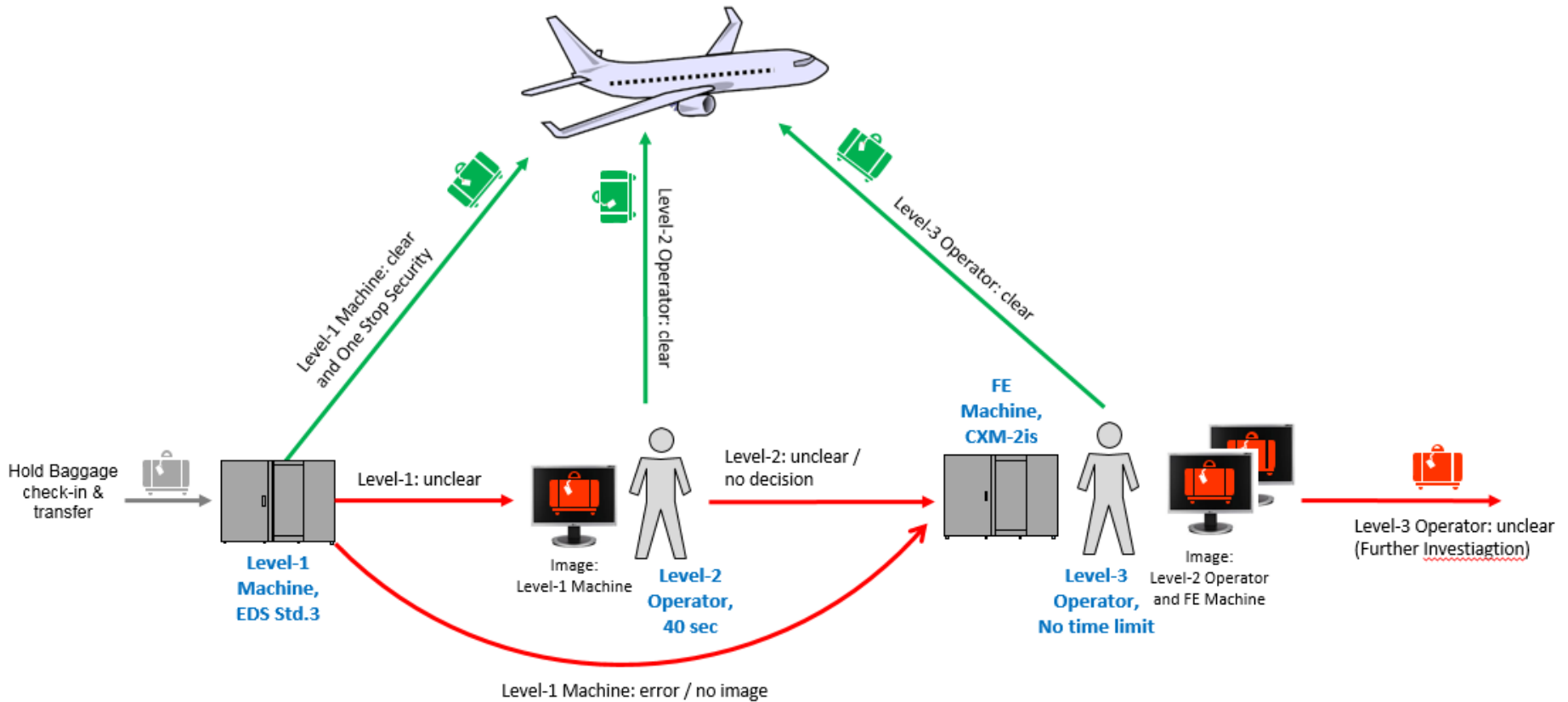


Current preparations Schiphol Airport:

- Analysis of current 3-level HBS concept.
- Site visit trials Group ADP (5 different EDS machines)
- Pilot Schiphol with XLB (L3-Communication)
- Pilot Schiphol with XCT (Smith Detection)



New concept for HBS



Current (EU) situation:

- Schiphol requires 24 EDS machines, but finished 70 MB project.
- First machine needs to be implemented in Q3 2017 to meet deadline regulation.
- Huge cost for airports: 1/3 Security equipment, 2/3 Baggage systems. Recuperation ?
- Different systems of security charges/structures.
- HBS Standard 3 in tent ?
- Problem for small airports in EU: not affordable > back to X ray ?
- Result may be: lower security level, waiting times, high staff cost.

The end

