International Civil Aviation Organization

WORKING PAPER

ASSEMBLY — 37TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 13: Security Policy

RECENT EFFORTS IN THE ASIA AND PACIFIC REGION AFTER APAM-AVSEC

(Presented by Japan)

EXECUTIVE SUMMARY
Japan hosted the Asia-Pacific Ministerial Conference on Aviation Security (APAM-AVSEC) in Tokyo, Japan on 13 March 2010. Ministers and high-level officials from 18 States and administrations in the Asia and Pacific Region, and the Secretary General of ICAO, participated in APAM-AVSEC and adopted the Asia-Pacific Joint Declaration on Aviation Security. This paper introduces recent efforts made by the participating States and administrations after APAM-AVSEC to enhance aviation security in the Asia and Pacific Region.
Action: The Assembly is invited to: a) note the recent efforts made by States and administrations in the Asia and Pacific Region; and b) consider reflecting the principles contained in the Asia-Pacific Joint Declaration on Aviation Security to be adopted during the 37th Session.

Strategic Objectives:	This working paper relates to Strategic Objective B, Security – *Enhance global aviation security*
Financial implications:	None
References:	None

1.   **BACKGROUND**

1.1   A hateful terrorist attack was attempted on a United States-bound aircraft on 25 December 2009. This contemptible act has reminded us of the fact that civil aviation is still a target for terrorism and that the international community must work together to take effective measures in fighting terrorism, especially by addressing the potential threat of terrorist attacks on civil aircraft. After the attempted terrorist attack, a series of Ministerial Conferences on Aviation Security were held from region to region. The purpose of these regional Conferences was to reaffirm the importance of aviation security and strengthen international partnership and cooperation in this field. Japan recognized that the Asia and Pacific Region, in which there is a large number of domestic, regional, trans-Pacific and international flights, is not exempt from the potential threat of terrorism, and, therefore, saw it necessary to hold a Ministerial-level meeting in the Asia and Pacific Region and decided to host the Asia-Pacific Ministerial Conference on Aviation Security (hereinafter "APAM-AVSEC").

1.2   The main purpose of APAM-AVSEC was to provide an opportunity for Ministers and high-level officials responsible for aviation security in the Asia and Pacific Region to discuss security issues relevant to civil aviation in order to ensure aviation security in the region. The following eighteen States and administrations, as well as the Secretary General of ICAO, participated in the Conference: Australia, Cambodia, Canada, Hong Kong Special Administrative Region China, India, Indonesia, Japan, Malaysia, Myanmar, Nepal, New Zealand, Pakistan, the Philippines, the Republic of Korea, Singapore, Thailand, the United States of America, and Viet Nam. The conference was chaired by His Excellency Mr. Seiji Maehara, Minister of Land, Infrastructure, Transport and Tourism of Japan.

1.3   The Conference adopted the Asia-Pacific Joint Declaration on Aviation Security (hereinafter "the Asia-Pacific Joint Declaration") as its outcome. All the participating States and administrations listed their names on the Asia-Pacific Joint Declaration (Thailand joined it pursuant to the resolution of the Thai Cabinet meeting on 22 June 2010). The States and administrations shared their willingness to pursue action items under the Asia-Pacific Joint Declaration.

1.4   After APAM-AVSEC, Singapore hosted the Asia-Pacific Heads of Aviation Security Regulators' Meeting (hereinafter "Regulators' Meeting") on 12 and 13 April 2010. Initiatives arising from the Asia-Pacific Joint Declaration were further developed at the Regulators' Meeting.

2.   **RECENT EFFORTS IN THE ASIA AND PACIFIC
        REGION AFTER APAM-AVSEC**

2.1   This summer, Japan conducted a follow-up survey on recent efforts made by the participating States and administrations of APAM-AVSEC to enhance aviation security. Most of them kindly responded to our survey.

2.2   According to our survey, not a few States showed their interest in the deployment of Advanced Imaging Technology (AIT) (body scanners) in airports to respond to recent threats such as the aforementioned attempted attack on Christmas Day. Some States are currently in the test phase of AIT while others have planned to increase the number of AIT or decided to introduce AIT at their airports later this year or early next year. However, some States mentioned that although they are willing to introduce AIT into airports, they consider it difficult to do so because of their lack of technical information on AIT or financial resources.

2.3   Our survey shows that many States show interest in capacity-building assistance regardless of their position (donor or recipient). Some donor States expressed their willingness to collaborate with other donors in order to avoid duplication and realize the most effective outcome. Some recipient States expect hardware assistance such as grants of screening and related equipment while others hoped that ICAO or donor States would provide more training to their aviation security personnel including aviation security auditors/inspectors.

2.4   It is worth noting that some States are reviewing their domestic regulations on aviation security including their National Civil Aviation Security Programmes (NCASPs). The contents of their review vary. For instance, some States are eager to strengthen their quality control programmes so that they can compel relevant parties to comply with their regulations. One State plans to require airport operators to tailor their airport security programmes based on their specific facilities, security needs and operations. Another State is currently reviewing the certification and training system of aviation security personnel, taking into consideration the concept of security management systems (SeMS).

2.5   Some States raised the importance of sharing more information relating to aviation security bilaterally or multilaterally. For instance, when a certain State hosts large international political events, such as the G20 and Asia Pacific Economic Cooperation (APEC), the State needs to assemble much security information, and exchange and share it with partner States. One State pointed out that participation in the ICAO and regional (e.g. APEC) Aviation Security Point of Contact Networks is important in terms of early dissemination of emergency information relating to aviation security.

3.   **FUTURE PLAN**

3.1   Japan continues to disseminate the Asia-Pacific Joint Declaration in cooperation with partner States and administrations in the Asia and Pacific Region.

3.2   Japan encourages States and administrations in the Asia and Pacific Region to participate in the next Regulators' Meeting which is planned to be held next year.

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APPENDIX

Asia-Pacific Joint Declaration on Aviation Security
Tokyo, Japan
13 March 2010

1.   We, the Ministers responsible for aviation security, or their designated Representatives, from the governments of Australia, Cambodia, Canada, Hong Kong China, India, Indonesia, Japan, Malaysia, Myanmar, Nepal, New Zealand, Pakistan, Philippines, Republic of Korea, Singapore, Thailand1, United States of America, and Viet Nam, and jointly with the Secretary General of the International Civil Aviation Organization (ICAO), met in Tokyo, Japan on 13 March 2010 and affirmed our commitment to fight terrorism in all its forms, with particular attention to countering threats against civil aviation. We reaffirmed the need to enhance international aviation security standards and measures in order to respond more effectively to new and emerging threats, such as the attempted terrorist attack on a US-bound aircraft on 25 December 2009.

2.   We consider terrorism a serious threat against all societies and condemn every form of terrorism, including the exploitation of civil aviation, without regard to where or when it is committed, by whom, or the ideologies supporting it. As such, we share the responsibility to act against terrorism as a whole, using all the resources available in accordance with both domestic and international law.

3.   The attempted attack on 25 December 2009 has, once again, reminded us that civil aviation remains a key target for terrorism and that international cooperation is essential to counter such transnational threats. As a geographically and culturally diverse region, the Asia-Pacific depends on the international civil aviation network to connect its societies and facilitate its economic growth. For these reasons and recognizing the significant number of domestic, regional, trans-Pacific, and international flights that are potentially subject to terrorist attack, it is incumbent on us to work together, and with the aviation industry to enhance aviation security throughout the region.

4.   In this joint declaration, we endorse our mutual determination to address such threats together in our region.

We hereby express our intent to:

1.   Encourage governments represented at this conference, pursuant to their domestic laws, regulations and programs on civil aviation security, and in accordance with applicable Standards and Recommended Practices (SARPs) of ICAO and the capacity of each State/administration, to promote the implementation of aviation security measures in a practical manner to:

- broaden existing cooperation mechanisms among our countries/administrations and with other parties to the Chicago Convention, and the civil aviation industry, as appropriate, for information exchange and early detection of security threats to passenger security and the industry's well-being;
- share expertise, best practices and information in a range of areas related to civil aviation, such as screening and inspection techniques, detection of weapons, explosives and hazardous materials, airport security, behavioural detection, screening and credentialing of airport employees, human resource development, and research and development of relevant technologies; and

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[1] Thailand joined this Joint Declaration pursuant to the resolution of the Thai Cabinet meeting on 22 June 2010.

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- utilize modern technologies to detect prohibited materials and to prevent the carriage of such materials on board aircraft while respecting the privacy and safety of individuals.

2.   Consider necessary changes to relevant security provisions of ICAO SARPs, including in Annex 17 and the sharing of passenger information, in order to address new and emerging threats to civil aviation;

3.   Examine information exchange mechanisms, including the use of liaison officers, and further use of Advance Passenger Information (API) provided by air carriers, to reduce the risk to air travellers and others, while ensuring effective protection for our citizens' privacy and civil liberties;

4.   Examine enhancing measures for onboard flight protection;

5.   Seek to achieve both a high level of security and the facilitation of passenger travel by various methods including the use of biometrics;

6.   Strengthen and promote travel document security and reporting, on a regular basis, lost and stolen passports, to the extent possible, to the INTERPOL Lost and Stolen Travel Document Database;

7.   Develop and implement, in accordance with ICAO policies and in coordination with other appropriate international partners, internationally strengthened and harmonized measures and best practices for air cargo security, taking into account the need to protect the entire air cargo supply chain;

8.   Promote capacity-building activities in the Asia-Pacific region to enhance aviation security of the region as a whole, recognizing the need to develop capacity to also correct deficiencies identified under the Universal Security Audit Program of ICAO. To this end, the assistance and development mechanisms should be strengthened;

9.   Continue working together, with other international partners and with the aviation industry toward greater travel security; and

10.   Urge the ICAO Assembly at its meeting 28 September – 8 October 2010 to adopt a resolution that reflects the principles contained in this declaration and that confirms civil aviation security will be accorded one of the highest priorities during the forthcoming ICAO triennium.

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