



On 12<sup>th</sup> Sept. at Montreal, headquarter of International Civil Aviation Organization (ICAO), Supply chain Security Association (SCSA) met over 700 delegates from all over 150 countries representative, to discuss and review the latest security concerns and counter measures; SCSA not just learn special knowledge (i.e. The ICAO Risk Management & the ICAO Universal Security Audit Programme Continuous Monitoring Approach) from 1st days pre-workshop sessions, and SCSA representative Mr. Jimmy Pang and Ms. Ada Chan also have excellent exchange with international delegates, learn their concerns and also we share the approach of ride on Hong Kong cargo agents through Li-CAT program to promoting best practices of both safety and security.



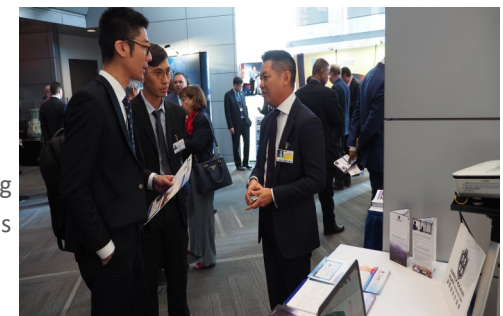
(Left) **Mr. Jimmy Pang** (President of SCSA) in the Assembly Hall at ICAO headquarters.



(Right) **SCSA booth** set up directly outside of Assembly Hall entrance



(Left) **Mr. Jimmy Pang** having a conversation with representative from the **Macau Civil Aviation Authority**



(Right) **Mr. Jimmy Pang** sharing Li-CAT program with delegates

### **AVSEC Culture - Beyond the Standards**

During the opening ceremony, there were a few notable opening remarks:

- Secretary General of ICAO calls for closer collaboration of global air services.
- Administrator of US Transportation Security Administration (TSA) reminds that “safety & security are two sides of the same coin. Improvement in one means improvement in the other”.
- Director General of Mobility and Transport, EU Commission emphasises the importance of being head of the curve when dealing with a constantly-evolving reality.

The main theme was “AVSEC culture beyond the standards”, as reiterated by the master of ceremonies, Mr. Denis, “is a call for the development and promotion of a security culture throughout each of our organisations, such a culture will move us closer to our common vision of a global transport system that is safe, secure and efficient.”

There were five priority outcomes that were in the current ICAO gossip:

- 1) Enhanced risk awareness;
- 2) The core development of effective security culture and human capabilities needed to support;
- 3) Improved technological resources and greater innovation;
- 4) Improved oversight and quality assurance;
- 5) increased cooperation and support



Session in progress inside the Assembly Hall

### **AVSEC cultural understanding**

The first part was analysing now and the past through means of AVSEC cultural understanding, identifying imminent threats and risks, also quality control from individual firms to national level. One of the main risk that was repeatedly raised was the human factor. Another more recent threat identified that was cyber security and ICAO is eager to implement resolution regarding to this threat. There were several plenary and activities conducted to engage the participants and raise discussions & awareness.

Most of the vulnerability are identified by terrorists and these vulnerabilities are evolving. As Ms. Poppy Khoza, Director General of Civil Aviation Authority, South Africa reminds us the adage, “we are as strong as our weakest link”.

None of the stakeholders in the industry should wait for audits to discover their vulnerabilities, threats and risks. This is in line with SCSA’s belief, where sharing of information and best practices should enable all to have access safer and reliable air freight supply chain.

Human factor has always remained a threat to aviation supply chain, such as insider info of vulnerabilities, however at the same time, it is the human factor that determine the effectiveness and success of all the efforts put into developing security process and advanced technology.

### **Innovation in aviation security**

The second part was mainly about the future, focusing on innovation in aviation security. This section explores the technologies and methods that may are currently available or available in near future through case studies, activities and plenaries. Some of the innovation show cased are facial recognition, biometric identity management, revolutionising X-Ray Screening and behaviour detection.

One of the highlight during the conference was the live demonstration of explosive detection Canines, featuring Ivy the Police Service Dog and its Handler, Evette. The delegates present were all very excited about the demonstration, most of them stood up and also took out their phones to record the demonstration.



Live demonstration of Ivy Police Service Dog detecting explosives



Participants enjoying Ivy and her handler Sgt. Germain Daigle of the RCMP company during Coffee Break

**Supply chain security requires your joint effort**

As Acting Assistant Administrator of TSA states, “We must think outside the box to enhance the future of aviation security for years to come”. Technology may be able to assist in providing some material solution, however, non-material solutions such as people and process are still required to complete the whole equation. It is important to turn the view of security as a chore or cost to organisation into a competitive advantage to the organisation, as Mr Bernard Lim, Director of International Relations and Security, Ministry of Transport, Singapore says. Aviation is our shared responsibility, SCSA believes that the joint effort of supply chain and security professionals can fight against security weaknesses and continue to safeguard the aviation industry.

**Lithium Batteries Compliance**

Lithium batteries and any Li-battery-powered electronics with Li-battery (Li-ele-products) must comply with the Dangerous Goods Regulation published by IATA.

**About Li-CAT**

Because of the huge, worldwide demands for lithium batteries, billions of them are shipped annually in air cargo on both passenger and cargo aircraft. Volumes are expected to increase substantially, with batteries becoming more compact and even higher energy density. Lithium batteries have become such a common, everyday item that they have been taken for granted by consumers. Little thoughts have given to the precautions that are essential to ensure lithium batteries aviation safety in air transport. Experience has shown that there are shippers and freight forwarders who, either deliberately or through ignorance, do not follow the requirements. Consequently, incidents involving lithium batteries on board aircraft have occurred.

Learn more: <http://www.scsasecurity.org/Li-CAT/>



**CONNECT WITH US:**

**Supply Chain Security Association**

**Tel: (852) 2750-5358**

**Email: [info@scsasecurity.org](mailto:info@scsasecurity.org)**

**<http://www.scsasecurity.org/>**