

## **DOTARS Responses to Additional Questions from JCPAA (12 March 2004)**

*Responding to the Committee's term of reference dealing with the opportunities to enhance security presented by current and emerging technologies, Dr John Flexman of Curtin University has raised the issue of the possible creation of a panel of experts.*

*The panel would be drawn from a wide range of fields and would evaluate security options for airports. Specific details can be found in Submission No. 59 at page 4.*

*In relation to the options, Dr Flexman suggests some of the panel's tasks could be to consider:*

- a) effective standards and means of regulating them*
- b) the ethics and politics*
- c) the cost*
- d) the inconvenience*
- e) the practicality and*
- f) the effectiveness.*

*Would you respond to Dr Flexman's suggestion?*

The Department's role as an industry regulator has been identified in previous submissions to the Committee. Regarding Dr Flexman's suggestions, DOTARS can state that there are a number of such consultative forums already in place. However, it is important to reiterate that DOTARS, as an industry regulator, sets aviation security standards and monitors industry compliance with them. Such standards are based on a combination of International standards and Australian Government policy, and are developed in consultation with industry and other government agencies, through the forums outlined below.

### **High Level Group**

DOTARS established a High Level Group on Aviation Security in May 2003 to provide a forum for consultation and exchange of ideas on aviation security issues between the Department, the aviation industry and other key Government agencies. The group aims to facilitate the development of a coherent position in the management of major aviation security issues, through a strategic approach involving Government and industry representatives.

### **Industry Consultative Meeting (ICM) and subgroups**

The ICM meets approximately every three months, although extraordinary meetings may be called where needed. The ICM's membership is comprised of representatives of the major airlines, airports, the Australian Federal Police and other government agencies. It is chaired by DOTARS. The ICM regularly invites additional attendees, such as equipment suppliers, other government agencies or other industry members to attend, where appropriate.

There are a number of additional sub-groups that have been formed through the ICM to look at particular issues. These include the ASIC, Screening Improvement and Checked Bag Screening working groups. The ICM is establishing a group to look at technological advances. Specialist experts in certain areas may be called in to assist work in this area, as appropriate.

The Department also has a strong working relationship with overseas organisations, such as the US Transport Security Administration (TSA), and Transport Canada/the Canadian Air Transport

Security Authority (CATSA). This provides the Department with access to additional advice on technology. For example, two officers from the Department will be visiting the TSA Atlantic City Tech Centre and Transport Canada/CATSA in Ottawa during May this year.