



Australian Government

Department of Transport and Regional Services

# The APEC Model

## *Global Partnership through Regional Initiatives*

Tony Beard

Office of Transport Security (OTS), Department of Transport and Regional Services  
(DOTARS), Australia

# Office of Transport Security (OTS)

## The Office of Transport Security

- ❖ Primary advisor to the Australian Government on Transport Security;
- ❖ Regulates aviation and maritime security ensuring compliance with international standards (ICAO & IMO);
- ❖ Ensures a nationally consistent approach to surface transport security;
- ❖ Coordinates the National Counter-Terrorism Arrangements for transport;
- ❖ Coordinates protection of critical infrastructure in the transport industry.



Australian Government

Department of Transport and Regional Services

# Asia-Pacific Economic Cooperation (APEC)

- ❖ APEC facilitates economic growth, cooperation, trade and investment in the Asia-Pacific region.
- ❖ APEC includes 21 Member Economies, more than a third of the world's population, over 50% of world GDP, and in excess of 41% of world trade.
  - Member Economies include: Australia; Brunei Darussalam; Canada; Chile; People's Republic of China; Hong Kong; Indonesia; Japan; Republic of Korea; Malaysia; Mexico; New Zealand; Papua New Guinea; Peru; The Republic of the Philippines; The Russian Federation; Singapore; Chinese Taipei; Thailand; United States of America; Vietnam.
- ❖ The objectives of APEC are to:
  - Enhance regional economic growth and prosperity;
  - Strengthen the Asia-Pacific community; and
  - Safe and efficient movement of goods, services and people across borders in the region through policy alignment and economic and technical cooperation.



Australian Government

Department of Transport and Regional Services

# Secure Trade in the APEC Region (STAR)

- ❖ The STAR initiative was agreed to in 2002 at the APEC Economic Leaders Meeting in Mexico
- ❖ The aim of the STAR initiative is to strengthen APEC transport security, customs and immigration cooperation while facilitating the movement of goods and people, including capacity building.



# Secure Trade in the APEC Region (STAR)

❖ There have been three STAR conferences:

- 2003 in Thailand
- 2004 in Chile
- 2005 in Korea

❖ The three conferences have achieved outcomes for addressing issues related to:

- aviation security
- maritime security
- supply chain security
- mobility of people
- enhanced border integrity measures; and
- establishment of financial intelligence units.



# The 4<sup>th</sup> Hanoi STAR Conference

❖ The focus will be on:

- Improved transportation for effective trade;
- Mobility of business people;
- Sub-Committee on Customs Procedures;
- Counter-Terrorism Taskforce; and
- The role of APEC Business Advisory Councils

❖ The main theme for STAR 4 is:

**Enhancing the Public-Private Partnership in the Implementation of Secure Trade Measures.**



# The 4<sup>th</sup> Hanoi STAR Conference

❖ STAR 4 will have four sub-themes:

- **Trade and Security in the APEC Region** – a perspective for enhancement of Public-Private Partnership;
- **Maritime Security** – facilitating trade while ensuring maritime security;
- **Air Security** – controlling threats to aviation security and facilitation of the mobility of people; and
- **Capacity building programs for secure trade activities** – cooperation and exchange of technology, establishment of a more secure and effective business environment in APEC.



# The 4<sup>th</sup> Hanoi STAR Conference

## Aviation Security



❖ Examples of specific issues to be addressed include:

- Effectiveness of current security programs, management of the MANPADS threat with effective export control mechanisms;
- ICAO security implementation consistency across member countries;
- Status of Advanced Passenger Information (API) and Advance Passenger Processing (APP) proposals;
- Multilateral arrangements to implement the Regional Movement Alert List (RMAL);
- Application of biometrics in immigration procedures;





# The 4<sup>th</sup> Hanoi STAR Conference

## Aviation Security (continued)

- Ongoing review of an APEC Travel Card to facilitate the movement of business people;
- Supply chain security, the problems of air freight;
- Better liaison between immigration officers and airlines;
- Combating document fraud;
- Enhancement of the public-private partnership; and
- Identification of new threats for aviation security and the ability to be adaptive while taking account of the effect on trade.



# The 4<sup>th</sup> Hanoi STAR Conference

❖ A key objective of STAR 4 is therefore to:

- seek agreement on opportunities to harmonise both security measures and trade facilitation;
- review what has been done by individual countries to implement agreed recommendations; and
- establish a practical work plan for the future.

❖ Star 4 is an important consolidation meeting:

- Decisions about security are only as good as their effective implementation;
- Implementation must be transnationally interoperable.



# Protective Security

❖ Protective security must be considered within the context of other immediately related issues such as:

- A common understanding and acceptance of the nature and level of threat;
- A common practice in the discipline of risk and vulnerability identification and risk action planning or risk mitigation strategies;
- Individual and regionally collective border integrity measures;
- Law and order interoperability, including cooperation of regional police forces;
- The interoperability of legislation governing the exchange of money, goods and services;
- Freight and logistics chain integrity, including common customs methodologies; and
- Effective and honest exchange of intelligence supporting national security and criminal decision making.



# Australian Regional Capacity Building

- ❖ OTS actively participates in regional capacity building through:
  - Close working relationships with our Asia/Pacific neighbours;
  - Encouraging the use of common lexicon between regional neighbours and government / business;
  - Exchange of best practice between neighbours and sectors;
  - Harmonised implementation of international security standards for greater interoperability; and
  - Encouraging a common approach to transport security.



# The Current Security Environment

## ❖ Nature of the threat:

- Constant heightened level of threat;
- Probability of no prior warning of attack;
- Terrorists and criminals are very professional in their approach and capacity;
- Focus on mass casualties;
- Potential for catastrophic and traumatic consequences;



# The Current Security Environment

## ❖ Mitigation strategy:

- Preparedness is critical;
- Protective security must be linked with response capabilities;
- Response to transnational crime must be transnational government/business capacity and readiness;
- Adequate security awareness of staff and customers such that we create an environment hostile to terrorist activity by the capacity to identify and resolve suspicious activity;
- Both risks and vulnerabilities must be addressed.



Australian Government

Department of Transport and Regional Services

# Key Points

- ❖ Security measures should always be part of larger government and business objectives;
- ❖ Regional initiatives should be consistent with global commitments ie ICAO / IMO;
- ❖ Regional security initiatives should allow for development of relevant and consistent local security practices and understanding among neighbours;
- ❖ APEC STAR:
  - supports cost effective and efficient regional trade practices;
  - is a Government – Business – International Organisations partnership;
  - focuses on security issues identified as being most relevant to mitigating the intelligence based assessment of threat and consequential risks.



# Key Points

- ❖ Transnational terrorism is the greatest threat as the consequences are irreversible and untenable;
- ❖ Criminal activity can identify vulnerabilities that must be addressed to adequately mitigate the threat of terrorist attack;
- ❖ In the current threat environment care must be taken to address risks and vulnerabilities;
- ❖ Security measures must move beyond process, and focus on ensuring staff and customers are alert and informed to identify and seek resolution of suspicious activity - the objective must be to create an environment hostile to terrorist activity.







# Thank You



**Australian Government**

**Department of Transport and Regional Services**