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ASSEMBLY — 36TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 15: Aviation Security Programme

MAJOR DEVELOPMENTS IN AUSTRALIAN AVIATION SECURITY

(Presented by Australia)

EXECUTIVE SUMMARY

Australia has continued to build stronger policies in relation to aviation security consistent with ICAO recommendations. Australia considers that ICAO's security programmes need continued support from all States.

<i>Strategic Objectives:</i>	This working paper will further Strategic Objective B (Enhance global aviation security)
<i>Financial implications:</i>	Nil
<i>References:</i>	ICAO Aviation Security Plan of Action

1. INTRODUCTION

1.1 Australia continues to develop strong aviation security policy in line with ICAO standards and recommendations to ensure the security and protection of Australian and international aviation interests. Recent activity includes the introduction of checked baggage screening for domestic jet regular public transport services, and restrictions on the carriage of liquids, aerosols and gels on international flights to and from Australia. Work also continues on the further development of the aviation security legislation *Aviation Transport Security Act* introduced in March 2004, supplemented by the *Aviation Transport Security Regulations* commencing in March 2005.

2. RESTRICTIONS ON THE CARRIAGE OF LIQUIDS, AEROSOLS AND GELS

2.1 Following the release of ICAO's recommended security control guidelines for screening liquids, gels and aerosols on 1 December 2006, which recommended that liquids, aerosols and gels (LAGs) restrictions be introduced from 1 March 2007, Australia introduced restrictions on the carriage of LAGs on 31 March 2007. These restrictions were in line with the ICAO recommendations and included the random and continuous physical searches of persons passing through Australia's international screening points. In addition, Australia imposed these restrictions on flights to Australia, as well as departing Australia.

2.2 On 6 July 2007, ICAO issued Recommended Guidelines for the validation of supply chain security of liquids, aerosols and gels and security tamper-evident bags (STEBs). Australia is committed to working with ICAO in the development of standards for validation of supply chain security and security controls around STEBs. While agreement has been reached on the guidelines for STEBs and security controls around LAGs, this standard is not yet being uniformly applied across all countries. Australia will not accept STEBs through its screening points until such time as the Australian Government is satisfied with the security arrangements deployed at the last port of call (LPOC) airport which complies with ICAO guidelines including assurances around supply chain security, which may include on-site validation.

3. CHECKED BAG SCREENING FOR DOMESTIC SERVICES

3.1 From December 2004 all international screened air services have been subject to 100% checked baggage screening (CBS). In addition, from 1 August 2007 Australia's 11 major airports have been required to undertake 100% CBS for domestic jet flights.

4. IMPLEMENTATION OF THE WHEELER REVIEW

4.1 On 7 June 2005 the Australian Government appointed the Rt. Hon. Sir John Wheeler, DL to undertake an independent review of security and policing arrangements at Australian airports. The review examined the threat of serious and organised crime at airports, the integration of ground-based security and law enforcements arrangements and the adequacy of existing security requirements. The Wheeler Review was presented to the Australian Government on 12 September 2005 and the Government announced its acceptance of the Review and its 17 recommendations on 21 September 2005.

4.2 The Australian Government has committed over \$800 million in new initiatives to further tighten security and policing at Australia's major airports in response to the recommendations. A number of Government agencies including the Department of Transport and Regional Services (DOTARS), the Australian Federal Police and the Australian Customs Service (Customs) have been involved in implementing the recommendations.

4.3 The Wheeler Review and its recommendations ranged across all aspects of aviation security. However, there are some themes underlying the Review:

- a) The need for co-ordinated policing arrangements at major airports;
 - To address concerns about inadequacies and lack of co-ordination in policing at major Australian airports, the Review recommended a new unified policing structure be implemented at airports.
- b) Improvement in the sharing of information within Government and between Government and industry;
 - The report's recommendations are currently being considered by the Government. The outcome, should the recommendations be adopted, is an improved culture of information exchange and cooperation between agencies.
- c) Aviation security and criminality;
 - The Government has addressed the matter of criminality in the aviation security industry through the establishment of a specialised unit in the Australian Crime Commission that concentrates on aviation and airport criminality intelligence collection and analysis. In addition to the Government implementing measures to improve intelligence sharing, it proposed that there be increased airside Customs border patrols at Sydney, Melbourne, Brisbane, Adelaide, Perth, Darwin and Cairns airports to provide a more visible presence to deter and respond to criminal activity.
- d) Identifying the need to consider criminality issues as part of the aviation security agenda.

4.4 **Air cargo** arrangements have been further addressed as part of the Government's response to the Wheeler Review. The Government, in partnership with industry, will implement new measures to further strengthen the security of domestic and international air cargo, including the introduction of improved technology for the detection of explosives. This includes deployment of Explosive Trace Detection, mobile x-ray units and firearms and explosive detector dog units at Australia's major airports.

4.5 In September 2006, amendments to the *Aviation Transport Security Act 2004* established a new division that addresses air cargo. The Amendment Act makes provision for two separate classes of regulated air cargo business: Regulated Air Cargo Agents (security regulations currently in place); and Accredited Air Cargo Agents, that will be subject to regulations to be formulated in consultation with industry (expected by July 2008). Primarily, Accredited Air Cargo Agents will be businesses which provide services such as road transport to shippers and Regulated Air Cargo Agents.

5. SECURING AUSTRALIA'S REGIONAL SKIES

5.1 On 23 August 2004, the then Deputy Prime Minister and Minister for Transport and Regional Services, the Honourable John Anderson MP, announced USD\$33.7m boost to security at 145 of Australia's regional airports. The funding provided:

- a) Increased threat response capacity for regional airports with the establishment of four eight-person Australian Federal Police Protective Service Regional Rapid Deployment Teams;

- b) A Hand Wand Metal Detection (HWMD) capability at up to 146 regional airports including equipment and associated training;
- c) Additional security training for airline and airport staff;
- d) Joint training exercises with the Australian Federal Police and State and Territory police;
- e) A Trial of Closed Circuit Television (CCTV) at a number of regional airports to be monitored for up to 24 hours a day, seven days a week;
- f) Additional funding to fit smaller aircraft with hardened cockpit doors; and
- g) Public awareness campaigns to encourage the public to report suspicious activity around airports.

5.2 This announcement boosted the Australian Government's commitment to aviation security spending on regional aviation to USD\$58.2m and for aviation as a whole to more than USD\$113.6m.

6. THE ENHANCED AVIATION SECURITY PACKAGE

6.1 On 4 December 2003, the then Australian Deputy Prime Minister and the Minister for Transport and Regional Services, the Honourable John Anderson MP, announced the Enhanced Aviation Security Package (EASP) and committed the Australian Government to spend approximately A\$120m on aviation security. This money was spent on a number of important initiatives including:

- a) the establishment of a USD\$24.5m (A\$36.5m) grant program which will assist eligible, regional airports facilitate basic security measures;
- b) the installation of hardened cockpit doors on regular passenger and charter aircraft with 30 seats or more;
- c) the appointment of an Inspector of Transport Security who will investigate major security incidents in both the aviation and maritime industries; and
- d) the commitment to work with the Australian aviation industry to extend arrangements for checked baggage (hold baggage) screening.

6.2 In addition to these commitments, Australia is also engaged in regional capacity building, working with governments to strengthen transport security within the Asia Pacific region. Australia supports efforts to coordinate capacity building needs, and will be delivering targeted projects. Australian transport security experts have been posted to locations within the region.

7. AUSTRALIA'S COMMITMENT TO THE UNIVERSAL SECURITY AUDIT PROGRAMME (USAP)

7.1 Australia remains committed to the USAP and continues to strongly support the objectives of the programme.

7.2 Australia supports integration of funding for ICAO's aviation security activities into the regular budget. Australia's position on continuation of voluntary funding, as indicated at the 35th ICAO Assembly, is that this be done on the basis of an appropriate MOU between Australia and ICAO.

8. **CONCLUSION**

8.1 Australia continues to provide strong support for ICAO's role in aviation security. Aviation security in general and the ICAO Aviation Security Plan of Action in particular are matters requiring concerted international action.

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