



**Asia-Pacific  
Economic Cooperation**

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2008/TPT-WG31/AEG/AEG-SEC

## **Final Report to Aviation Experts Group Aviation Security Sub-Group**

Purpose: Consideration  
Submitted by: Australia



**31st APEC Transportation Working Group Meeting  
Lima, Peru  
25-29 August 2008**



## **Aviation Security Sub-Group: Final Report**

### **1. Welcome and Introductions**

The Aviation Security Sub-Group (AEG-SEC) held its meeting during the Transportation Working Group (TPT-WG) 31 Meeting on 25 and 26 August 2008 in Lima, Peru. 18 delegates from 12 economies attended the meeting.

- i) Australia (Chair) - 2
- ii) Singapore (Vice-Chair) - 2
- iii) Indonesia - 1
- iv) Japan - 1
- v) Republic of Korea - 1
- vi) New Zealand - 1
- vii) Peru - 2
- viii) Philippines - 1
- ix) Russian Federation - 2
- x) Chinese Taipei - 1
- xi) Thailand - 2
- xii) United States of America - 2

The attendees are listed in Attachment 1.

The AEG-SEC recognised the need to increase cooperation between economies in relation to aviation security issues in the APEC region, and has identified a number of projects/initiatives in order to assist economies in meeting the Standards and Recommended Practices of Annex 17 of the Chicago Convention.

### **2. Review, Modify and Adopt Agenda**

The Chair advised earlier versions of the draft agenda included agenda item 5.4; a presentation by Canada titled "Passenger assessment – checking of identity, watchlists". The presentation was not given at this meeting as Canada was not able to attend with apologies.

The Chair advised two new agenda items were included:

Agenda item 5.4 titled "Aviation Security Development in The Republic of Korea"

Agenda item 5.5 titled "Improvement of Aviation Security in Civil Aviation of the Russian Federation"

The revised agenda was adopted by the AEG-SEC.

### **3. AEG-SEC Work Plan Action Items Review**

#### **3.1 APEC Air Cargo Security Workshop**

Feedback received indicates the workshop was useful and meaningful. The workshop was held in Bangkok, Thailand, during the period 24-26 June 2008. Around 150 delegates from 13 economies attended, with representation from both government and industry. The workshop achieved its aims to facilitate information exchange in the areas of challenges and opportunities, and to promote best practice solutions with a focus on low technology/low cost options. The United States has

developed a budget proposal (Peer Air Cargo Consultative (PACC) initiative), as a follow up to the workshop. The United States has requested economies to consider co-sponsorship.

Outcomes:

Recommendation 1

The AEG-SEC endorsed the establishment of an APEC air cargo subject matter expert contact register.

Recommendation 2

The AEG-SEC endorsed the establishment of a mechanism for information exchange between APEC air cargo subject matter experts.

Recommendation 3

The AEG-SEC endorsed the establishment of partnership arrangements between willing member economies to facilitate information exchange and capability building.

Recommendation 4

The AEG-SEC endorsed the recommendation that the APEC Transportation Working Group requests of the Counter Terrorism Task Force (CTTF) that consideration be given to air cargo in the development of the APEC Trade Recovery Program. Singapore will take up this recommendation and will also close the loop with the CTTF.

The United States clarified a future policy position where initially 50% (by 2009), then increasing to 100% (by 2010) of domestic and outbound air cargo on board passenger aircraft will be required to be screened.

**3.2 Survey on Screening Capabilities and Practices and  
3.3 Survey on Capacity Building**

The Chair thanked the United States for taking on a coordination role with the two surveys. The draft survey reports were submitted to the AEG-SEC and the results were discussed.

The objectives of the Screening Capabilities and Practices Survey were:

- (i) to ascertain what APEC Member Economies perceive to be the greatest threat to civil aviation security
- (ii) to aggregate the spectrum of screening technologies and protocols for passengers and their baggage
- (iii) to facilitate discussion on whether these measures are focused on addressing the threat

The survey found that explosives were widely regarded as the most critical threat to commercial aviation, both currently and into the future. In recognising this, economies are encouraged to work towards the timely implementation of advanced technologies for the effective detection and deterrence of the threat posed by explosives. The active sharing by economies of information relating to technology, research and development, will both reduce the likelihood of redundant efforts and ensure a continued focus on addressing the threat from explosives.

#### Outcomes of the Screening Capabilities and Practices Survey:

The AEG-SEC was invited to provide comments on the draft survey report by 30 September 2008 and the United States will review these comments for inclusion in a revised survey report. Further, AEG-SEC members will consider the recommendations put forward.

The objectives of the Capacity Building Survey were to identify and coordinate efforts related to transportation security capacity building to avoid duplication, identify gaps and needs, and prioritise the provision of assistance.

#### Outcomes of the Capacity Building Survey:

##### Recommendation 1

The AEG-SEC supported in principle, peer review/consultations with the caveat that each economy would need to consult within their administration.

##### Recommendation 2

The AEG-SEC supported tailored seminars and workshops. A limitation may be identifying priority areas given the low response rate to the survey. The Chair suggested working individually with economies, out of session, to identify priority needs and offer assistance.

##### Recommendation 3

As a training database already exists, it was recognised there may be opportunity to work with the current training database administrator (Hong Kong China) to address the AEG-SEC needs arising from this survey rather than establishing and maintaining a separate database.

##### Recommendation 4

The AEG-SEC endorsed upload of the final report to the CTTF CTAP website and will submit this request to the Aviation Experts Group.

The AEG-SEC was invited to provide comments on the draft survey report by 30 September 2008 and the United States will review these comments for inclusion in a revised survey report.

### **3.4 Point Of Contact Network Test**

Peru briefed on the recent test of the Point of Contact (POC) network. The purpose of the POC network is to communicate time sensitive information only between APEC economies on aviation security incidents or threats. The Chair confirmed the importance of being able to communicate imminent threat information.

Peru advised that not all economies had provided sufficiently detailed information for the POC network, and noted that testing had revealed some economies were not able to respond appropriately.

#### Outcomes:

The POC details for 14 economies have been received but only 11 were able to be contacted. The test was conducted during the period 7-14 August 2008, however Peru has advised they will continue the process of testing the network, with periodic

testing for the remainder of 2008. All economies are encouraged to provide, or revalidate, POC details.

### **3.5 Workshop on Aviation Security to optimize the use of ICAO's Security Audit and Investigation Programmes in APEC Economies**

This project was proposed by Viet Nam at the CTTF in Lima, Peru, and received the in principle support of the AEG-SEC at TPT-WG30 in Manila, The Philippines. At the CTTF in Arequipa, Peru, the project was officially endorsed with strong support from economies. The United States, Singapore and New Zealand co-sponsored the project. The symposium is intended for early 2009 to be held in Hanoi, Viet Nam. The timing and nature of the project is particularly relevant given the second round of the ICAO Universal Security Audit Programme has recently commenced, and will focus on state oversight.

## **4. New Issues/Looking toward Transportation Ministerial Meeting 6**

### **4.1 Outcomes of 19<sup>th</sup> ICAO AVSEC Panel**

New Zealand briefed on the outcomes of the meeting held in Montreal, Canada, during the period 26-30 May 2008. The meeting was successful in revitalising and consolidating the work of the panel, and in the set up of relevant working groups and work programs. It was noted that a number of member economies played an active role in panel discussions.

### **4.2 Progress against TMM5 Directives**

The Ministerial Directives Table has been updated to reflect recent/current progress against the Ministerial Directives.

### **4.3 AEG-SEC's input to TMM6 preparations process**

The AEG-SEC discussed themes that may be considered suitable for possible inclusion in the APEC Leaders/Ministers Statements.

### **4.4 AEG-SEC Work Plan for 2009**

The AEG-SEC discussed possible themes and work for 2009:

- A combined CTTF and TPT-WG symposium is proposed for early 2009 in Hanoi, Viet Nam. The main aims of the workshop would be to develop state security oversight and internal security control oversight mechanisms (quality control programmes).
- As follow on work from the 2006 survey on air cargo security, a survey on air cargo security will be conducted to update and prioritise the assistance needs of economies. New Zealand has volunteered in principle to take this initiative forward. Indonesia has agreed in principle to co-sponsor this initiative.
- As follow on work to the 2008 survey on Screening Capabilities and Practices, the United States proposes a workshop comprised of subject matter experts in the fields of research and development of aviation security screening technologies. The workshop would discuss current and new technologies. Discussions would include presentations on low cost solutions, such as behavioural observation, which could benefit developing economies in implementing sustainable aviation security practices.
- The APEC Aviation Security Point of Contact Network will continue to be tested during 2009.

- As follow on work from the 2008 survey on Capacity Building, a survey on capacity building will be undertaken within the next 2 to 3 years to identify gaps and priority needs. The United States will take the lead in developing this during 2009.
- The AEG-SEC will consult with economies to identify areas of high priority in aviation security. Using these results, consideration will be given to holding a workshop to share information and best practice in the relevant areas. The Republic of Korea has expressed a keen interest in this area.
- The AEG-SEC will continue to share information in relation to security requirements dealing with liquids, aerosols and gels (LAGs), and the steps taken by ICAO in relation to LAGs measures. The Republic of Korea has expressed a keen interest in this area.
- The AEG-SEC will consider and discuss developments in relation to security management systems, including consideration of ICAO approaches. New Zealand will advise, at TPT-WG32, the outcomes of the November 2008 ICAO workshop on security management systems.
- At the next AEG-SEC meeting:
  - key industry representatives will be invited to give presentations. Singapore will facilitate the invitation of these representatives, in consultation with all economies. Singapore will also approach the APEC Secretariat to seek the necessary approval for issuing the invitations.
  - one or two economies will provide subject matter experts to present to the AEG-SEC on the threat and risk environment. The United States has volunteered in principle to provide one expert.
  - economies will be invited to share lessons learned from their trialing or use of new technologies.

## **5. Economy Presentations**

Presentations were made by Singapore, New Zealand, Peru, The Republic of Korea and The Russian Federation on the following topics:

### a) Updates on Aviation Security Developments in Singapore

Singapore shared the outcomes of two meetings (ICAO Secretariat Study Group Meeting and ICAO Regional Aviation Security Audit Seminar), updated economies on the implementation of their Regulated Cargo Agent Regime, and shared information on technologies implemented or being trialed at Changi Airport to enhance security.

### b) Results of New Zealand Domestic Aviation Security Review

New Zealand provided an overview of their recent domestic aviation security review, which was initiated following an incident on an unscreened air service. The purpose of the review was to look at current levels of risk and determine if the current control measures effectively mitigated those risks.

New Zealand noted the need to weigh up costs and benefits in assessing any changes to aviation security measures.

c) Peruvian AVSEC Development

Peru shared an overview of their aviation security program and the developed actions which has ensured adequate standards of security to meet the threat level. Peru highlighted considerations including:

- greater technological development to strengthen cooperation with other APEC member economies.
- strengthening the transmission levels of risk prevention information.

d) Aviation Security Development in The Republic of Korea

The Republic of Korea provided an overview of their aviation security regime, including a focus on the civil aviation organizational structure and specific programmes within airports.

The Republic of Korea also highlighted the use of technology, and the differing levels of security and intervention applied.

e) Improvement of Aviation Security in Civil Aviation of The Russian Federation

The Russian Federation shared an overview of the emerging challenges and threats to civil aviation.

The Russian Federation identified challenging tasks that need joint international efforts which include:

- armed personnel on board civil aircraft
- exchange of personal passenger data
- security of general aviation aircraft

-END-

Attachment 1

**List of Participants  
Meeting of Aviation Security Sub-Group  
TPT-WG31, Lima, Peru**

<b>No</b>	<b>Title M/F</b>	<b>Name &amp; Position</b>	<b>Organisation, Phone</b>	<b>Email</b>
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3.	F	<b>Ms Jackie Raynor Director Aviation Security Operations – Office of Transport Security (Chair support)</b>	<b>Department of Infrastructure, Transport, Regional Development and Local Government, Australia (61 2) 6274 6833</b>	<b>jackie.raynor@infrastructure.gov.au</b>
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