



**Asia-Pacific
Economic Cooperation**

2015/TPTWG41/AEG-SEC/002

Aviation Security Sub-Group Meeting - Final Report

Purpose: Information
Submitted by: AEG-SEC Chair (Australia)



APEC
PHILIPPINES
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**Aviation Security Sub-Group Meeting
Jeju, Korea
27 May 2015**

Aviation Security Sub-group (AEG-SEC) – Final Report

Summary AEG-SEC Report to AEG for the Closing Plenary:

1. The AEG-SEC continued with its objective of promoting information sharing on best practices and lessons learned on aviation security technologies and approaches between APEC partners.
2. Singapore provided a summary of the outcomes of the 26th ICAO AVSEC Panel meeting in April 2015 in Montreal, Canada.
3. Singapore also provided an update on the work of the ICAO-WCO Joint Working Group on Advanced Cargo Information (ACI).
4. The AEG–SEC discussed possible aviation security work that could be provided as input to the draft Joint Ministerial Statement for TMM9 to be held in the Philippines in October 2015.

Aviation security TMM9 Input

A fundamental element of a viable transportation system is that it is secure and able to facilitate the efficient movement of people and goods. Effective security measures need to be in place for all modes of transport and meet recognised international standards. These standards need to be complementary and aligned to ensure the security objective is pursued in the most efficient way. The uptake by economies of emerging technology and security measures together with implementing up to date training of transport security personnel are important in providing transport security measures which are able to meet current and emerging threats to transport security. We urge economies to ensure that their domestic transport security framework comply with the international standards and recommended practices set by the International Civil Aviation Organization (ICAO). We encourage economies to as far as possible utilise the latest transport security technology and give a high priority to providing comprehensive training to transport security personal to assist them in delivering an effective transport security system so as to ensure aviation security, safety and minimise any security risks to transport within the Asia Pacific region. Strong engagement and collaboration between APEC fora is needed to ensure that air transportation in the APEC region is safe, secure, seamless, and sustainable. We recognise and encourage the importance of ongoing collaboration between the TPTWG and the APEC Counter-Terrorism Task Force, the APEC Energy Working Group and Tourism Working Group.

5. IATA gave a presentation on IATA's aviation security and facilitation; and smart security.
6. The Philippines provided an update on its joint proposal with Singapore to develop mutual aviation security assessment programs between APEC Economies. Philippines proposal: Enhancing aviation security quality control

through exchange programs and exercises is about a security exchange program where host countries share best practice that will provide the participant with security inspection tools and job aids. The concept note will be developed for Jul 2015 consideration.

7. Australia reported on a self-funded project aimed at assisting the aviation and maritime security sectors in the Asia Pacific region to develop and implement measures to deal with suspicious activities. The first workshop for aviation and maritime regulators was held in Bali, Indonesia in March 2015. The next Workshop on aviation security awareness will be held in Bangkok in August 2015 and the Maritime Security Awareness Workshop in October 2015 in Viet Nam.
8. Australia gave a number of presentations on recent key aviation developments, including: foreign fighters; contingency planning for heightened threat levels in Asia and Pacific and risk-based screening trials.
9. Australia provided an update on technology-based Liquids, Aerosols and Gels screening for duty free items and inbound LAGs restrictions.
10. Australia shared progress on opportunities for arrangements on mutual recognition of a range of security controls, technical standards, passenger and checked baggage screening. Australia also shared outcomes from a trial on one-stop aviation security and both Australia and Singapore shared their views about the important considerations that economies need to think about when looking at one stop security agreements.
11. Economies were asked to nominate at the meeting or speak to the AEG-SEC Chair to express interest in taking over the roles of Chair and Deputy Chair AEG-SEC. No additional nominations were received so Australia will remain as Chair and Singapore as Deputy Chair of the AEG-SEC Sub Group.

1. Welcome and Introduction

The Aviation Security Sub-Group (AEG-SEC) met during the 41st Transportation Working Group (TPT-WG41) Meeting on 26 – 29 May 2015 in Jeju, the Republic of Korea. Delegates from 9 member economies and a member from the International Air Transport Association (IATA) attended the meeting (list of participants at Attachment A).

1. Australia (Chair)
2. People's Republic of China
3. Republic of Korea
4. Philippines
5. Singapore
6. Thailand
7. Chinese Taipei
8. Vietnam
9. United States of America

The Chair, Nicole Pearson, welcomed all delegates and opened the meeting.

Members introduced themselves and gave a brief summary of their respective roles in relation to aviation security.

2. Review, Modify and Adopt Agenda

The Chair invited delegates to review the draft agenda. Two items were added to the agenda:

- Consideration of the National APEC Calendar, and
- Re-Election of AEG-SEC Sub Committee Chair and Deputy Chair.

The revised agenda was formally adopted.

3. ICAO updates

Singapore provided updates on the outcomes of the 26th ICAO Aviation Security (AVSEC) Panel meeting, which was held from 13 – 17 April 2015, in Montreal, Canada as well as the work done by ICAO-World Customs Organisation (WCO) Joint Working Group on Advance Cargo Information (JWGACI).

A total of 165 members from 45 Member States and 12 international organisations and industry associations attended the 26th AVSEC Panel meeting. Discussions between aviation security experts in AVSEC Panel on wide-ranging and pertinent issues were found to be robust, leading to recommendations and further workstreams developed. Some of the key outcomes include studies into aviation cyber security with the progress to be updated in the 39th ICAO General Assembly in 2016; formation of a Remote Piloted Aircraft (RPAS) Taskforce, who will develop a

set of recommendation on aviation security and contribute to RPAS Panel for their larger work. The AVSEC Panel also agreed to assess the security implications of a lock and reinforced flight deck door and consider reviewing Standard 13.2.2 of Annex 6 after that. Other issues noted including those relating to implementation of Universal Security Audit Programme Continuous Monitoring Approach (USAP-CMA), air cargo security and developments from various Panel Working Groups.

Following which, Singapore provided a background of the JWGACI. Since the formation of the JWGACI, they have completed the Phase 1 of their work, concluding that Pre-Loading Advance Cargo Information (PLACI) is an additional layer on top of existing aviation security measures in mitigating air cargo security risk and hence, recommend continuing into Phase 2. The proposed principles and model to be considered in Phase 2 was also presented during the meeting. Moving forward, once Phase 2 is completed, ICAO and WCO will work with their respective member states to come up with guidance materials for PLACI.

4. TMM9 Issues for AEG-SEC

The Chair debriefed on the outcomes from the meetings of the Management Group and HOD One relating to the TPT-WG delivering on Leaders' tasking and Ministerial commitments and preparations for the next APEC Transportation Ministerial Meeting TMM9, which will be held in Cebu, the Philippines from 8 – 10 October 2015.

Australia as AEG-SEC Chair coordinated inputs from AEG-SEC members for the draft TMM9 Joint Statement. Input is as follows:

Aviation security TMM9 Input

A fundamental element of a viable transportation system is that it is secure and able to facilitate the efficient movement of passengers and goods. Effective security measures need to be in place for all modes of transport and meet recognised international standards. These standards need to be complementary and aligned to ensure the security objective is pursued in the most efficient way and without compromise on facilitation to movement of passengers and goods. The economies uptake of emerging technology and security measures together with implementing up to date training of transport security personnel are important in providing transport security measures which are able to meet current and emerging threats to transport security.

We urge economies to ensure that their aviation security framework comply with the Standards and Recommended Practices in Annex 17 of the International Civil Aviation Organization (ICAO) Chicago Convention.

We encourage economies to, as far as possible, utilise the latest transportation security technology and give a high priority to providing comprehensive training to transportation security personal. Training and security technologies should be aimed at assisting them in delivering a cost effective and secure transportation system to ensure aviation security, safety and minimise any security risks to transport within the Asia Pacific region.

Strong engagement and collaboration between APEC fora is needed to ensure that air transportation in the APEC region is safe, secure, seamless, and sustainable. We recognise and encourage the importance of ongoing collaboration between the TPTWG and the APEC Counter-Terrorism Task Force and Tourism Working Group.

5. Economy Presentations

Foreign Fighters - Australia

Australia provided a presentation relating to its concerns with the high numbers of Australians travelling to conflict zones to fight with extremists. In particular the likelihood that these individuals will return to Australia and attempt to radicalize, recruit or train potential terrorists, or conduct terrorist attacks in Australia or propose a threat to Aviation.

Philippines provided an update on their National Taskforce which joins up all agencies involved in countering terrorism. Philippines has a Transport Security Family that meets at least once a month, or as may be necessary, involving 25 security agencies, to share transportation security information. This group also produces security advice for the transport sector.

Contingency Planning for Heightened Threat Levels in Asia-Pacific - Australia

Australia provided a report on its recent contingency planning work to prepare for a possible or actual act of unlawful interference against civilian aviation.

- Australia works closely with its aviation industry to develop contingency plans that can be activated in response to future threats specific to its aviation sector.
- The objective is to identify additional or enhanced security measures and procedures that could be considered for specific, plausible risk scenarios that could arise in heightened threat circumstances. Short, medium and longer-term security measures will be identified to inform contingency planning by industry and government.
- The Australian Department of the Infrastructure and Regional Development held a series of workshops with aviation industry participants to progress the contingency planning work. These discussions identified risk scenarios that were more or less plausible in a heightened threat level for Australia. Risk scenarios viewed as more plausible included: the use of a low or non-metallic improvised explosive device (IED) that passes through passenger screening, to sabotage an aircraft or a lone actor carrying out an armed attack in the publically accessible front of house (landside) area of an airport.
- Australia's next steps are to develop a more sophisticated understanding of the timing, costs and sustainability of possible measures and procedures that could be applied to prevent or reduce the likelihood of the plausible risk scenarios.

- Australia will share the outcomes of our contingency planning, and will welcome an opportunity to work collaboratively with APEC partners to develop contingency plans for plausible risk scenarios.

Maritime and Aviation Security Awareness Workshops (MASAW) – Australia's Update

MASAW is Australia's self-funded initiative aimed at assisting the aviation and maritime security sectors within the Asia Pacific region to develop measures to deal with suspicious aviation and maritime security activities through a series of workshops designed to inform the development of guidance materials. MASAW is an extension of the South East Asia Airport Security Awareness workshop, conducted in Denpasar in 2013.

The objectives of MASAW are:

- To enhance security awareness in the aviation and maritime sectors in APEC economies throughout the Asia Pacific region;
- To provide APEC nations the tools to be able to develop their own suspicious activities programs; and
- To produce two security awareness handbooks:
 1. Aviation Security Awareness: A Guide to Implementing Suspicious Activity Programs at Airports; and
 2. Maritime Security Awareness: A Guide to Implementing Suspicious Activity Programs at Ports.

Fourteen APEC economies are participating in MASAW. They are Australia, Brunei Darussalam, People's Republic of China, Indonesia, Hong Kong China, Malaysia, New Zealand, Papua New Guinea, the Philippines, the Republic of Korea, Singapore, Thailand, the United States and Viet Nam. Timor Leste is also participating in MASAW.

The first MASAW workshop was held in Bali, Indonesia from 10-13 March 2015. The workshop was attended by representatives from aviation and maritime regulators and industry from 14 of the 21 APEC economies. Presenters included representatives from ICAO, IMO, Airports Council International (ACI), the United States Coast Guard, Transport Security Administration, Jetstar, Garuda Indonesia and Carnival Australia [an ocean cruise liner].

The next MASAW-related workshops will be the Aviation Security Awareness Workshop to be held in Bangkok in August 2015; and the Maritime Security Awareness Workshop is tentatively scheduled for October 2015 in Viet Nam.

Both workshops will develop the content of the respective security awareness handbooks to be available in December 2015. The handbooks will be distributed throughout airport and port regulators and industry in the Asia Pacific region with potential for wider global distribution in the future.

Technology-based LAGs Screening: Duty Free Items and Inbound LAGs Restrictions (All Economies)

Australia:

Australia gave a presentation on Australia's introduction of technology-based LAGs screening for duty free LAGs items in ICAO Security Tamper Evident Bags [STEBs].

In Australia, X-rays are used first in the screening process followed by bottled liquid scanners on items that cause the X-ray to alarm. This is an effective screening method as the majority of duty free LAG items can be cleared through the X-ray in STEBs and packaging without having to unpack items for bottled liquid scanner screening.

Following an initial period of adjustment, the implementation of screening has been smooth with negligible impact on facilitation. Screening has been well received by industry and travellers.

Australia has experienced an overall clearance rate of approximately 93% of all duty free LAG items screened. The clearance rate for commonly carried duty free LAG items, alcohol and perfume, was higher than the overall clearance rate. There are some items, for example, honey and cream based liqueurs that can be difficult to clear with bottled liquid scanners due to the composition of the items or the bottle in which they are contained.

Technology-based LAGs screening in Australia is limited to oversize (greater than 100ml) duty free LAG items in sealed bags (such as ICAO STEBs) with accompanying proof of purchase. All eligible LAG items presented must be screened using liquid explosive detection technology. This involves primary screening with multi-view X-ray equipment and secondary screening by bottled liquid scanner. Flexible screening arrangements are allowed for under the government issued screening notice including the use of bottled liquid scanners for primary LAGs screening.

Airports can also select the number of screening point lanes offering LAGs screening. All LAGs screening equipment used in Australia is European Civil Aviation Conference (ECAC) standard 2 or above. It is a requirement that cleared LAG items removed from a sealed bag as part of the screening process are placed in a new ICAO STEB. This enables the items to pass through security processes at upstream airports that accept STEBs.

In the longer term, Australia may consider an expansion of screening to include a greater variety of LAG items. Any changes to LAGs screening will be done in consultation with Australian industry stakeholders and international aviation security counterparts.

Given Australia's operational experience with LAGs screening, Australia can provide information on lessons learned if economies are considering their own technology-based LAGs screening arrangements. In situations where overseas economies have introduced agreed LAGs screening measures, Australia has recognised this screening as being equivalent to its own and has consequently relaxed inbound LAGs restrictions for direct flights to Australia.

Australia's current inbound LAGs restrictions

Under Australia's inbound LAGs restrictions, last port of call countries are divided into two categories, exempt and non-exempt. Most countries are non-exempt with only New Zealand, the United States, Japan and Chinese Taipei being exempt. Exempt countries have similar LAGs restrictions or screening regimes to Australia in that oversized transit LAGs are stopped at transit screening points or subject to 100 per cent technology-based LAGs screening.

In non-exempt countries, duty free LAG items acquired at a last port of call airport are allowed if they are placed in sealed bags, have accompanying proof of purchase and are delivered to passengers at the boarding gate. The operator of aircraft flying to Australia from an airport in a non-exempt country also needs to implement 'appropriate procedures' (generally secondary gate screening) to prevent oversized or impermissible LAG items being carried onto an Australia bound flight.

In exempt countries, passengers are able to acquire LAG items after passing through a screening point and carry these items on Australia bound flights.
Aviation Security & Facilitation – International Air Transport Association [IATA]

Aviation security and facilitation – IATA's perspective

IATA is the global trade association for the airline industry. Their 250 members comprise 84% of total air traffic. It is headquartered in Montreal Canada with Executive Offices in Geneva, Switzerland. IATA's mission is to represent, lead and serve the airline industry with its vision to be a driving force for a safe, secure and profitable air transport industry that sustainably connects international air travel.

IATA's key priorities are safety, security, and improving environmental performance. Safety is the highest priority for IATA. There is one major accident for every 2.4 million flights and while aviation accidents are rare IATA strongly advocates to its members the importance of maintaining best practice safety standards.

IATA's focus in regard to aviation security is having harmonised and responsive security systems based on data, risk management and efficient technology. IATA is taking the lead, with the Airports Council International (ACI), in developing the next generation passenger screening under the "Smart Security" initiative. The "Smart Security" initiative envisions a continuous journey from curb to airside where passengers proceed through security with minimal inconvenience and where security resources are allocated based on risk. Proof of concept trials held during 2015 and 2016. Guidance material for implementation will be available soon for regulators and operators. Guidance material is available from the IATA website.

Smart Security – IATA

IATA is taking the lead, with the Airports Council International (ACI), in developing the next generation passenger screening under the "Smart Security" initiative. The Smart Security initiative was formerly known as "Checkpoint of the Future".

This initiative envisions a continuous journey from curb to airside where passengers proceed through security with minimal inconvenience and where security resources are allocated based on risk.

Smart Security is underpinned by risk based security concepts, advanced screening technologies and process innovation. This initiative seeks to deliver:

- Strengthened Security by focusing resources on risk, making better use of existing technologies and introducing new technologies with advanced capabilities as they become available.
- Increased operational efficiency by increasing passenger throughput, reducing cost per passenger and maximising space and staff resources.
- Improved passenger experience by reducing queues and using technology for less intrusive and time consuming security screening.

6. Group Discussions

Mutual Recognition of Security Measures

Mutual recognition of security measures between economies is an increasingly popular topic of interest in international aviation security forums due to the potential for operational and cost efficiencies. This can take the form of simple agreements, such as for mutual recognition of technology standards or more complex agreements such as one stop security arrangements.

Australia remains committed to exploring further opportunities for bilateral and multilateral arrangements based on mutual recognition of a range of security controls, including technology standards, passenger and checked bag screening. Over the past two years, Australia has worked with Canada, Japan and the Republic of Korea to recognise their screening arrangements for Liquids, Aerosols and Gels (LAGs) and has subsequently relaxed its inbound LAGs restrictions in those economies.

Australia also supports the International Air Transport Association's work on developing a uniform set of principles for developing Air Carrier Security Programs (ACSPs) that will ultimately assist in mutual recognition of ACSPs between ICAO States.

One Stop Security (OSS)

Australia, like many others, is still developing its position on OSS. OSS is more complex than other areas of mutual recognition, particularly given the risks present when accepting OSS flights and the various methods of applying OSS. There are a number of key principles that should underpin any OSS agreement:

- transparency to ensure a high level of trust between ICAO States;

- outcomes-based arrangements to ensure equivalent security outcomes are achieved and any changes to measures and procedures are communicated between partners; and
- adaptability by means of having built in measures to address both specific time-critical threats to operations (i.e. a threat to a specific flight), and more subtle changes to the strategic threat environment. This means that parties to an agreement have a strong understanding of each other's approach to risk.

Singapore also provided additional principles when economies think about one stop security.

Australia's OSS Trial

Australia has recently completed a trial in partnership with Jetstar and Melbourne Airport to assess its ability to implement OSS arrangements. The trial was undertaken between November 2014 and February 2015, using a Jetstar international flight with a domestic leg from Sydney's international terminal. This was to overcome the need for bilateral agreements and to simplify the trial.

Passengers that boarded the flight in Sydney were not re-screened when transiting Melbourne Airport en-route to Bangkok, allowing the OSS concept to be mimicked using a 'low-risk' domestic option.

From a facilitation perspective, one of the key benefits of the trial was the more direct route OSS passengers were able to take into departures, often as little as 2 minutes in comparison to 15 - 40 minutes normally. The next steps for Australia will be to use the trial report to inform future OSS policy and legal considerations.

The trial proved OSS to be operationally viable in an Australian context, however notwithstanding the benefits of this work, given the limited opportunities for Australia to apply OSS (Australia is not a transit hub), Australia will more focus on how it will manage residual risk from inbound air services originating from offshore airports that have entered into OSS arrangements.

7. Future Projects

7.1 Philippines proposal: Enhancing aviation security quality control through exchange programs and exercises

The Philippines provided a report on their joint proposal with Singapore to develop mutual aviation security assessment programs between APEC Economies. The aim of this proposal is to enhance aviation security quality control processes within the Asia – Pacific region. In particular, the project outcomes will be documents that cover:

- Best practice in conducting mutual visits; and
- Best practice in conducting AVSEC quality control processes.

The presentation provided an update on the current pilot program that has been trialled between the Philippines and Singapore. The proposal is being further developed for broader AEG –SEC endorsement.

The Exchange Program was strongly supported by both Indonesia and Papua New Guinea. Member economies support the development of a concept note for July 2015.

8. Upcoming Events

8 July 2015, IATA Asia Pacific Alliance Cyber Security Workshop to be held at the Singapore Aviation Academy. Further information available on the IATA website.

9. Other Business

Economies were asked to nominate at the meeting or speak to the AEG-SEC Chair to express interest in taking over the roles of Chair and Deputy Chair AEG-SEC. No additional nominations were received so Australia will remain as Chair and Singapore as Deputy Chair of the AEG-SEC Sub Group.

10. Classification of meeting documents

TPT-WG41 papers will be uploaded to the TPT-WG website which will be accessed by the public. AEG-SEC members were asked to identify any of their papers which should be restricted for AEG SEC use only.

It was noted that no presentations contain sensitive information.

ATTACHMENTS

An attendees list of participants at the TPT-WG41 AEG-SEC meeting is at Attachment A

AVIATION SECURITY SUB-GROUP MEETING

Attendance List

Economy	Family Name/Given Name	Organization	Title or Designation	Email
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AVIATION SECURITY SUB-GROUP MEETING

Attendance List

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