

# SECURITY AT AIRPORTS AND OTHER HIGH RISKS

## The French Experience

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# UCCEGA

The French Airport Association is a non-profit organisation.

It represents the interests of over 190 airports in France



# CONTEXT

- Security occurred in the air transport sector in the early 70s
  - Airport terminals not designed to integrate heavy security equipment
- Airports had to react promptly by:
- Redeveloping their infrastructures
  - Dividing the flows (arrival/departure)
  - Screening cabin baggage and hold baggage



# LEGAL EVOLUTION

- **Until the 1990s:** mission achieved by the competent State authorities
  - **From the 1990s:** airport operators and airlines more & more involved
    - **Law of February 26, 1996**
    - **Regulation of September 29, 1997**
    - **Law of December 18, 1998**
    - **Law of November 15, 2001**
- ➔ **The airport operator is totally dependant upon the State in the accomplishment of the security mission**



# LEGAL EVOLUTION: in terms of transfer of liability

Since 2001: air transport security has become a  
**PRIORITY**

**Two Regulations of Sept. 1 & Nov. 12, 2003**

Increase of airport obligations



Transfer of liability to the airport operator



# LEGAL EVOLUTION:

in terms of transfer of liability

**This transfer of liability VIOLATES the  
French Constitution and Law**

The security mission is by nature a State mission



UCCEGA's action to seek the cancellation of the Regulations



# CONSEQUENCE OF THIS TRANSFER OF LIABILITY

Additional guarantees for war risks insurance

- In the best case: increase of insurance costs
- In the worst case: no insurer to guarantee the war risks



# CONCLUSION

**THE VIABILITY OF THE AIR  
TRANSPORT INDUSTRY MAY  
BECOME UNCERTAIN**



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***THANK YOU FOR YOUR ATTENTION***



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