**National Assembly:**

**Question Number: 3333**

**Adv A de W Alberts (FF Plus) to ask the Minister of Transport:**

(1) Whether, with reference to the reply to question 2618 on 7 September 2017, he was informed of the proposed plan in due course to close the roads adjacent to the entrances of O R Tambo International Airport to the public because of security considerations; if not, what are the relevant details of the plan, including (a) the full explanation of the plan and concomitant periods of time, (b) the legal grounds on which the execution of the plan is based, (c) any traffic, social and economic impact studies undertaken in this regard, (d) any public participation opportunities in which role players were offered the chance to make inputs and (e) any workable alternatives for (i) travellers who will be affected by the intended plan and (ii) businesses conducting parking services from the specified airport;

(2) whether he has been informed that the Airports Company South Africa (Acsa) has been in contact with the SA National Airport Parking Association (Sanapa) and that Acsa has given Sanapa an undertaking to participate in the process regarding the proposed road closures;

(3) whether he has been informed of the current form of intimidation being conducted against parking operators by Acsa and the Ekurhuleni metro police, who allegedly are having cars picking up and dropping passengers at the entrances towed and stored, and that this has the result of random removal and storage of the cars of bona fide users of the pickup and drop-off points; if not, will he conduct an investigation in this regard; if so, (a) why is this happening and (b) what steps will he take in order to ensure that individuals are given a reasonable time to pick up or drop off passengers?

**NW3808E**

**REPLY:**

**Airports Company South Africa SOC Limited (ACSA)**

(1)(a) The terrorist attacks in the landside area of Brussels Airport on 22 March 2016 and Istanbul Airport on 28 June 2016, has brought aviation security sharply into focus from all aviation stakeholders, governments and the media. Ensuring the security of the traveling public is a top priority for ACSA. The appropriate authority has defined “landside.” To include areas of mass gathering inside or close to the terminal, where there is a regular concentration of people. There is collaboration with the appropriate authority responsible for civil aviation security matters and other security agencies to conduct risk and vulnerability assessment of Airports to determine if any adjustments to current security measures are warranted. This requirement is contained in our National Civil Aviation Security programme that allocate responsibilities to state agencies. Engagement with the National and Airport Security Committees on appropriate measures to implement on specific threat scenarios.

1. Metal barriers and bollards are being used to prevent drive-in attacks
2. The separation of vehicle drop-off and pickup areas from the terminal building
3. Relocation of vehicle parking close to the terminal building to open areas further from the buildings
4. Management of crowds around the landside areas to reduce gatherings of meters and greeters has been implemented.
5. Security considerations have been considered for Access areas such as balconies, terraces or windows that open, close to the terminal building where an active shooter or bomber might have access to crowded public areas by enhancement of patrols and CCTV surveillance.
6. Airport Workers & passenger awareness & communication, there is a continuous reminder through the public-address system to passengers and visitors to be vigilant and report unattended baggage or suspicious behavior.
7. Security awareness training is provided for all Airport workers (both airport and non-airport employees, including those not involved directly in security) to recognize suspicious behavior, and provide a simple and quick means to report it.

(b) Airports Company South Africa is not obligated under any legal grounds to implement the restricted road access. This road is under the jurisdiction of the Ekurhuleni Metropolitan municipality. The municipality is charged with this legal responsibility. The management of O.R Tambo International Airport has raised its concerns and suggested that the airport controls the access and egress onto the airport frontage roads.

(i) Aviation-specific security regulations focus on the airside spaces (non-public spaces of airports accessible only to air passengers who hold a valid boarding pass and to security cleared staff). These regulations are designed to prevent unlawful interference with air transport. Landside spaces (airport spaces accessible to the general public) are subject to general security regulations enacted by national civil aviation authority. It is therefore up to the national civil authority to review and coordinate with airports to identify the appropriate measures that match their specific threat scenario.

(ii) A new set of standards regarding landside security are included in Amendment 15 to Annex 17 (April 2017) which require States to ensure that landside areas are identified, that measures are established to mitigate and prevent attacks based on a risk assessment, that measures are appropriately coordinated, and that responsibilities are allocated within a State’s national civil aviation security programme.

(iii) Accompanying this standard is guidance material within Doc8973, ICAO Security Manual, which provides additional information on how measures might be implemented. DOC 8973 states that no vehicle shall park within 50 meters from the terminal building.

(iv) The following list provides some best practices in detection, deterrence or mitigation of landside threats that reflect current ICAO guidance material and other industry best practices.

(v) Consider infrastructure and airport design features to mitigate the threat from attack. These might include:

(vi) bollards, flowerpots and other structures to prevent drive-in attacks

(vii) the separation of vehicle drop-off and pickup points from the terminal

(viii) Reduce access areas (such as terraces) where an active shooter or bomber might have access to crowded public areas.

(c) Studies was conducted by a traffic consultant in accordance to municipal by laws

(d) Public participation will be done prior to implementation

(e) Workable alternatives are,

(i) the separation of vehicle drop-off and pickup points from the terminal

(2) whether he has been informed that the Airports Company South Africa (Acsa) has been in contact with the SA National Airport Parking Association (Sanapa) and that Acsa has given Sanapa an undertaking to participate in the process regarding the proposed road closures;

(a) none

(3) whether he has been informed of the current form of intimidation being conducted against parking operators by Acsa and the Ekurhuleni metro police, who allegedly are having cars picking up and dropping passengers at the entrances towed and stored, and that this has the result of random removal and storage of the cars of bona fide users of the pickup and drop-off points; if not, will he conduct an investigation in this regard; if so, (a) why is this happening and (b) what steps will he take in order to ensure that individuals are given a reasonable time to pick up or drop off passengers?

1. Acsa and the Ekurhuleni metro police, doesn’t intimidate parking operators at the airports. In terms of ICAO Doc 9873 and national civil aviation program vehicles cannot be left unattended on the roadway and within 50 meters from terminal building.

Acsa must ensure adequate road marking and appropriate signages in accordance to road ordinance act.