

CAPACITY BUILDING AND ENHANCED COOPERATION

Session 5



CAPACITY BUILDING AND ENHANCED COOPERATION

Ms. Poppy Khoza

Director General, Civil Aviation
Authority, South Africa

Case Study 5.1

Transfer of Technology and Processes

Mr. Ian Munro, Law Enforcement Advisor, Anti-organised Crime and Illicit Drug Trafficking, Implementation and Support Section, United Nations Office of Drugs and Crime (UNODC)



UNODC

United Nations Office on Drugs and Crime



UNODC – ICAO -WCO
CONTAINER CONTROL PROGRAMME
AIR



Challenge



The client



Information

Technology

Security



Co ordination in Border Management

Strategy

Address the imbalance

Air operators

Commercially focused

Multi national

Internationally networked

Public sector

Specifically focused

Under resourced

Un connected

Technology starved

Un informed



UNODC

United Nations Office on Drugs and Crime

Approach



Air Cargo Unit

Border protection

Security

Law enforcement

Trade Facilitation

Suppressing illicit
trafficking

Combating Organised
Crime



UNODC

United Nations Office on Drugs and Crime

Approach



Air Cargo Unit





Approach



Air Waybill



Decision





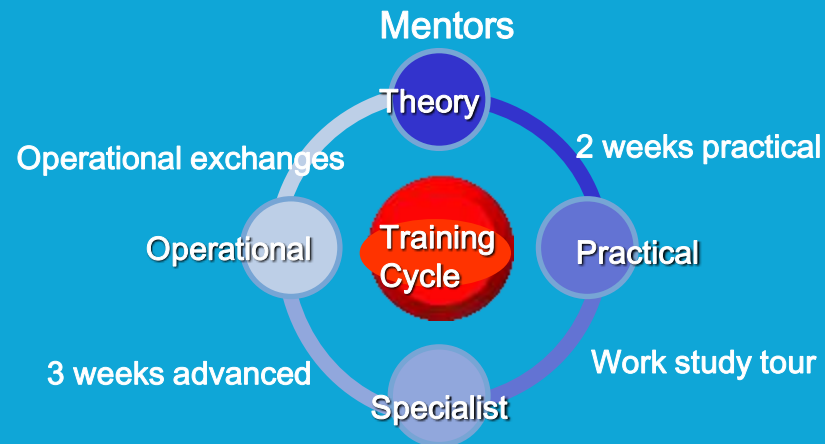
Training elements



- 2 week initial training (basic training)
- ICAO Air cargo Security Course
- 2 week practical training
- Work Study Tour
- Advanced Training - specialised

Dual-Use Commodities training
Crime scene, evidence handling, other
Intelligence training
Intellectual Property Rights
CITES

- Mentorship / follow-up visits by trainers as seen necessary
- Exchange of officials between operational units
- Operational exercises





WARNING MESSAGE

FEEDBACK MESSAGE

SEIZURE MESSAGE



Training related to high-tech technical equipment

HazMatID



CT30Kits





September 2017



Afghanistan
Bangladesh
Cambodia
Cuba
Georgia
Jordan
Pakistan
Sri Lanka
Ukraine

2017 - 9 funded countries



UNODC

United Nations Office on Drugs and Crime



www.unodc.org

www.wcoomd.org

www.icao.int

ketil.ottersen@unodc.org

norbert.steilen@wcoomd.org

WParks@icao.int

UNODC - WCO - ICAO
CONTAINER CONTROL PROGRAMME
AIR

ICAO SkyTalks 5.1

Aviation and Nuclear Security

Ms. Jenifer Mackby, Consultant, World Institute for Nuclear Security, and Senior Adviser, Partnership for a Secure America, and Senior Fellow, Federation of American Scientists



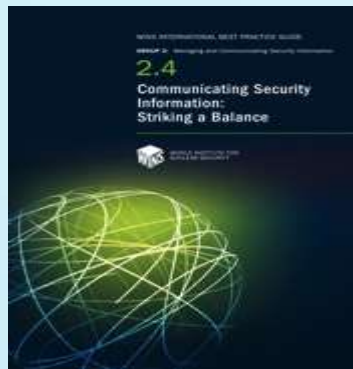
WORLD INSTITUTE FOR
NUCLEAR SECURITY

Aviation and Nuclear Security – Benchmarking International Policy and Implementation

Jenifer Mackby

Presentation to ICAO Global Aviation Security Symposium, 12-14th September
2017, Montreal, Canada

Best Practice Guides





WINSACADEMY

Academy Participants: 30 August 2017



932 Enrolled
80+ Countries

253 Certified Nuclear Security Professionals



WINS Membership - September 2017



Over 4,000 Members in 122 Countries

Evolution of Aviation and Nuclear Security

- Post 9/11, both ICAO and IAEA increased their activities related to security though neither have the word “security” mentioned in their statutes
- There was a significant increase in security-related activity at international and national level, and increased regulation
- It became apparent that the way the two sectors were being guided was beginning to diverge, but why? What were the key factors?

What are the factors that might influence security?

- Aviation is clearly international – less so for nuclear
- Does the ownership of the sectors make a difference (National versus private)?
- Nuclear has had a few very big accidents, but no significant terrorist attacks; why?
- Do politicians perceive the threats, risks and consequences differently?
- Is the aviation industry better organised than nuclear?
- Can the aviation sector measure the cost benefit?

Launch of New Study

**WINS is “launching” a new
18-month international study:**

**Aviation and Nuclear Security – Benchmarking
International Policy and Implementation**

MacArthur
Foundation

**Carnegie
Corporation**



Why conduct the benchmarking study?

No detailed comparative analysis has ever been conducted of the security arrangements in these two sectors despite the similarities:

Cyber-security, insider threats, human reliability, regulation, and the management and governance required to implement efficient and effective security programmes

Benchmarking United Nations Agencies - Industry



Member States

National Regulators

Industry

- ***Legal and regulatory Approach***
- ***Industry Engagement and Peer Review***
- ***Best Practices***

Please get involved!

We want to establish sustainable forums between the two sectors to exchange information and make both sectors more resilient

***If you want to support the study please come forward: we will be conducting interviews in the months ahead
jmackby@gmail.com***

ICAO SkyTalks 5.2

AVSEC Assistance – Needs Assessments

Mr. Walter Parks III

Acting Chief, Implementation Support and Development –
Security, ASF, ATB, ICAO

ICAO Assistance Activity

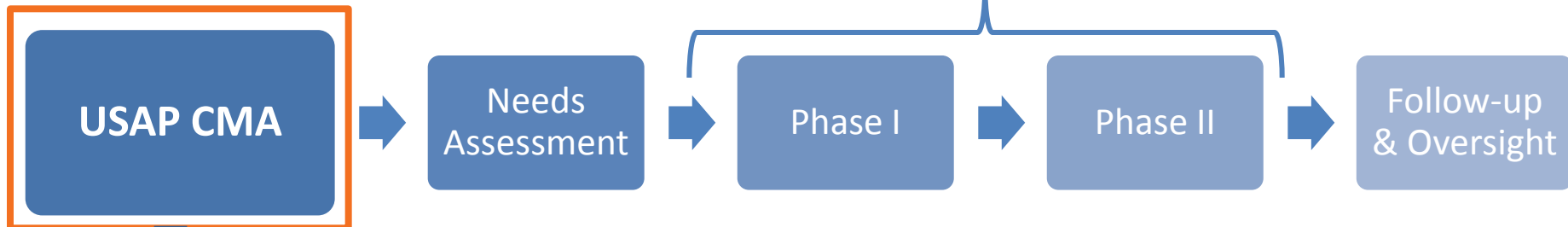
- Aviation Security Improvement Plans (ASIPs):
 - Risk-based prioritization
 - Multi-phase assistance framework based on a Needs Assessment
 - Tailored to a State's specific needs
 - Developed collaboratively
 - Focused on capacity-building

Assistance Process



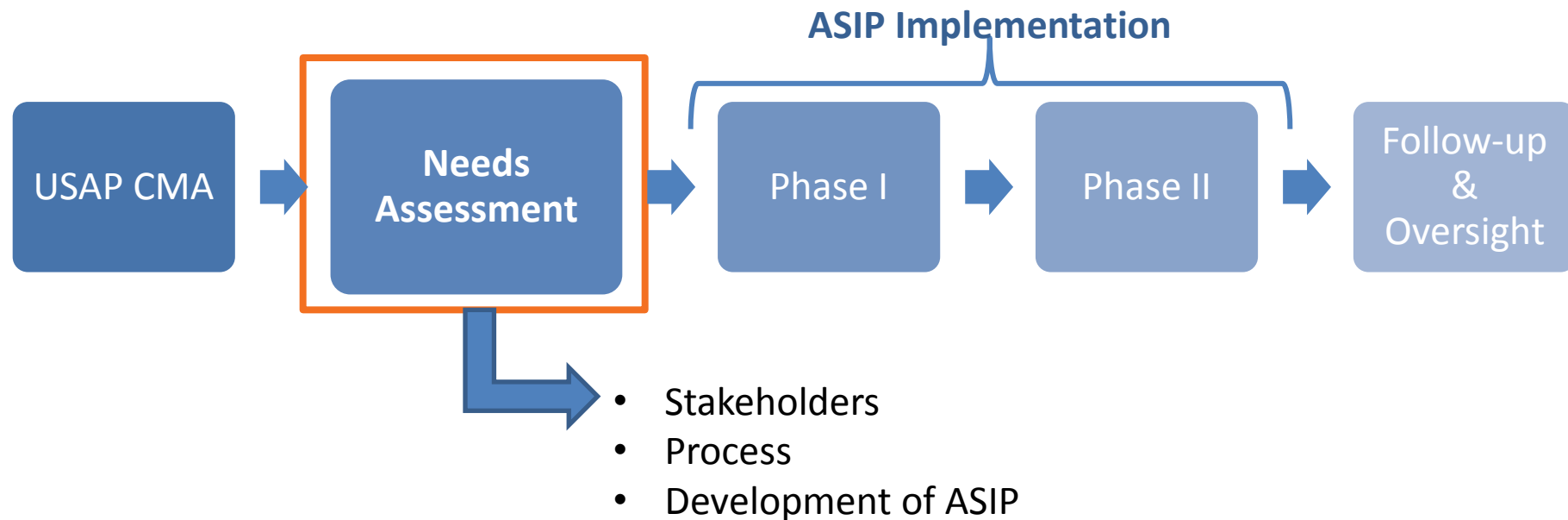
- Overall Assistance Purpose:
 - Improved implementation of Annex 17 – Security
 - Improved effective implementation of security measures via the USAP CMA

ASIP Implementation



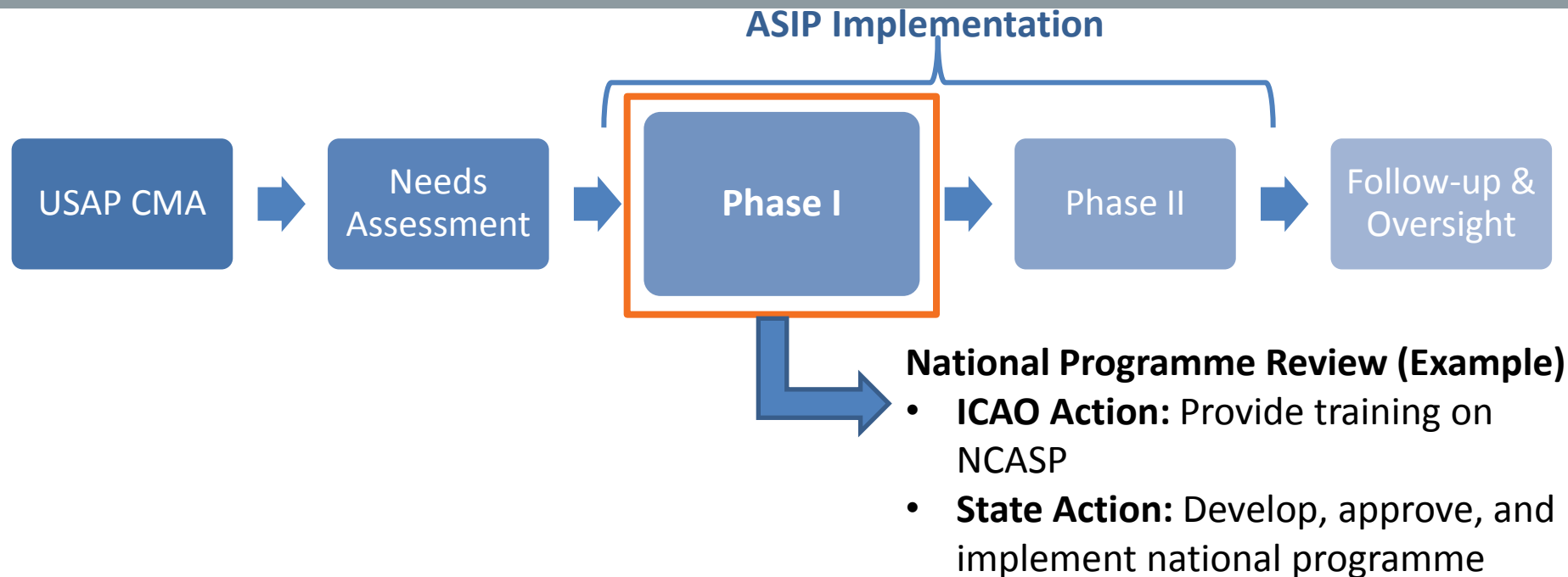
Initiating the Process:

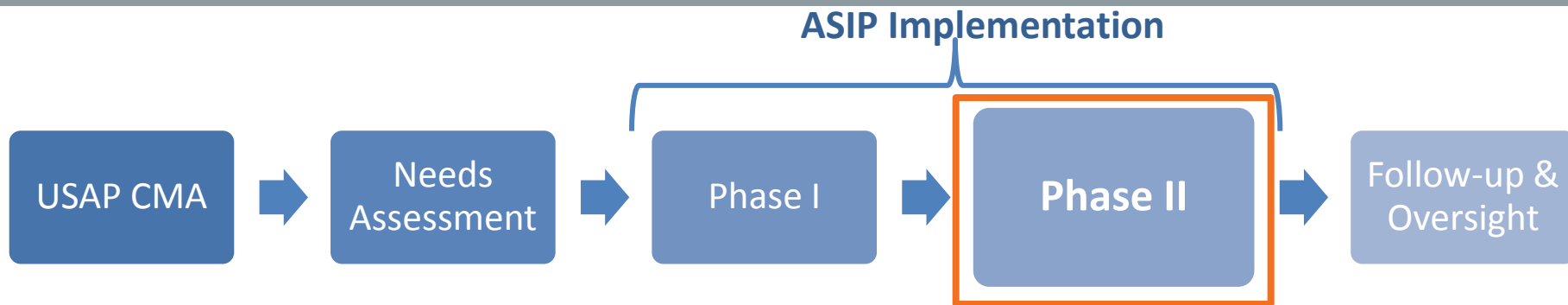
- Findings from Aviation Security Audit and/or State Outreach
- ICAO Prioritization of States



Needs Assessment

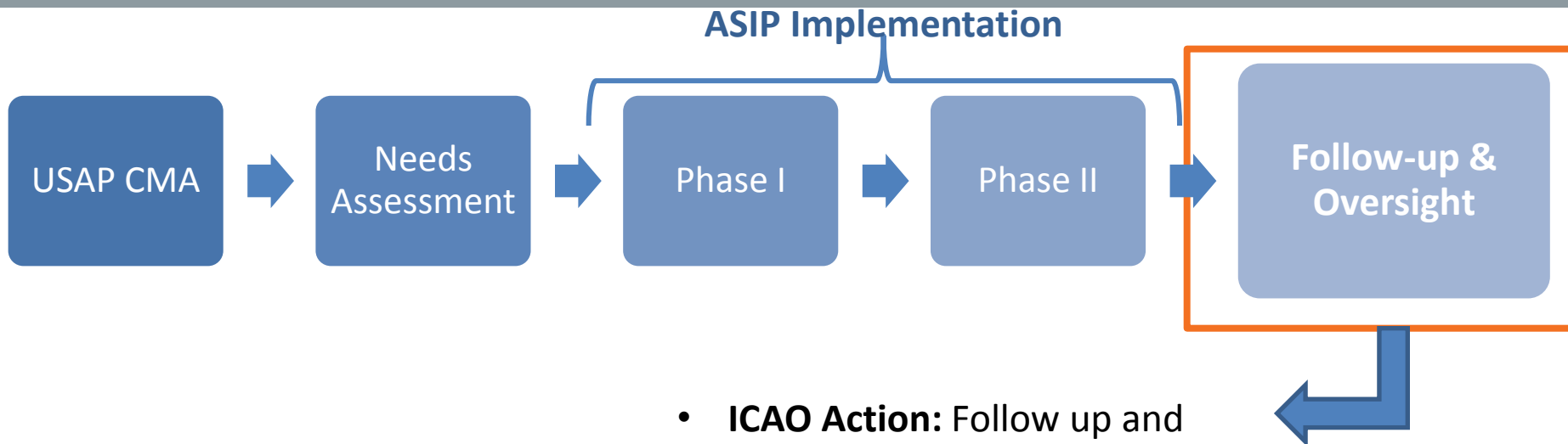
- Stakeholders
 - ICAO and Member State Representatives
- Process
 - Review of national aviation security programmes
 - Meet with relevant security personnel
 - On-site airport visit
- Development of ASIP
 - ASIP will contain phases of assistance and corresponding performance indicators; roles and responsibilities for ICAO and the Member State





Training to Improve Implementation (Example)

- **ICAO Action:** Provide training focusing on National Inspectors
- **State Action:** Develop and implement an oversight regime to ensure national programmes are implemented



- **ICAO Action:** Follow up and Close-out of ASIP
- **State Action:** Oversight of security programme



Plenary 5

Coordinating International Capacity- building Partnerships

Moderator:

Mr. Ademola Oladele,
Head, Aviation Security, Nigeria
Civil Aviation Authority, Nigeria

Panellists:

- **Dr. Elijah Chingosho**, Secretary General, African Airlines Association
- **Captain Althea C. Bartley**, Manager, Aviation Security and Facilitation, Jamaica Civil Aviation Authority
- **Mr. John Hird**, Air Traffic Management Security Specialist, Eurocontrol
- **Mr. Istvan Szabo**, Manager, Security Director, Budapest International Airport, Hungary



ICAO GLOBAL AVIATION SECURITY SYMPOSIUM

ICAO Headquarters, Montreal

12-14 September 2017

**Industry as Partners in Coordinating
International Capacity Building**

By

Dr ELIJAH CHINGOSHO

Secretary General

INTRODUCTION

- Aviation security involves many stakeholders and players and a sophisticated value chain for passengers and cargo on a global scale
- Aviation is a global business and airports and airlines globally are important targets by terrorists
- The training of aviation security professionals needs to be globally harmonized throughout the supply chain



TECHNOLOGY GIANTS COLLABORATE TO FIGHT TERRORISM

- Tech giants namely Twitter, Facebook, YouTube and Microsoft recently announced that they formed the Global Internet Forum to Counter Terrorism
- The group stated that they will share technical tools for combating extremist content
- The group will also work with academic and policy experts to learn more about terrorism
- This is an excellent example of cooperation and collaboration by industry to enhance capacity to help effectively fight the global security threat



NEED FOR ADEQUATE TRAINING & SUPPORT FROM SUPPLIERS

- Aviation security is a combination of human and material resources to safeguard civil aviation against unlawful interference
- To cost effectively meet their international obligations, several states have been lured to buy second hand or cheap security equipment without adequate training or support
- The result is often unserviceable equipment at some airports
- There is need for collaboration to weed out unreliable suppliers and to impose an obligation to all suppliers to provide sufficient training and support to ensure adequate security



AVSEC CONFERENCES AND WORKSHOPS

- AVSEC conferences & workshops under the leadership of ICAO, involving all the relevant stakeholders are very helpful in international capacity building
- All the training programs must use certified instructors and the training curriculum must follow ICAO stipulations
- Industry Associations such as IATA, TIACA, FIATA, ACI, and regional airline associations like AFRAA play a critical role in capacity building
- They should ensure their members are updated on the changing global security threat & provide the training necessary to adhere to global security best practices



IDENTIFIED ICAO USAP GAPS

- Information on gaps identified through the ICAO USAP audits need to be shared so that the training programs in specific regions or states address these to ensure that NCLB
- It is critical that no airport, airline, ground handler or cargo stakeholder is left behind



PRIVATE SECTOR FUNDING

- Some states do not have sufficient resources to put in place the required security training to effectively counter global terrorism
- These states need to be assisted so that they do not become weak links in the global security system
- Funding can be mobilized from the private sector to complement government efforts
- Suppliers of security equipment and systems are often in a position to help



CONCLUSIONS

- In conclusion, coordinated international capacity building involving states and industry is critical to build a pervasive global security culture which can rapidly adapt to the dynamic nature of the security threat



Asante Sana
Thank You Very Much
Merci Beaucoup
Gracias Tanto
Muito Obrigado
شكرا جزيلا

Thank You!



ICAO AVSEC 2017

Plenary 5 : Coordinating International Capacity Building Partnerships

Building Blocks for Securing Performance

ICAO, Montreal

14/09/2017

John Hird

EUROCONTROL DATM/CMC/SEC

Senior Expert, Air Traffic Management Security

ATM Security within Aviation Security

Airport Security

- Safeguarding of the airport

Aircraft Security

- Safeguarding of the aircraft

Airspace Security

- Safeguarding of the airspace

ATM Security

- Safeguarding of the ATM System
- Collaborative support to national / Pan European aviation security incident management



ATM System Assets – What Are We Trying to Protect?

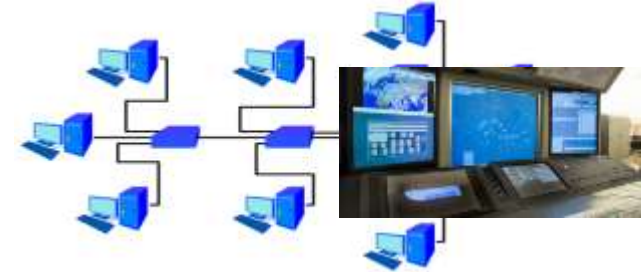
Service Provision

Physical: e.g. Communications, Navigation, Surveillance (CNS), ATM centres, ...

Staff: Operational, Engineering, IT ...

Information: Operational, Historical

Organisational: Financial, Reputation



Information Systems



Staff



ANSP Facilities




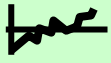










CNS Systems

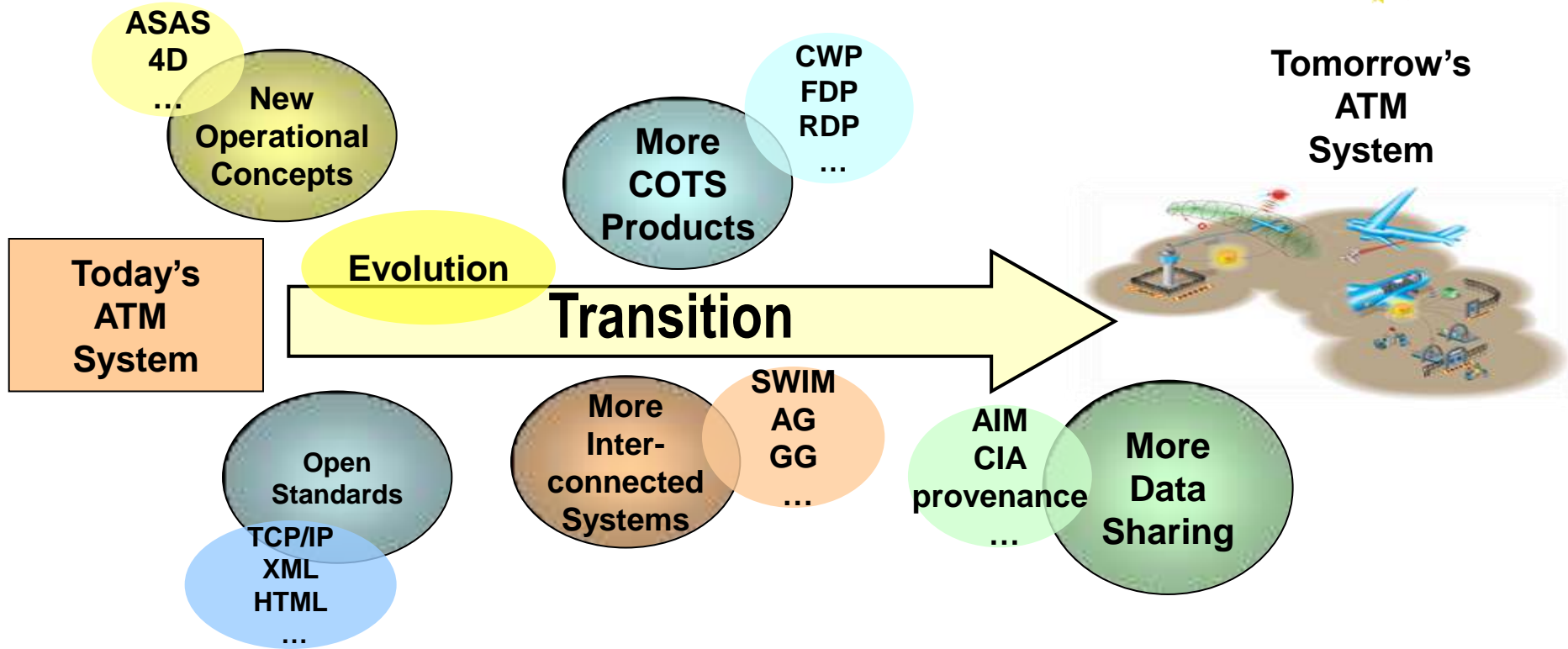


Service Provision

Potential Consequences of an Attack – Impact Areas

Personnel		Stress, minor injury, ..., fatality	
Capacity		Reduction, loss	
Performance		Reduction, loss	 
Economic		Financial loss	
Branding		Reputation	
Regulatory		Breach of requirement	 
Environment		Impact on environment	

The Transition to the New System



Risk Evolution in the Changing Security Environment



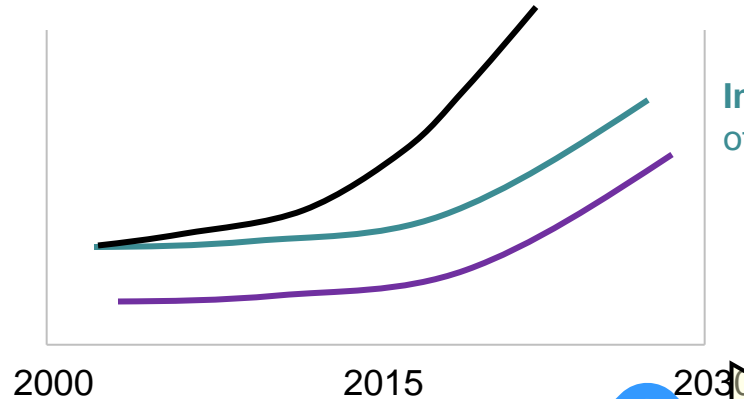
$$\text{Risk} = f(\text{Impact, Likelihood})$$

Drivers -
increased
hacking;
criminality;
State
sponsorship

Likelihood
(probability) of
attack on ATM

Impact (severity)
of attack on ATM

Drivers –
system
interdependency;
data sharing



Transition

LIKELIHOOD
How likely is
the event

RISK
Combined
likelihood and
impact

IMPACT
How bad can
the event be?





ATM Security Evolution

SESAR ATM
Security
Reference
Material, 2016

SESAR 1

S2020



Annex 17
amend. 13,
2013

EAFS
SecurityGui
de., 2014

Doc 8973
AVSec
Manual

Doc 9854
ATM Op
Concept,
2005

Annex 17
amend. 12,
2011 (ATSP,
cyber)

Doc 9985
ATM Sec,
2013 (Secure
design)

Annex 17
amend. 14,
2014

Doc 8973
AVSec, Ed.9,
2014

Doc 8973
AVSec,
Ed.10, 2017

EC
2096/2005,
CR

EC
1035/2011
, CR

EC
409/2013

Dir
2016/1148,
NIS

Dir 373/
2017CR

Doc 30 AVSec, Ed 13,
2010 (Ch 13, ATM Sec)

2001

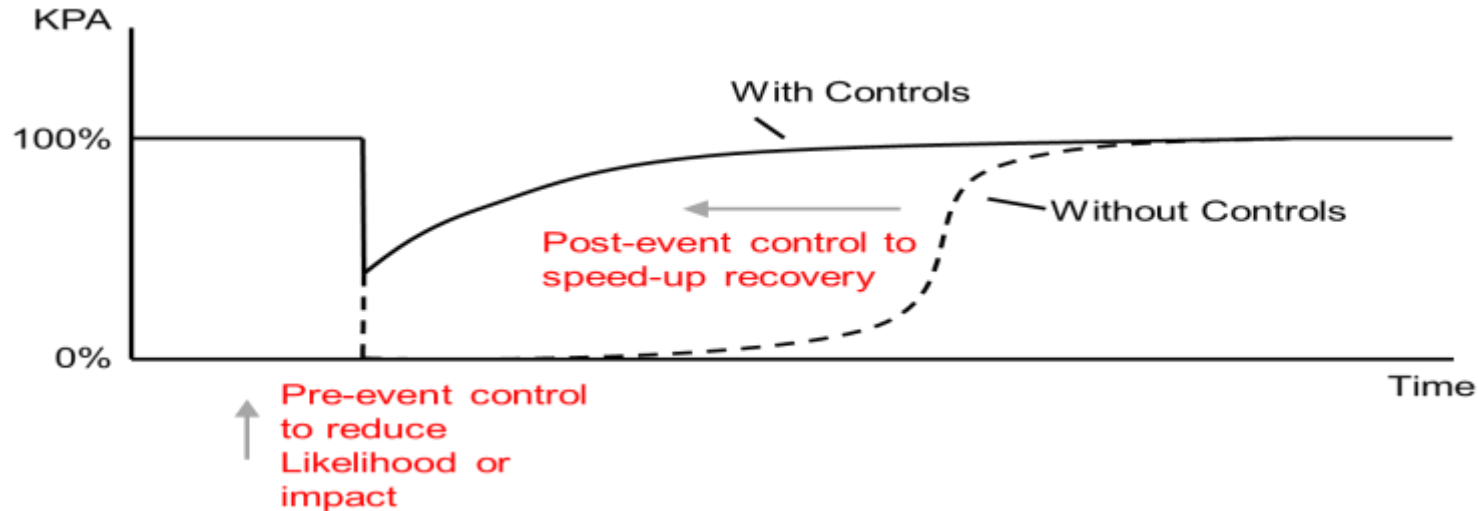
2009

2016

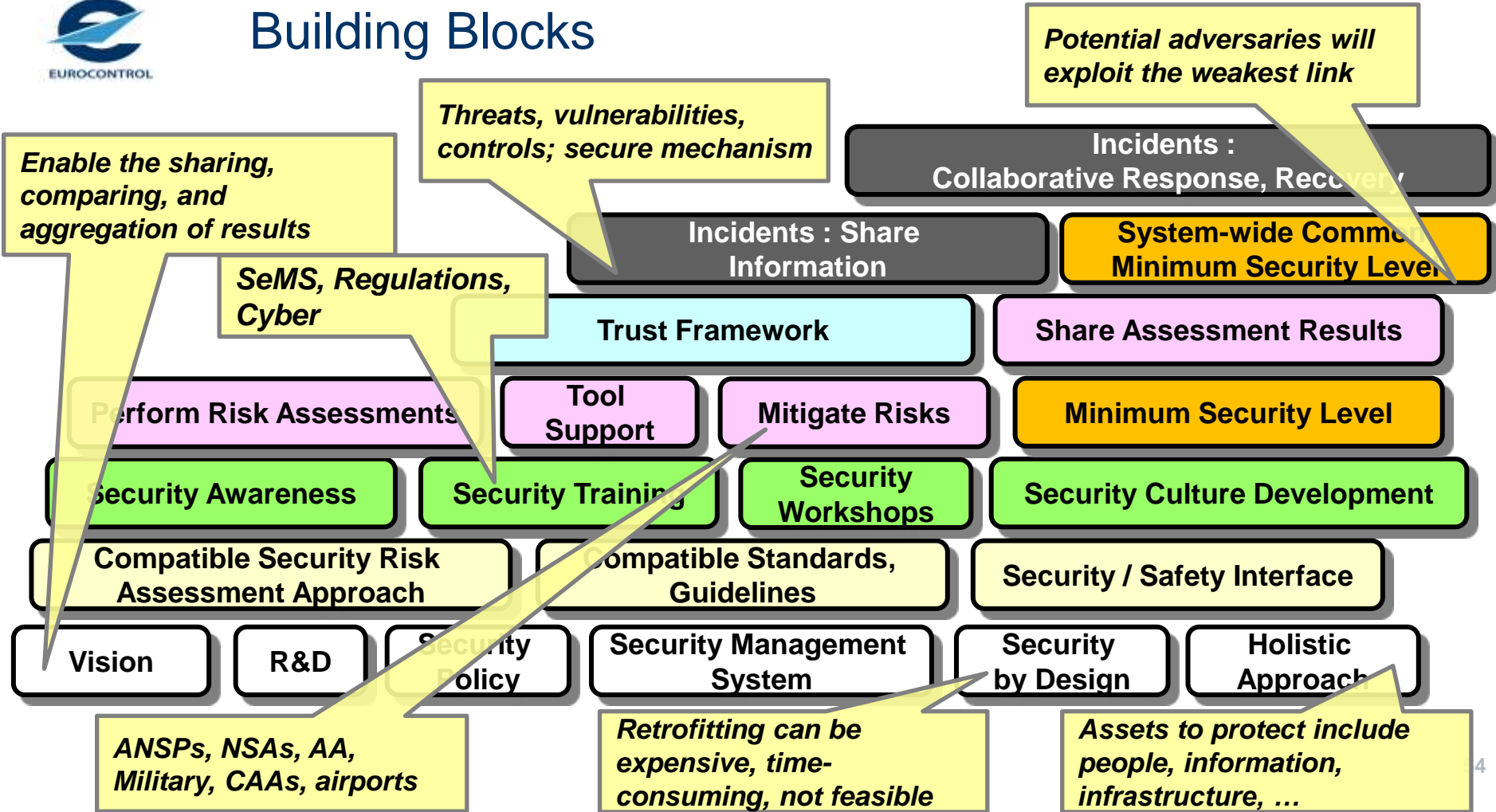


Security Risk Management Goals

- Preventing an incident by protecting the system from an attack
- Implement an effective response to a successful attack
- Recover to normal operations as safely/quickly as possible



Building Blocks



Supporting Stakeholders

ATM Security Guidance Material

- Security Risk Management Toolkit
- SESAR Security Reference Material



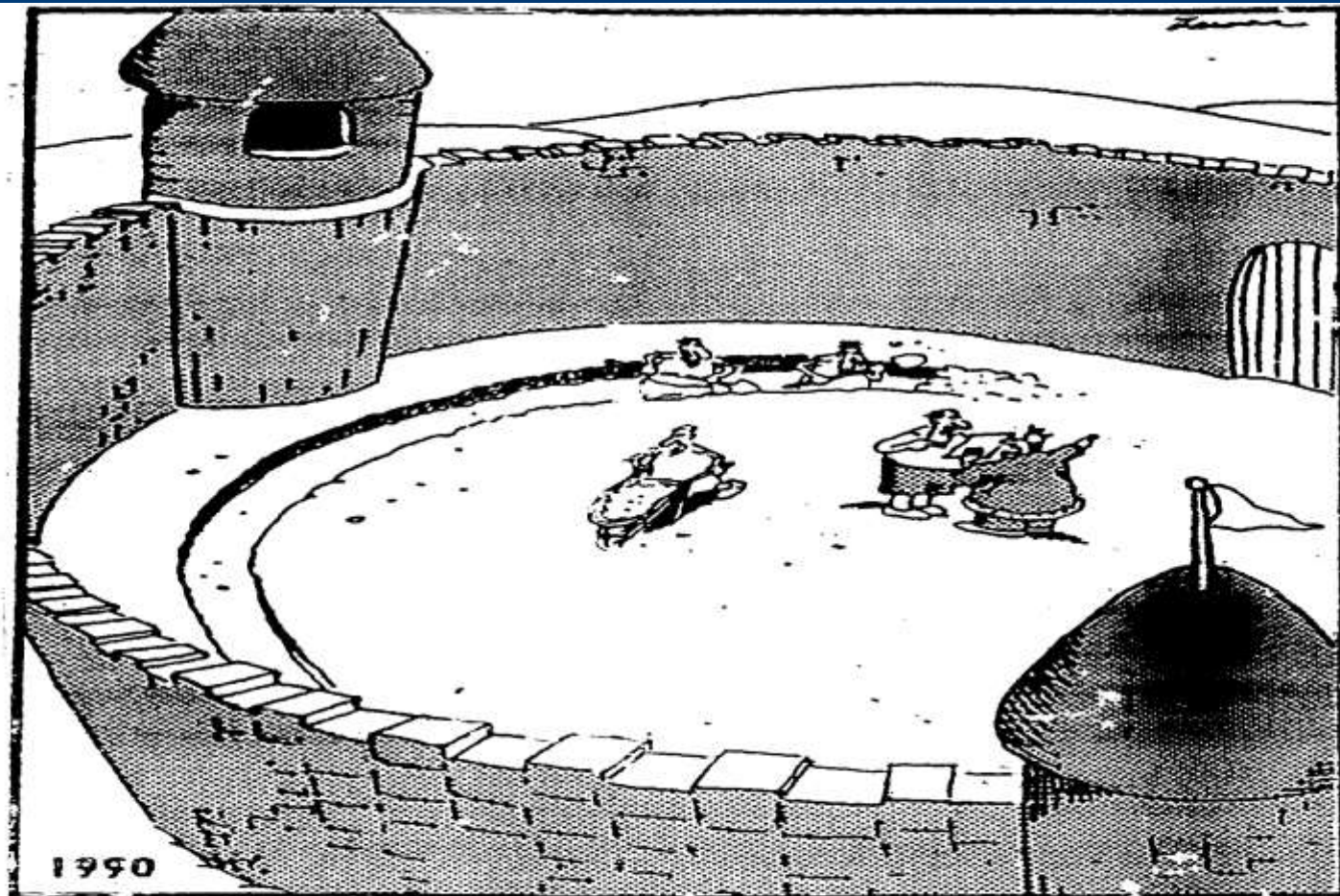
EUROCONTROL ATM Security Training Courses

- SEC-LEX – Regulatory Framework
- SEC-MS – Management Systems
- SEC-CYBER – Cyber Security
- Cooperating with ICAO in development of course on “Fundamentals of ATM Security”



Workshops

- Tailored to needs of stakeholders (ANSPs, NSAs, AA, Military, CAAs, airports, ...)



Suddenly, a heated exchange took place between the king and the moat contractor.

Thank You



Budapest Airport



BUD and the ACI - APEX programme

- Budapest Airport Security Directorate has been continuously supporting and is committed to ACI - APEX Programme.
- BUD already participated in 5 missions: Denpasar, Balikpapan, Lusaka, Surabaya and Makassar airports.
- Great opportunity to share knowledge and learn from each other
- Networking benefits

„ChallengAir” International Screener Competition



Scope

- Initiative of security personnel of Budapest Airport
- Sharing of know-how and experiences
- Great team building
- Boost of motivation

Scope

- International Security Controller Competition
- Several airports participating
- challenge the theoretical and professional knowledge and skills of their screeners





Future

- BUD is committed to this event and will organise it for the years to come
- Next competition will be organised in March 2018

Thank you!