



# **The Impact of Security Regulations on the Transport of Animals**

## ***An Airport Authority's Perspective***

**Tom Kirk, Manager- Cargo Operations, The Calgary Airport Authority**

Good Morning Ladies, Gentleman and Distinguished Guests,

I have been asked to speak today on the impact of security requirements in the movement of live animals from the perspective of an airport authority.

# Today.... passengers



As we are all aware, new and more restrictive security regulations have changed the way that airports, airlines and shippers conduct business.

As passengers, you immediately notice the longer security line-ups and the more thorough screening of your carry-on luggage.

Changing security regulations on the passenger side of business have led to new terminal designs and the procurement of enormous screening, x-ray and EDS machines.

The impact on passenger terminal operations has been immense leading to large investments for airports and airlines, not to mention the impact on the passengers' travel experience.

## Today.... passengers

**“Every time I fly and am forced to remove my shoes, I'm grateful Richard Reid is not known as the Underwear Bomber.”**

**—Douglas Manuel, aerospace executive regards airport security.**

***Reported in USA Today, 13 March 2003.***



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# Today....animals

- **New security requirements?**
- **Impact on the Airport infrastructure?**
- **How do we provide a secure environment?**
- **How do we influence, educate and advise regulators?**



What about the impact of security regulations on the transport of animals?

- Have any new security requirements impacted the live animal transport business?
- How do changing regulations impact the Airport Authority?
- How can an Airport Authority provide a secure environment for the shipment of animals?
- And importantly, how can an Airport Authority and its Animal Transport Stakeholders work together to proactively educate and advise regulators in order to prevent a negative impact on the animal transport industry?

These are the questions that this presentation will attempt to answer from the perspective of an Airport Authority.

# Presentation Outline

- **Situation Today**
- **Challenges from an Airport Authority Perspective**
- **Case Study: YYC**



Today's presentation outline is as follows:

I will review the situation that we face today with regulating bodies, agencies and associations that we would expect to provide us with guidance to both the shipper and the airport. This will include agencies such as TC, IATA, ACI, ICAO, TSA, DfT, and more mysterious acronymic organizations.

Secondly, I will outline the challenges that we face as an airport in meeting the needs of our animal transport stakeholders.

Finally, I will describe how the Calgary Airport Authority has reacted to the current security environment. This case study will ideally stimulate discussion and ideas for how all animal transport stakeholders can best prepare for the security regulations of the future.

# Regulations Today

- **Transport Canada**



## **The regulations we face today:**

**Transport Canada** or (TC) is the governing body who determines aviation security policies for Canada. At the present time, similar to other governing bodies around the world much discussion has taken place on the issue of cargo security but implementation is proving to be elusive. Committee meetings comprised of representatives of all facets of the industry are ongoing in efforts to establish policies satisfactory to all, while ensuring security is not compromised.

Here in Canada we currently enjoy an environment for shipping animals that is virtually free of any serious physical security screening. We have in place the known versus the unknown shipper and that along with a visual inspection of the shipping container meets today's security requirements.

# Regulations Today



- **Canada Air Transport Security Association**



Canadian Air Transport Security Authority or (CATSA) is a division of Transport Canada responsible for the implementation and overseeing Transport Canada policies related to the airline industry.

CATSA's focus to date has been exclusively on the screening of airline passengers and their luggage both carry on and checked.

As an Airport Authority we are uncertain what role, if any, CATSA will play in cargo security.

# Regulations Today

- **ACI-NA**  
– **Airports Council International**



Airports Council International is the Association for International Airports and is headquartered in Geneva. This organization works directly with Airports and Airport Authorities around the world to create as well as influence airport policy.

One of the focuses of the ACI World Cargo Subcommittee, which is chaired by Stephan Poirier, Senior Director, Cargo, Calgary Airport Authority, is the impact of security regulations on cargo.

Additionally the regional group, the ACI-NA Cargo Committee, continues to hold discussions and is working toward a 'best practices' solution for all involved parties.

# Regulations Today



**“should be equipped with storage facilities as appropriate for special cargo (e.g. valuable goods, perishable shipments, human remains, radioactive and other dangerous goods, as well as live animals).”**



International Civil Aviation Organization or (ICAO) is the recognized body within the UN for setting standards for the air transportation industry worldwide. These include all aspects of flight operations, manufacturing, protocols and security.

However, the ONLY reference made to animals within the security realm is their post 9/11 “recommended practice” as stated in annex 17, section 6.46, which reads

“cargo terminals should be equipped with storage facilities as appropriate for special cargo (e.g. valuable goods, perishable shipments, human remains, radioactive and other dangerous goods, as well as live animals).”

ICAO has also implemented security audits which are performed by qualified personnel but these audits are for the most part centered around personnel and facilities but not on the physical inspection of the cargo itself.

# Regulations Today

- **United Kingdom**

The logo for the Department for Transport in the United Kingdom. It features the text "Department for Transport" in a green, sans-serif font. The word "Transport" is significantly larger and bolder than "Department for". The logo is set against a white rectangular background.

Department for Transport (DfT) in the United Kingdom has one of the more stringent cargo security programs in effect today. In addition to the inspection of cargo, extremely thorough background checks of personnel and facilities is carried out by government appointed inspectors. These highly trained inspectors are extremely vigilant in ensuring that all DfT policies are strictly adhered to by performing regular audits of freight agents listed under the ‘known’ shipper category and of their customers. Cargo of unknown shippers on the other hand is x-rayed and pieces too large for x-ray are sent to a decompression chamber. Needless to say this has had an impact on the tender time of shipments to the airline and decompression chambers are in short supply due to their cost and must therefore be booked usually days in advance.

Little mention or attention by the DfT is paid however to the shipping of animals. Some airlines have imposed their own regulations in the shipping of domestic pets onboard mixed carriers ( i.e. passenger/cargo aircraft) by requesting the owners to remove the animals from their kennels or container in order that they can be x-rayed or physically inspected. Commercial animal shipments moving onboard freighter aircraft are generally not subject to inspection.

So....as for TODAY, you can see that there is in fact very little guidance nor a clear directive for an Airport Authority on the transportation of animals which is for the most part relatively free from any serious security scrutiny.

## What will tomorrow bring?...

**“The challenge of the future is to process ever increasing volumes of cargo with greater speed, efficiency and optimum security but not impact commerce.”**



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# Tomorrow....

- **November 10, 2004**

## Department of Homeland Security

Transportation Security Administration

49 CFR Part 1540 et al.

Air Cargo Security Requirements;  
Proposed Rule

- **August 14, 2005**



As for tomorrow in North America, some of our most concrete information, or at least documentation, has come from the DHS and TSA.

The Transportation Security Administration or (TSA) is the governing body responsible for Transportation Security in the USA. On November 10, 2004 they issued a “Notice of Proposed Rulemaking” with respect to cargo security, that, while raising more questions than answers does offer some insight and stimulates conversation and thinking as to the future of cargo and the impact of security requirements. Recently, the TSA has offered another date, August 14, 2005, as the date that their final rules will be released. The TSA admitted that there was confusion over the initial NPRM. We indeed hope that the final rules are straightforward.

# Tomorrow....

- More stringent background checks
- Improved technology
- Enlarged Security Identification Display Areas
- Screening of all persons accessing the aircraft
- Inspect a portion of cargo
- IAC (indirect air carrier) ???????



Some of the questions that have been raised in our minds through the initial release of the NPRM include:

- More stringent background checks of all direct and indirect employees

What will the cost be? Who will regulate it? Will it be audited? Will there be a delay caused by the approval process. Does it apply to current employees?

- Improved technology for the inspection of cargo

Who will pay? Who will approve the technology? Who will pay for the space for the new technologies?

- Enlarged Security Identification Display Areas

Where? How? How large? Who will enforce these areas? Will this include full warehouses?

- Screening of all persons accessing the aircraft (which some airlines have already implemented)

Who will screen?

- Codify a requirement for aircraft operators to inspect a portion of air cargo including those tendered by known shippers.

- IAC (indirect air carrier) ??????????????????

- IAC security coordinator appointments

## Tomorrow....

- **Still no clear guidance, or mention of how new regulations will impact the air transport of animals...**



Still no clear guidance, or mention of how new regulations will impact the air transport of animals ...

## Challenges for Airport Authority

- Long range planning
- Budget planning
- Resource planning
- Marketing efforts



So how does all of this impact an airport authority relative to animal transportation?

- Long range planning is difficult when our future direction is influenced by sources possibly out with our control.
- Budget planning long term becomes difficult
- Resource planning becomes difficult.
- Marketing direction is unclear

The lack of clear direction makes development of an animal transportation platform at an airport very challenging.

# Calgary Airport Authority

- **Serve our community**
- **Meet the needs of community and market demand**
- **Promote economic development**



Why does the Calgary Airport Authority still promote the live animal business at our Airport?

We need to:

- 1) Serve our community---- Alberta has a very strong agriculture and farming industry.
- 2) Meet the needs of market
- 3) Part of our mandate from the Canadian government is to promote economic development

# Calgary Airport Authority

- Increased visibility
- More Apron space
- Experienced Ground Handlers
- Continual improvements



We and the community benefit by:

- Increased visibility
- Increased flight operations
- New Facilities that create Construction jobs
- Better infrastructure and new Apron and an expanded cargo village.

# Calgary Airport Authority



- **Crate building**
- **Diversified niche farming**
- **Community involvement**
- **Canadian Food Inspection Agency**
- **Ground Handling/ Fuelling**
- **New Facilities**



And remember, Air animal transport, is not just granny's canary being sent to Toronto; the Air Animal transport industry leads to extra economic development within our community such as:

- Crate building
- Diversified Niche farming
- Association and community involvement (AATA, Cattlemen's association, Calgary Zoo, Animal treatment groups, etc)
- Canadian Food Inspection Agency
- Ground Handling
- New Facilities: Common & Multi-Use

These are all extra reasons for us to further develop our platform and work closely with the air animal transport industry stakeholders.



# Calgary Airport Authority

- **Internal and External commitment**
- **Flexible Infrastructure**



The Calgary Airport infrastructure, facilities and its cargo community has allowed Calgary to become a leader in the live animal business within North America.

Any initiative we undertake first starts out with consultation with our stakeholders to ensure we have their support. Additionally we have the full support internally with our Board of Directors.

A large part of our success has been due to our live animal facility. On the security side, we have taken our own initiative of surrounding this facility in with a high security fence; and it is located between gates so that it can be either airside or groundside, which allows personnel that don't have security passes to access the facility.

# Calgary Airport Authority

- **Communication, consultation and education**



We, The Calgary Airport Authority, believe the best way to tackle the challenges we face is to:

- keep ourselves informed by staying in touch with the appropriate governing bodies
- Ensure we are actively involved within the industry and with organizations such as the AATA.

In conclusion, it's pretty much business as usual from our (authority) perspective in the shipping of animals in commercial volumes but it is incumbent upon everyone involved in this business to keep themselves informed.

While change has been slow in coming, one can only surmise that the conclusions drawn from the innumerable committee meetings along with public pressure will result in implementation of security policies relevant to the cargo industry that will affect us all in the very near future.



Hopefully I have shown you enough that cargo should get more attention in your jurisdictions.