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Key Principles to Guide International Efforts in Aviation Security

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Key principles to Guide International Efforts in Aviation Security

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Recent topics of Aviation Security in Japan

1. **100% hold baggage screening**
 - ICAO Mandatory Requirement from January 1, 2006.
 - Japan implemented 100% hold baggage screening on domestic flights as well as international flights.
 - Japan is introducing In-line Screening Systems.
2. **Flight Deck Security**
 - Reinforced flight crew compartment door. (from November 1, 2003)
 - Japan amended regulations to require all applicable airplanes to install a reinforced door.
 - Encourage airlines to install Cabin Monitor Camera.
3. **Sky Marshal Program**
 - ICAO/GB developed guidance materials for the introduction of the Sky Marshal Program.
 - Japan implemented the Sky Marshal Program in December 2004.



Sky Marshal

4. Protection of screened passengers, baggage and aircraft

- GB developed a best practice document on the protection of screened passengers, baggage and aircraft.
- Japanese regulations require airport terminal building operators to segregate the flow of arriving and departing passengers of international flights.
- Japan introduced staff screening on January 10, 2006.

5. Measures against MANPADS

- ICAO issued guidelines on airport vulnerability assessment in 2004.
- All APEC economies agreed to undertake a MANPADS vulnerability assessment at at least one of their international airports by the end of 2006.
- Japan carried out a MANPADS vulnerability assessment at a major international airport in 2004.



DHL Cargo aircraft was hit in November 2003

6. Aviation Security Quality Control Program

- GB developed a best practice guidance document on Quality Control.
- Japan conducts inspections and tests to verify whether airports are properly implementing security measures according to National Civil Aviation Security Quality Control Program.

7. Aviation Security Stakeholders

- GB developed a best practice guidance document on Stakeholders.
- Japan's National Aviation Security Committee meets on a regular basis. The committee members consists of representatives from the Civil Aviation Bureau, National Police Agency, Coast Guard, Defense Agency, Air Carriers, Airport Authorities, Forwarders, etc.

8. ICAO Universal Security Audit Program (USAP)

- The ICAO USAP was established in 2001 and launched in November 2002.
- Japan received USAP audit team in September 2005.
- Japan is the second largest contributor to the ICAO USAP, providing \$720,000 in 2005. (accounting for 15% of the total fund)

Key Principles to Guide International Efforts - Ministerial Statement on Aviation Security -



Ministerial Conference on International Transport Security
(January 12 - 13, 2006 in Tokyo)

1. Implementing and enforcing ICAO rules and encouraging their application to domestic operations, where appropriate

① Challenge

- Due to financial issues and other restrictions, some countries do not meet the ICAO International Security Standard.
- Terrorist attacks on domestic flights occur frequently.

② Principle

- Urge States to implement and enforce the Standards and Recommended Practices (SARPs) of Annex 17 (*Security*) to the Chicago Convention and other ICAO provisions relating to aviation security.
- Strongly encourage the application of the above-mentioned SARPs and ICAO provisions to domestic operations, where appropriate.

③ Future actions

- Continue to support ICAO activities both financially and in terms of human resources.
- Promote the domestic application of the international standards worldwide, with the consideration that each country has a different threat level for domestic flights.

2. Improving screening capability by sharing technologies and promoting international cooperation in research and development

① Challenge

- Suicide bombing
- Ways to hand-carry weapons, explosives and other dangerous goods by Terrorist become more deep-laid.
 - ✓ Plastic explosives concealed under clothes (Aircraft bombings in Russia in August 2004)
 - ✓ Handmade explosives



Shoe bombs

② Principle

- Encourage State to adopt improved screening capability and practices
- Encourage State to share related expertise and technologies for screening
- Promoting international cooperation in research and development.

③ Future actions

- Best practice guidance document on screening be developed in G8.
- Sharing of knowledge and technology for improving screening.
- International cooperation in research and development.

3. Working bilaterally and multilaterally to achieve a high level of security in screening procedures

① Challenge

- Balancing between security and facilitated transport is a main issue of G8 Secure and Facilitated International Travel Initiative (SAFTI) (Sea Island Summit 2004)
- The aviation security of the entire aviation network needs to be maintained by each related country.
- There is a gap of security level among relevant States.

② Principle

- Encourage States to work bilaterally and multilaterally to achieve a high level of security in screening procedures for passengers and bags.

③ Future actions

- ICAO is making efforts in developing international guidelines on a validation process for One-stop security.
- Bilateral or multilateral arrangements for aviation security would be envisaged.

4. Facilitating passenger travel in a manner that does not compromise security by various methods including biometrics

① Challenge

- Balancing between security and facilitated transport is a main issue of G8 Secure and Facilitated International Travel Initiative (SAFTI) (Sea Island Summit 2004)
- The utilization of biometrical technology will enhance aviation security by accurate identification of passengers, and promote travel facilitation.

② Principle

- Encourage the facilitation of passenger travel in a manner that does not compromise security, by various methods including biometrics, while being mindful of data privacy protection issues.



Narita airport (2005.2.3)

③ Future actions

- International cooperation on sharing of knowledge and experience about the use of biometric information.
- Like-minded countries prepare a list of appropriate contact points in order to share information on new technologies and measures.

5. Developing best practices for air cargo security

① Challenge

- Air cargo security is one of vulnerable sectors in security due to a great amount of various kinds of air cargo.
- Air cargo security measures vary among countries.
- Increasing international cargo transport.

② Principle

- Encourage the development of internationally strengthened and harmonized measures and best practices for air cargo security, taking into account the need to protect the entire cargo supply chain.

③ Future actions

- ICAO is expected to establish a study group to develop best practices for internationally reinforced and harmonized measures on air cargo, in consideration of the necessity of the protection of entire air cargo supply chains.

6. Increasing capacity building efforts to ensure the integrity of aviation security worldwide

① Challenge

- The worldwide aviation network has been highly developed.
- The existence of countries and regions whose security measures are not sufficiently developed due to lack of financial and human resources. (Terrorists target at weak areas)

② Principle

- Encourage States to promote aviation security capacity building efforts, both on a bilateral basis and through the use of multilateral and regional arrangements.

③ Future actions

- ICAO and like-minded countries will promote capacity building efforts.
 - holding of seminars on aviation security,
 - inviting of security experts from developing countries for exchange of information etc.



Japan-ASEAN Aviation Security Meeting (2004.10 in Tokyo)

7. Encouraging States to register with the ICAO Aviation Security Point of Contact Network

- ① **Challenge**
 - The necessity of a worldwide aviation security contact network in order to cope with increasing threats against commercial flights and security-related emergencies.
 - A 24-hour contact point network created under the initiative of G8 is in the process of being expanded to include all the ICAO member countries (189 countries).
- ② **Principle**
 - Encourage States to register with the ICAO Aviation Security Point of Contact Network, so that States can communicate effectively during situations of heightened threat or security-related emergencies.
- ③ **Future actions**
 - ICAO will establish the ICAO Aviation Security Point of Contact Network.
 - All ICAO member countries can register their contact points in this network.

International Air Transport Network is expanding globally and International efforts in Aviation Security is vital for further development of aviation.

Strong commitment by APEC member States for Aviation Security will help worldwide aviation activities.

Thank you for your attention.