

20. Counter-Terrorism: Transport Security [314]

Commitment

“Furthermore, we aim to improve passenger screening programs and techniques, port facility security audits, security management systems and transportation security clearance programs.”¹⁸⁹⁵
G8 Summit Statement on Counter Terrorism – Security in the Era of Globalization

Assessment

Country	Final Compliance Score		
	Lack of Compliance -1	Work in Progress 0	Full Compliance +1
Canada		0	
France		0	
Germany		0	
Italy		0	
Japan		0	
Russia			+1
United Kingdom		0	
United States			+1
European Union		0	
Average Score			+0.22

Background

The September 11 attacks on the United States brought transport security into sharp focus, and it has since been a recurrent item on the G8 agenda. The 2003 Evian Summit included a G8 Action Plan to counteract the threat posed to civilian aviation by Man Portable Air Defence Systems (MANPADS), or shoulder-fired missiles.¹⁸⁹⁶ At Sea Island in 2004, the US introduced the Secure and Facilitated Travel Initiative (SAFTI) to consolidate and harmonize G8 efforts to make civilian transport, travel documents, and airports more secure.¹⁸⁹⁷

SAFTI measures are designed to address the current lacunas in the global integration of security information systems. They are intended not only to share data on travelers, but also to exchange information on commercial shipments and prevent the shipment of illicit weapons material that could threaten international security.

Soon after the 2001 terrorist attacks, the American government announced that it would be phasing in the issuance of bio-metric/smart-chip passports to its citizens that would contain personal information such as fingerprints and retina scans.¹⁸⁹⁸ As part of US efforts to control who enters and exits the US, the US Congress passed legislation demanding that all 27 countries currently exempted from requiring visas to enter the United States implement biometric passports for their nationals or lose their visa-waiver status.¹⁸⁹⁹ Although the implementation date was set for October 2004, the US Congress extended the deadline to

¹⁸⁹⁵ G8 Summit Statement on Counter Terrorism – Security in the Era of Globalization, G8 Information Centre (Toronto) 8 June 2007. Date of Access: 6 January 2008. <<http://www.g8.utoronto.ca/summit/2007heiligidamm/g8-2007-ct.pdf>>

¹⁸⁹⁶ G8 Action Plan to Enhance Transport Security and Control of Man-Portable Air Defence Systems (MANPADS), G8 Information Centre (Toronto), 2 June 2003. Date of Access: 18 January 2008. <http://www.g8.utoronto.ca/summit/2003evian/transport_en.html>

¹⁸⁹⁷ G8 Secure and Facilitated International Travel Initiative, G8 Information Centre (Toronto) 9 June 2004. Date of Access: 18 January 2008. <<http://www.g8.utoronto.ca/summit/2004seaisland/travel.html>>

¹⁸⁹⁸ U.S. Biometric Requirements and Other Issues Affecting Visitors from Visa Waiver Countries, Remarks by Asa Hutchinson, Under Secretary of Homeland Security for Border and Transportation Security (Washington D.C.) 17 August 2004. Date of Access: 18 January 2008. <<http://fpc.state.gov/fpc/35247.htm>>

¹⁸⁹⁹ U.S. Biometric Requirements and Other Issues Affecting Visitors from Visa Waiver Countries, Remarks by Asa Hutchinson, Under Secretary of Homeland Security for Border and Transportation Security (Washington D.C.) 17 August 2004. Date of Access: 18 January 2008. <<http://fpc.state.gov/fpc/35247.htm>>

October 2005 after hearing testimony from Secretary of State Colin Powell who recommended a two-year extension to the deadline.¹⁹⁰⁰

A progress report tracking the implementation of SAFTI was delivered at the 2005 Gleneagles Summit.¹⁹⁰¹ Although the British G8 Presidency had hoped to shift focus away from security and terrorism and toward Africa and climate change, the July 7 terrorist attacks in London forced the issuance of a G8 Declaration on Counter-Terrorism.¹⁹⁰² The short time period involved in the drafting of the Declaration, however, resulted in no new initiatives on the issue of transport security. Despite a heavy emphasis on security and terrorism, there was again little mention made of transport security at the St. Petersburg Summit in 2006. Leaders merely commented on reports made to the Ministerial Conference on International Transport Security in Tokyo on 12 and 13 January 2006.¹⁹⁰³ The current commitment reflects the resurgence of an issue that has often been a sore point in relations between the United States and its G8 partners, and combines the elements of SAFTI with the desire to see more holistic security management systems put in place to secure international transport of persons and goods.

Team Leader: Gabriel De Roche

Canada: 0

Canada has partially complied with its commitment on transport security. Some improvements have been made in the areas of passenger screening programs and transportation security clearance programs for both marine and air transport. Additionally, an assessment of marine security has been carried out. However, progress was largely due to the implementation of pre-existing initiatives. Furthermore, Canada has failed to address all aspects of the commitment, specifically the improvement of security management systems.

On 18 June 2007, Transport Canada began its Passenger Protect program. This includes new screening regulations for anyone above 12 years of age and the implementation of a Specified Persons List, which can be used to deny the right to board an aircraft to individuals who could pose a threat to security.¹⁹⁰⁴ Upon implementation, a temporary exemption for those under the age of 18 was allowed¹⁹⁰⁵ and on 14 September 2007, it was announced that this exemption would be extended.¹⁹⁰⁶

There have been several improvements in transport security clearance programs since the Heiligendam Summit. The first applied to Canada's marine transportation security. On 13 December 2007, the Minister of Transport, Infrastructure and Communities announced that, starting 15 December 2007, security clearance will be required by workers at the ports of Montreal, Halifax, Vancouver, Fraser River, North Fraser River, and at the St. Lawrence Seaway Management Corporation. This is the first phase of the Marine Transport Security Clearance Program. The Minister stated that "the program will further secure Canada's ports against terrorist and organized crime activities". The second phase will extend security clearance requirements to additional Canadian ports throughout 2008.¹⁹⁰⁷

¹⁹⁰⁰ U.S. Delays Biometric Passport Deadline until 2005, Charlene Porter, US Department of State (Washington D.C.) 10 August 2004. Date of Access: 18 January 2008. <<http://usinfo.state.gov/qj/Archive/2004/Aug/11-995406.html>>

¹⁹⁰¹ Secure and Facilitated International Travel Initiative Summit Progress Report, G8 Information Centre (Toronto) 8 July 2005. Date of Access: 18 January 2008. <<http://www.g8.utoronto.ca/summit/2005gleneagles/safti.pdf>>

¹⁹⁰² G8 Statement on Counter-Terrorism, G8 Information Centre (Toronto) 8 July 2005. Date of Access: 18 January 2008. <<http://www.g8.utoronto.ca/summit/2005gleneagles/counterterrorism.pdf>>

¹⁹⁰³ G8 Summit Declaration on Counter-Terrorism, G8 Information Centre (Toronto) 16 July 2006. Date of Access: 18 January 2008. <<http://www.g8.utoronto.ca/summit/2006stpetersburg/counterterrorism.html>>

¹⁹⁰⁴ Passenger Protect Program, Transport Canada (Ottawa) 6 August 2007. Date of Access: 8 December 2007. <http://www.tc.gc.ca/vigilance/sep/passenger_protect/menu.htm>; As many as 2,000 names on no-fly list: Cannon, CTV (Toronto) 19 June 2007. Date of Access: 8 December 2007.

<http://www.ctv.ca/servlet/ArticleNews/story/CTVNews/20070619/cdn_no_fly_list_070619/20070619?hub=Canada>

¹⁹⁰⁵ In Depth: Airport Security, CBC news (Toronto) 15 June 2007. Date of Access: 8 December 2007.

<<http://www.cbc.ca/news/background/airportsecurity/>>

¹⁹⁰⁶ Extension of Exemption and Review of ID Requirements for Air Travelers Under 18, Transport Canada (Ottawa) 14 September 2007. Date of Access: 6 January 2008. <<http://www.tc.gc.ca/mediaroom/releases/nat/2007/07-H174e.htm>>

¹⁹⁰⁷ December 15 Security Clearance Deadline for Port Workers, Transport Canada (Ottawa) 13 September 2007. Date of Access: 6 January 2007. <<http://www.tc.gc.ca/mediaroom/releases/nat/2007/07-h173e.htm>>

Another development in transport security clearance was an announcement on 10 January 2008 by the Canada Air Transport Security Authority (CATSA) regarding the creation of a Screening Contractor Qualification Program. This program creates additional requirements for organizations pursuing airport security screening contracts, as well as a database of organizations qualified for such contracts.¹⁹⁰⁸

On 18 January 2008, Transport Canada released a report assessing recent marine security initiatives. It determined that recent programs have resulted in harmonized regulations and increased confidence in Canadian marine transportation security. The report also states that CAD930 million has been invested in marine security initiatives in the effort to enhance security since the events of 11 September 2001.¹⁹⁰⁹

On 1 April 2008, CATSA officially launched the OpsContact web portal, available through computer terminals deployed at all Class I and II airports in Canada. This portal allows for access to and immediate playback of CCTV feeds. “The system also integrates other existing programs relevant to screening officers into one unified system,” and is aimed at improving passenger screening operations.¹⁹¹⁰

Further developments were made in transport security clearance programs on 7 May 2008, when CATSA selected Unisys Canada Inc. to make improvements to the Authority’s Restricted Area Identification Card system. This involves the supply of a new identification management system that uses fingerprint and iris biometric technology to identify airport workers. Upon announcement of the contract, the president of Unisys Canada said that it will “assist CATSA in achieving its mission of increasing the security of air travelers in Canada.”¹⁹¹¹

Thus, Canada has been awarded a score of 0 for its progress on three of the four aspects of the commitment.

Analyst: Amadeus Domaradzki

France: 0

France has partially complied with its commitment on transport security.

On 29-31 October 2007, France participated in the 5th special meeting of the Counter-Terrorism Committee, which took place in Nairobi. Issues such as aviation and maritime security were discussed.¹⁹¹²

Regarding port facilities and cargo-screening capabilities, the United Nations’ Integrated Technical Co-operation Programme, in which France plays an important role, announced that its programme on maritime security will remain a priority: “[t]he IMO representative underlined his organization’s determination to pursue its strategy of preventing and punishing terrorism at sea by implementing the safety and security measures discussed during the session.”¹⁹¹³ With regards to cargo-screening capabilities specifically, France participated in discussions on the World Customs Organisation SAFE Framework of Standards that “covers all areas of customs control, from the point of packing in the country of export to clearance in the country of import.”¹⁹¹⁴

¹⁹⁰⁸ Notice of Intent: Screening Contractor Qualification Program, Canada Air Transport Security Authority (Ottawa) 10 January 2008. Date of Access: 11 January 2008. <<http://www.catsa-acsta.gc.ca/english/media/qualification/notice.pdf>>

¹⁹⁰⁹ Transport Canada Releases Evaluation of Marine Security Initiatives, Transport Canada (Ottawa) 18 January 2008. Date of Access: 7 May 2008. <<http://www.tc.gc.ca/mediaroom/releases/nat/2008/08-h008e.htm>>

¹⁹¹⁰ CATSA News, Canada Air Transport Security Authority (Ottawa) April 2008. Date of Access: 7 May 2008. <<http://www.catsa-acsta.gc.ca/english/media/bulletin/2008-04.pdf>>

¹⁹¹¹ Unisys Selected by Canadian Air Transport Security Authority for Canada Biometric ID Management Contract, Unisys Canada Inc. (Toronto) 7 May 2008. Date of Access: 8 May 2008. <http://www.unisys.com/about_unisys/news_a_events/05078877.htm>

¹⁹¹² International Civil Aviation Organization (ICAO), United Nations (New York) 31 October 2007. Date of Access: 8 January 2008. <http://www.un.org/sc/ctc/pdf/International_Civil_Aviation_Organization.pdf>

¹⁹¹³ Working Group on Maritime Security, United Nations (New York) 31 October 2007. Date of Access: 8 January 2008. <http://www.un.org/sc/ctc/pdf/Maritime_Security.pdf>

¹⁹¹⁴ Working Group on Cargo Security, United Nations (New York) 31 October 2007. Date of Access: 8 January 2008. <http://www.un.org/sc/ctc/pdf/Cargo_Security.pdf>

In a private interview, Pierre Deroi, the person in charge of security at the Port of Marseille, says that two kinds of audits took place over the last seven months: one organized by the European Union, and another organized by Medad, the Ministry of Environmental Affairs (newly re-structured by the Sarkozy government). Deroi stated that the audits were undertaken in order to address the numerous international obligations created by the ISPS code which was designed to detect security threats and implement security measures.¹⁹¹⁵

On 18 July 2007, the European Union, of which France is a member, signed an agreement with the United States to ensure that any Passenger Name and Records (PNR) data contained in the reservation systems of air carriers operating passenger flights in foreign air transport to or from the United States will be made available to the United States Department of Homeland Security. Information is to be used strictly for the purpose of preventing and combating terrorism and related crimes.¹⁹¹⁶

In a similar initiative, the Interior Minister of France, along with the Interior Ministers of other EU member states, authorized the European Commission to open negotiations with the United States and allow it to access select information contained in EU police data bases. This measure is necessary for the conclusion of a visa-waiver agreement that would grant the citizens of all 27 EU members visa-free entry into the United States, extending visa-free entry to the citizens of Greece and 11 of the 12 members joining after 2004. The expedited access to information is intended to increase the effectiveness of passenger screening, addressing the security concerns of both the United States and the European Union.¹⁹¹⁷

On 20 March 2008, as a member of the United Nations Security Council, France adopted Resolution 1805 at the UNSC's 5856th meeting, reaffirming that "terrorism in all forms and manifestations constitutes one of the most serious threats to international peace and security and that any acts of terrorism are criminal and unjustifiable regardless of their motivations, whenever and by whomsoever committed and remaining determined to contribute further to enhancing the effectiveness of the overall effort to fight this scourge on a global level."¹⁹¹⁸

In addition, France participated to the 7th Meeting of Heads of Special Services, Security Agencies, and Law- Enforcement Organizations dedicated to counterterrorism. This conference was held on 27-28 March 2008 in Khanty-Mansiysk, Russia. It gave France and other participants the opportunity to reassess their eagerness to work together and share national experiences with terrorism in order to develop a multilateral response to the phenomenon. "In particular, the issues of ensuring transportation security were in the focus of attention of the meeting's participants".¹⁹¹⁹

In a private interview, Paul-Bertrand Baret, member of the French delegation to the G8 Leaders' Summit, declared that France is keen to improve passenger screening programs and techniques. It is indeed taken into high consideration as France is deeply involved in the SPOT (Système Probatoire d'Observation de la Terre – Probationary Earth Observation System) meetings.

Thus, France has been awarded a score of 0 for its progress in implementing the four components of the transport security commitment.

Analyst: Charlotte Ranelli

¹⁹¹⁵ Personal interview with Pierre Deroi, Mission Défense et plans de secours Capitainerie – Port autonome de Marseille, conducted by email on 9 January 2008.

¹⁹¹⁶ Agreement Between the European Union and the United States of America on the Processing and Transfer of Passenger Name Record (PNR) Data by Air Carriers to the United States Department of Homeland Security (DHS), Council of the European Union (Brussels) 18 July 2007. Date of Access: 29 November 2007. <<http://register.consilium.europa.eu/pdf/en/07/st11/st11595.en07.pdf>>

¹⁹¹⁷ EU Vows no Privacy Breaches with U.S. Visa Accords, Reuters (Strasbourg) 23 April 2008. Date of Access: 25 April 2008. <<http://www.reuters.com/article/worldNews/idUSL2393071720080423>>

¹⁹¹⁸ Resolution 1805, United Nations Security Council (New York) 20 March 2008. Date of Access: 8 May 2008. <<http://daccessdds.un.org/doc/UNDOC/GEN/N08/279/25/PDF/N0827925.pdf?OpenElement>>

¹⁹¹⁹ Communiqué of the 7th Meeting of Heads of Special Services, Security Agencies, and Law-Enforcement Organizations, United Nations (New York) 28 March 2008. Date of Access: 8 May 2008. <<http://www.un.org/sc/ctc/pdf/Communique%20-%20ENG.pdf>>

Germany: 0

Germany has partially complied with its commitment on transport security. The Federal Government of Germany has taken several important steps to improve transport security through enhancing passenger screening programs and techniques, but did not advance its efforts to address the other priority areas of the commitment.

According to German Federal Minister of the Interior Wolfgang Schäuble, Germany has improved the security of its borders with Poland and the Czech Republic by cooperating with border police from these states and introducing mobile border controls. This security and information sharing effort allows for greater effectiveness in impeding mobility of terrorist activity.¹⁹²⁰

Beginning on 1 November 2007, fingerprints of German citizens are recorded in order to implement second-generation electronic passports. The introduction of electronic passports represents a key component of the European Union's (EU) measures to combat identity fraud and international terrorism.¹⁹²¹

In addition, on 19 September 2007, the Federal Cabinet of Germany adopted the Act ratifying the Passenger Name Records Agreement (PNR Agreement) between the EU and the United States. The PNR Agreement established the legal guidelines for the transfer of data for passenger flights to and from the US, as well as the use of the data by American authorities.¹⁹²² The analysis of passenger data represents an effort to counter international terrorism and organized crime, and requires the approval of all 27 EU member states. Information is to be used strictly for the purpose of preventing and combating terrorism and related crimes.¹⁹²³

In a similar initiative, the Interior Minister of Germany, along with the Interior Ministers of other EU member states authorized the European Commission to open negotiations with the United States and allow it to access select information contained in EU police data bases. This measure is necessary for the conclusion of a visa-waiver agreement that would grant the citizens of all 27 EU members visa-free entry into the United States, extending visa-free entry to the citizens of Greece and 11 of the 12 members joining after 2004. The expedited access to information is intended to increase the effectiveness of passenger screening, addressing the security concerns of both the United States and the European Union.¹⁹²⁴

Germany has also improved anti-terrorism measures of transport security within the framework of the European Programme for Critical Infrastructure Protection (EPCIP). On 17 July 2007, the German Parliamentary State Secretary, Peter Altmaier, attended the second meeting on the EPCIP in Berlin.¹⁹²⁵

¹⁹²⁰ Challenges to European Security Architectures in the 21st Century, Speech by Germany's Federal Minister of the Interior at the 11th European Police Congress, Federal Ministry of the Interior (Berlin) 29 January 2008. Date of Access: 8 April 2008.

<http://www.bmi.bund.de/cln_012/nn_769658/Internet/Content/Nachrichten/Reden/2008/01/BM__Europaeischer__Poliz_eikongress__en.html>

¹⁹²¹ The German E-Passport, Federal Ministry of the Interior (Berlin). Date of Access: 17 December 2007.

<http://www.bmi.bund.de/cln_012/nn_1016300/Internet/Navigation/EN/Topics/Travel__ID__Documents/Travel__ID__Documents__node.html__nnn=true>

¹⁹²² 2007 Passenger Name Records Agreement, Federal Ministry of the Interior (Berlin) 19 September 2007. Date of Access: 1 January 2008.

<http://www.bmi.bund.de/cln_012/nn_1016300/Internet/Content/Themen/Terrorism/DataAndFacts/Fluggastdaten__Abkommen__2007__en.html>

¹⁹²³ Agreement Between the European Union and the United States of America on the Processing and Transfer of Passenger Name Record (PNR) Data by Air Carriers to the United States Department of Homeland Security (DHS), Council of the European Union (Brussels) 18 July 2007. Date of Access: 29 November 2007.

<<http://register.consilium.europa.eu/pdf/en/07/st11/st11595.en07.pdf>>

¹⁹²⁴ EU Vows no Privacy Breaches with U.S. Visa Accords, Reuters (Strasbourg) 23 April 2008. Date of Access: 25 April 2008. <<http://www.reuters.com/article/worldNews/idUSL2393071720080423>>

¹⁹²⁵ European Programme for Critical Infrastructure Protection, Federal Ministry of the Interior (Berlin) 17 July 2007. Date of Access: 8 January 2008.

<http://www.bmi.bund.de/cln_012/nn_1016300/Internet/Content/Themen/Terrorism/DataAndFacts/European__Programme__for__Critical__Infrastructure__Protection__engl.html>

Securing critical infrastructure, of which transportation is an integral component, is crucial to an effective counter-terrorism strategy and prevention. The Federal Government has welcomed the European Commission's (EC) efforts to implement and strengthen the EPCIP.¹⁹²⁶ Furthermore, Germany is active in the development of the EU's Design of an Interoperable European federated Simulation network for Critical InfraStructures (DIESIS) Project. Launched on 3 March 2008,¹⁹²⁷ the DIESIS Project will involve Italian, German, Dutch, and British experts who will develop an e-platform to facilitate interoperable simulations of disruption scenarios to the EU's critical infrastructure. Such modeling is imperative for adequate analysis and prevention of potential threats to infrastructure networks, as disruptions cannot be observed in real time. The DIESIS Project will also support member states' research on critical infrastructure protection.¹⁹²⁸

Thus, Germany has been awarded a score of 0 for its progress in passenger screening and techniques.

Analyst: Julia Muravska

Italy: 0

Italy has partially complied with its commitment on transport security. The Italian government was active in addressing transport security through international forums, such as United Nations bodies and the European Union during the first half of the compliance cycle. Little progress has been made, however, since the publication of the Interim Compliance Report in February 2008.

On 23 April 2008, after the victory of his right-wing coalition in the most recent general election, Prime Minister-elect Silvio Berlusconi promised that security, especially along Italy's borders, would be a priority concern for his new government.¹⁹²⁹ Prime Minister Berlusconi said that Italy would toughen controls along its borders and enter into cooperative agreements with its Mediterranean neighbours. He did not clarify, however, whether this would be intended to combat clandestine migration only or if new initiatives would include strengthening cargo and passenger screening at points of entry.¹⁹³⁰

On 9 January 2008, the Italian Ministry of the Interior issued a decree identifying the country's "critical infrastructure" and calling for the creation of an Integrated Information Centre to identify threats to the security of critical installations.¹⁹³¹ The information gathered on sites identified as critical infrastructure by the Ministry of the Interior will address potential threats from international terrorist groups. It will be shared with other national Ministries, agencies, and organizations, as well as provincial authorities and agents of public security. The new Centre will be under the authority of the Department of Public Security.¹⁹³²

¹⁹²⁶ European Programme for Critical Infrastructure Protection, Federal Ministry of the Interior (Berlin) 17 July 2007. Date of Access: 8 January 2008.

<http://www.bmi.bund.de/cln_012/nn_1016300/Internet/Content/Themen/Terrorism/DataAndFacts/European_Programme_for_Critical_Infrastructure_Protection_engl.html>

¹⁹²⁷ News, Design of an Interoperable European federated Simulation network for critical InfraStructures (DIESIS), 3 March 2008. Date of Access: 14 April 2008. <<http://www.diesis-project.eu/index.php?page=new>>

¹⁹²⁸ Protecting Europe's Critical Infrastructures, News, European Commission's Research and Development Information (Brussels) 30 April 2008. Date of Access: 1 May 2008.

<http://cordis.europa.eu/fetch?CALLER=EN_NEWS&ACTION=D&SESSION=&RCN=29397>

¹⁹²⁹ Primo colloquio tra Napolitano e il futuro premier "Su sicurezza agiremo subito, basto col lassismo", Il Messaggero (Rome) 23 April 2008. Date of Access: 9 May 2008.

<http://www.ilmessaggero.it/articolo.php?id=23039&sez=ELEZIONI2008&desc_sez=Elezioni%C2%A02008>

¹⁹³⁰ Primo colloquio tra Napolitano e il futuro premier "Su sicurezza agiremo subito, basto col lassismo", Il Messaggero (Rome) 23 April 2008. Date of Access: 9 May 2008.

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¹⁹³¹ Antiterrorismo: nasce il Centro nazione anticrimine informatico a protezione delle infrastrutture critiche, Ministero dell'Interno (Rome) 6 May 2008. Date of Access: 9 May 2008.

<http://www.interno.it/mininterno/export/sites/default/it/sezioni/sala_stampa/notizie/antiterrorismo/0821_2008_05_06_antiterrorismo_internazionale.html>

¹⁹³² Antiterrorismo: nasce il Centro nazione anticrimine informatico a protezione delle infrastrutture critiche, Ministero dell'Interno (Rome) 6 May 2008. Date of Access: 9 May 2008.

<http://www.interno.it/mininterno/export/sites/default/it/sezioni/sala_stampa/notizie/antiterrorismo/0821_2008_05_06_antiterrorismo_internazionale.html>

On 29-31 October 2007, Italy participated in the fifth special meeting of the Counter-Terrorism Committee, which took place in Nairobi. Issues such as aviation and maritime security were discussed.¹⁹³³ Regarding port facilities and cargo-screening capabilities, the Integrated Technical Co-operation Programme announced that its program on maritime security will remain a priority.¹⁹³⁴ With regards to cargo-screening capabilities specifically, Italy was involved in the discussions on the World Customs Organisation's SAFE Framework of Standards, which "covers all areas of customs control, from the point of packing in the country of export to clearance in the country of import."¹⁹³⁵

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In a similar initiative, the Interior Minister of Italy, along with the Interior Ministers of other EU member states, authorized the European Commission to open negotiations with the United States and allow it to access select information contained in EU police data bases. This measure is necessary for the conclusion of a visa-waiver agreement that would grant the citizens of all 27 EU members visa-free entry into the United States, extending visa-free entry to the citizens of Greece and 11 of the 12 members joining after 2004. The expedited access to information is intended to increase the effectiveness of passenger screening, addressing the security concerns of both the United States and the European Union.¹⁹³⁹

On 6 November 2007, former Italian Foreign Minister Franco Frattini, as Vice-President of the European Commission, presented a proposal that emphasized the value of sharing passenger information. According to Frattini, this would be a "better way to discourage and to detect terrorists." He continued: "I suggest that all member states should equip themselves with a PNR [passenger name record] system and share information with others when relevant."¹⁹⁴⁰

On 20 March 2008, as a non-permanent member of the United Nations Security Council, Italy adopted Resolution 1805 at the UNSC's 5856th meeting, reaffirming that "terrorism in all forms and manifestations constitutes one of the most serious threats to international peace and security and that any acts of terrorism

¹⁹³³ International Civil Aviation Organization (ICAO), United Nations (New York) 31 October 2007. Date of Access: 8 January 2008. <http://www.un.org/sc/ctc/pdf/International_Civil_Aviation_Organization.pdf>

¹⁹³⁴ Working Group on Maritime Security, United Nations (New York) 31 October 2007. Date of Access: 8 January 2008. <http://www.un.org/sc/ctc/pdf/Maritime_Security.pdf>

¹⁹³⁵ Working Group on Cargo Security, United Nations (New York) 31 October 2007. Date of Access: 8 January 2008. <http://www.un.org/sc/ctc/pdf/Cargo_Security.pdf>

¹⁹³⁶ News, Design of an Interoperable European federated Simulation network for critical InfraStructures (DIESIS), 3 March 2008. Date of Access: 14 April 2008. <<http://www.diesis-project.eu/index.php?page=new>>

¹⁹³⁷ Protecting Europe's Critical Infrastructures, News, European Commission's Research and Development Information (Brussels) 30 April 2008. Date of Access: 1 May 2008. <http://cordis.europa.eu/fetch?CALLER=EN_NEWS&ACTION=D&SESSION=&RCN=29397>

¹⁹³⁸ Agreement Between the European Union and the United States of America on the Processing and Transfer of Passenger Name Record (PNR) Data by Air Carriers to the United States Department of Homeland Security (DHS), Council of the European Union (Brussels) 18 July 2007. Date of Access: 29 November 2007. <<http://register.consilium.europa.eu/pdf/en/07/st11/st11595.en07.pdf>>

¹⁹³⁹ EU Vows no Privacy Breaches with U.S. Visa Accords, Reuters (Strasbourg) 23 April 2008. Date of Access: 25 April 2008. <<http://www.reuters.com/article/worldNews/idUSL2393071720080423>>

¹⁹⁴⁰ EU counter-terrorism strategy, European Parliament (Strasbourg) 5 September 2007. Date of Access: 11 January 2008. <<http://europa.eu/rapid/pressReleasesAction.do?reference=SPEECH/07/505&format=HTML&aged=1&language=EN&guiLanguage=en>>

are criminal and unjustifiable regardless of their motivations, whenever and by whomsoever committed and remaining determined to contribute further to enhancing the effectiveness of the overall effort to fight this scourge on a global level.”¹⁹⁴¹

Thus, Italy has been awarded a score of 0 for its lack of progress on the issue of transport security since February 2008.

Analyst: Michael Erdman

Japan: 0

Japan has partially complied with its commitment on transport security. Although Japanese ministers have attended several conferences on related topics, few significant announcements were made and improvements were only seen in port entry security techniques.

On 20 November 2007, a new program came into effect in Japan whereby all foreigners entering the country are fingerprinted and photographed at air and marine ports. Japan is the second country in the world to introduce such a system.¹⁹⁴² This program is a part of revisions to the Immigration Control and Refugee Recognition Law.¹⁹⁴³

The Japanese Ministry of Transport will also require all airlines to check the passports of passengers at boarding gates of international airports as early as July 2008. Airline officials will cross-check the names on passports and air tickets and check passengers' faces against the photos in their passports. According to the sources at the Ministry of Land, Infrastructure, Transport and Tourism, the move is intended to prevent terrorists and smugglers from traveling on international flights.¹⁹⁴⁴

On 2 November 2007, at the conclusion of the 5th ASEAN and Japan Transport Ministers Meeting in Singapore, a statement was made acknowledging progress in the implementation of ongoing transport security projects and the introduction of a new initiative, the ASEAN-Japan Regional Road Map for Aviation Security. It “sets a collaborative framework to further enhance aviation security through improvement plans and supportive activities for their implementation”.¹⁹⁴⁵

Finally, the lead-up to the Hokkaido Summit has prompted an overhaul of surveillance systems in the nation's rail system. This has included replacing old security cameras and adding new ones, especially in areas near government offices and foreign embassies. Referring to the surveillance expansion, a Tokyo Metro representative said, “It is hard to check the baggage of all passengers. We are aware of the risk of being targeted by terrorists and hope to get through the summit with our security cameras and with cooperation from concerned organizations.”¹⁹⁴⁶

Thus, Japan has been awarded a score of 0 for its progress on passenger screening and aviation security.

Analysts: Amadeus Domaradzki and Katya Prokhorova

¹⁹⁴¹ Resolution 1805, United Nations Security Council (New York) 20 March 2008. Date of Access: 8 May 2008. <<http://daccessdds.un.org/doc/UNDOC/GEN/N08/279/25/PDF/N0827925.pdf?OpenElement>>

¹⁹⁴² Foreign Arrivals get Biometric Scan, The Japan Times (Tokyo) 21 November 2007. Date of access: 8 December 2007. <http://search.japantimes.co.jp/cgi-bin/nn20071121a1.html>.

¹⁹⁴³ Will Entry Checks Cross the Line, The Japan Times (Tokyo) 8 November 2007. Date of access: 8 December 2007. <http://search.japantimes.co.jp/cgi-bin/nn20071108f1.html>.

¹⁹⁴⁴ More airport checks. Carriers to screen passports at gates, The Japan Times Online (Tokyo). 30 March 2008. Date of Access: 12 May 2008. <<http://search.japantimes.co.jp/cgi-bin/nn20080330a1.html>>

¹⁹⁴⁵ The Fifth ASEAN and Japan Transport Ministers Meeting Joint Ministerial Statement (Singapore) 2 November 2007. Date of access: 6 January 2007. <http://www.aseansec.org/21026.htm>.

¹⁹⁴⁶ Train stations installing more security cameras ahead of G8 summit, Mainichi Daily News (Tokyo) 14 April 2008. Date of access: 8 May 2008. <http://mdn.mainichi.jp/national/news/20080414p2a00m0na025000c.html>.

Russia: +1

Russia demonstrated active policy in the field of transport security. On 14 August 2007, a new federal law concerning transport security came into effect. The key objectives of this law include: strengthening the system of transport; securing it from the threat of terrorism; determining the organizations and legal entities responsible for security of passengers and shipments during transportation; and analyzing the level of safety of transport systems.¹⁹⁴⁷

The Ministry of Transport continued to complete legal texts as well as inter-agency and agency-level precepts that were necessary for the implementation of this law. Deputy Transport Minister B.M. Korol held several round tables devoted to this subject.¹⁹⁴⁸

Russia has participated in various international transport security conferences. In September 2007 a conference in the framework of a Russia-EU dialog of transport security took place in St. Petersburg.¹⁹⁴⁹

On 24 August 2007, restrictions on liquids permitted on airplanes, similar to those imposed in Europe and the United States, came into force in Russia. Yevgeny Bachurin, head of the federal air transportation agency, said inspection times might increase, but that passengers would not suffer any additional financial burden over the new rules.¹⁹⁵⁰

On 6 December 2007, the Ministry of Transport put forward a proposal on strengthening the control and security of ports. Obligatory insurance and facility security audits of all types of crafts were stressed.¹⁹⁵¹

Russia continued its large-scale program of issuing passports with biometric features. In November 2007, the Head of the Federal Migration Service, Fedor Karpovez, announced the results of this program in Moscow. Over 40 000 passports had been distributed to date and over 50 000 additional requests had been made.¹⁹⁵² On 1 January 2008, nearly all departments of the Federal Migration Service will be equipped to issue biometric passports.¹⁹⁵³

The Ministry of Interior Affairs launched a new system of security on airplanes in January 2008. The primary goal of the new system is to create a corps of police for flights, similar to the air marshals who police flights in the United States.¹⁹⁵⁴

In February 2008, the VII International Conference on “Terrorism and Transport Security” was held in Moscow. It was devoted to legal questions surrounding transport security in Russia, particularly on the actions necessary for the implementation of a new federal law passed in August 2007.¹⁹⁵⁵

New regulations in highway transport have also introduced changes in the transportation of passengers by land. The law came into force on 13 May 2008 and will help to increase the level of passenger security on the roads and allow for greater security controls on road transportation.¹⁹⁵⁶

¹⁹⁴⁷ The new federal transport security law, Gassudarstviennaya Duma (Moscow) 9 February 2007. Date of access: 20 December 2007. <www.akdi.ru/gd/proekt/097501GD.SHTM>

¹⁹⁴⁸ Vaprosy transportnoy bezapastnosti, Ministry of Transport (Moscow) 17 August 2007. Date of Access: 11 December 2007. <http://www.mintrans.ru/Pressa/Security/Trans_Security_VV.htm>

¹⁹⁴⁹ Vaprosy transportnoy bezapastnosti, Ministry of Transport (Moscow) 17 August 2007. Date of Access: 11 December 2007. <http://www.mintrans.ru/Pressa/Security/Trans_Security_VV.htm>

¹⁹⁵⁰ Russia imposes flight restrictions following Europe, U.S., RIA News Agency (Moscow) 24 August 2007. Date of Access: 5 December 2007. <<http://en.rian.ru/russia/20070824/74363076.html>>

¹⁹⁵¹ The Ministry of Transport suggests to strengthen the control over the security of navigation and the security of the marine environment, Prime-Tass (Moscow) 6 December 2007. Date of Access: 8 December 2007. <www.prime-tass.ru/news/show.asp?id=740993&ct=news>

¹⁹⁵² The residents of Moscow receiving actively new biometric passports, Biometrics.ru (Moscow) 29 November 2007. Date of Access: 20 December 2007. <www.biometrics.ru/document.asp?group_id=65&nItemID=2771&sSID=3.64>

¹⁹⁵³ From 2008 biometric passports will receive everyone, Biometrics.ru (Moscow) 13 December 2007. Date of Access: 20 December 2007. <www.biometrics.ru/document.asp?group_id=65&nItemID=2771&sSID=3.64>

¹⁹⁵⁴ The air militia can appear in Russia, Transportnaya Bezapastnost' (Moscow) 15 January 2008. Date of Access: 30 April 2008. <<http://transbez.com/news/200801156416.html>>

¹⁹⁵⁵ Terrorism and transport security, Morskoy Flot (Moscow) 6 February 2008. Date of Access: 24 April 2008. <<http://www.morflot.su/archives/articles1733file.pdf>>

According to Rosoboronexport (Russian export service), special surveillance devices will soon appear in Russia's airports. With their help, it will be possible to recognize flammable and explosive liquids in closed bottles concealed in luggage and distinguish them from benign substances, such as water.¹⁹⁵⁷

On 20 March 2008, as a member of the United Nations Security Council, Russia adopted Resolution 1805 at the UNSC's 5856th meeting, reaffirming that "terrorism in all forms and manifestations constitutes one of the most serious threats to international peace and security and that any acts of terrorism are criminal and unjustifiable regardless of their motivations, whenever and by whomsoever committed and remaining determined to contribute further to enhancing the effectiveness of the overall effort to fight this scourge on a global level."¹⁹⁵⁸

Russia has demonstrated significant results in the development of security programs in its land and air systems for the transport of passengers and cargo. Thus, Russia has been awarded a score of +1.

Analyst: Julia Ovchinnikova

United Kingdom: 0

The United Kingdom (UK) has partially complied with its commitment on transport security. The UK has enhanced transport security clearance programs and security management systems, but has made no significant progress in either passenger screening programs or port security audits.

On 1 July 2007, the British Department for Transport regulations on The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations came into force.¹⁹⁵⁹ The regulations stem from new security requirements enshrined in international agreements regarding the transport of dangerous goods by road and rail, and are intended to secure Great Britain's borders from international terrorism.¹⁹⁶⁰

In addition, on 9 July 2007 the Department for Transport declared the opening of applications for financing of projects in the North Sea region within the framework of the European Union's plan to establish "Motorways of the Sea."¹⁹⁶¹ Motorways of the Sea was originally proposed by the European Commission in 2001, and is intended to be a system of key routes between the ports of EU member states, as well as certain third countries by 2010.¹⁹⁶² The new waterway routes will relieve pressure on road networks and will provide better alternatives for transporting dangerous goods and heavy cargo.

On 18 July 2007, the European Union, of which the United Kingdom is a member, signed an agreement with the United States to ensure that Passenger Name and Records (PNR) data contained in the reservation systems of air carriers operating passenger flights in foreign air transport to or from the United States will be made available to the United States Department of Homeland Security. Information is to be used strictly for the purpose of preventing and combating terrorism and related crimes.¹⁹⁶³

¹⁹⁵⁶ The new regulations in highway transport, Vsyo (Petrozavodsk, Karelia Autonomous Republic) 28 April 2008. Date of Access: 3 May 2008 <<http://vse.karelia.ru/news/?t=smi&id=6909>>

¹⁹⁵⁷ In the airports of Russia will appear new devices, RIA Novosti (Moscow) 14 May 2008. Date of Access: 14 May 2008 <<http://www.rian.ru/technology/20080514/107352387.html>>

¹⁹⁵⁸ Resolution 1805, United Nations Security Council (New York) 20 March 2008. Date of Access: 8 May 2008. <<http://daccessdds.un.org/doc/UNDOC/GEN/N08/279/25/PDF/N0827925.pdf?OpenElement>>

¹⁹⁵⁹ The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2007 (CDG2007), Department for Transport (London) 7 June 2007. Date of Access: 28 December 2007.

<<http://www.dft.gov.uk/pgr/freight/dgt1/domesticregulations/pdfcarriagedangoods071>>

¹⁹⁶⁰ Transport Security, Department for Transport (London). Date of Access: 28 December 2007.

<<http://www.dft.gov.uk/pgr/security/>>

¹⁹⁶¹ Motorways of the Sea Get Under Way, Department for Transport (London) 9 July 2007. Date of Access: 9 January 2008.

<<http://www.gnn.gov.uk/environment/fullDetail.asp?ReleaseID=297668&NewsAreaID=2&NavigatedFromDepartment=Finance>>

¹⁹⁶² White Paper—European Transport Policy for 2010: Time to Decide, European Commission (Brussels) 12 September 2001. Date of Access: 11 January 2008.

<http://ec.europa.eu/transport/white_paper/documents/doc/lb_texte_complet_en.pdf>

¹⁹⁶³ Agreement Between the European Union and the United States of America on the Processing and Transfer of Passenger Name Record (PNR) Data by Air Carriers to the United States Department of Homeland Security (DHS), Council

In a similar initiative, the interior minister of the United Kingdom, along with the interior ministers of other EU member states, have authorized the European Commission to open negotiations with the United States allowing it to access select information contained in EU police data bases. This measure is necessary for the conclusion of a visa-waiver agreement that would grant the citizens of all 27 EU members visa-free entry into the United States, extending it to the citizens of Greece and 11 of the member-states joining after 2004. The expedited access to information is intended to increase the effectiveness of passenger screening, addressing the security concerns of both the United States and the European Union.¹⁹⁶⁴

The United Kingdom has also improved anti-terrorism measures in transport security within the framework of the European Programme for Critical Infrastructure Protection (EPCIP). On 3-5 October 2007, a UK delegation attended the Second International Workshop on Critical Information Infrastructures Security (CRITIS), which also included the Information Technology for Critical Infrastructure Protection Conference (ITCIP).¹⁹⁶⁵ The ITCIP focused on the use of information and communication technology to improve critical infrastructure's resilience and dependability.¹⁹⁶⁶ Securing critical infrastructure, of which transportation is an integral component, is crucial to an effective counter-terrorism strategy. Furthermore, the UK is active in the development of the EU's Design of an Interoperable European federated Simulation network for Critical InfraStructures (DIESIS) Project. Launched in 3 March 2008,¹⁹⁶⁷ the DIESIS Project will involve Italian, German, Dutch, and British experts who will develop an e-platform to facilitate interoperable simulations of disruption scenarios to the EU's critical infrastructure. Such modeling is imperative for adequate analysis and prevention of potential threats to infrastructure networks, since disruptions cannot be observed in real time. The DIESIS Project will also support member states' research on critical infrastructure protection.¹⁹⁶⁸

However, there are alarming security deficiencies in some of the United Kingdom's regional airports, such as the Norwich International Airport. Despite advanced security screening technology and extensive personnel training, physical loopholes remain, possibly enabling individuals to approach the airside and access the aircraft uninhibited. Although the Norwich Airport authorities have moved quickly to rectify such breaches, it is unknown whether other regional airports have taken comparable measures.¹⁹⁶⁹

Nevertheless, the UK has exhibited notable progress in the sphere of transportation security clearance programs. On 17 December 2007, the British Aviation Minister, Jim Fitzpatrick, stated that safety checks carried out on foreign passenger and cargo aircraft will rise from 250 to 600 throughout 2008, reaching 1000 in 2009. Although largely intended to increase accident prevention, the nature of the checks will also contribute to the improvement of security management, as they will include document and flight plan inspection. Moreover, in a statement on 8 May 2008, the UK Department of Transportation reaffirmed its commitment to conducting counter-terrorist checks for all airside staff responsible for security tasks.¹⁹⁷⁰

On 20 March 2008, as a member of the United Nations Security Council, the United Kingdom adopted Resolution 1805 at the UNSC's 5856th meeting, reaffirming that "terrorism in all forms and manifestations constitutes one of the most serious threats to international peace and security and that any acts of terrorism are criminal and unjustifiable regardless of their motivations, whenever and by whomsoever committed and

of the European Union (Brussels) 18 July 2007. Date of Access: 29 November 2007.

<<http://register.consilium.europa.eu/pdf/en/07/st11/st11595.en07.pdf>>

¹⁹⁶⁴ EU Vows no Privacy Breaches with U.S. Visa Accords, Reuters (Strasbourg) 23 April 2008. Date of Access: 25 April 2008. <<http://www.reuters.com/article/worldNews/idUSL2393071720080423>>

¹⁹⁶⁵ 2nd International Workshop on Critical Information Infrastructures Security, Universidad de Málaga (Malaga) 5 October 2007. Date of Access: 6 January 2008. <<http://critis07.icc.uma.es/>>

¹⁹⁶⁶ Welcome to the ITCIP 2007 Conference on Information Technology for Critical Infrastructure, Information Technology for Critical Infrastructure Protection (Malaga), 5 October 2007. Date of Access: 6 January 2008. <<http://www.itcip.eu/>>

¹⁹⁶⁷ News, Design of an Interoperable European federated Simulation network for critical InfraStructures (DIESIS), 3 March 2008. Date of Access: 14 April 2008. <<http://www.diesis-project.eu/index.php?page=new>>

¹⁹⁶⁸ Protecting Europe's Critical Infrastructures, News, European Commission's Research and Development Information (Brussels) 30 April 2008. Date of Access: 1 May 2008.

<http://cordis.europa.eu/fetch?CALLER=EN_NEWS&ACTION=D&SESSION=&RCN=29397>

¹⁹⁶⁹ Security Breach at Norwich Airport, BBC News (Norfolk) 25 April 2008. Date of Access: 29 April 2008. <http://news.bbc.co.uk/2/hi/uk_news/england/norfolk/7364854.stm>

¹⁹⁷⁰ No Crime Checks for "Airside" Foreign Workers, Reuters UK (London) 8 May 2008. Date of Access: 9 May 2008 <<http://uk.reuters.com/article/domesticNews/idUKPAR84718120080508?pageNumber=1&virtualBrandChannel=0>>

remaining determined to contribute further to enhancing the effectiveness of the overall effort to fight this scourge on a global level.”¹⁹⁷¹

Thus, the United Kingdom has been awarded a score of 0 for its progress in transport security clearance and security management systems.

Analyst: Julia Muravska

United States: +1

The United States has fully complied with its commitment on transport security.

On 23 August 2007, the Transport Security Administration (TSA) proposed the implementation of the Secure Flight program. This program will allow the government to assume responsibility for comparing passenger names against a watch list, and will align domestic and international passenger pre-screening. The program will allow for better-focused enhanced passenger screening efforts on individuals likely to pose a threat, and facilitate the secure and efficient travel of the majority of the traveling public.¹⁹⁷² In addition, the TSA has indicated that it will continue to expand layers of security throughout the airport environment, including placing specially trained Transport Security Officers at the front of the checkpoint to review travel documents in order to find fraudulent identifications and observe behavior.¹⁹⁷³

The Department of Homeland Security (DHS) has implemented the recommendations of the 9/11 Commission Act of 2007. The DHS will submit a report on the performance and effectiveness of the TSA’s Surface Transportation Security Inspection Program’s (STSI) inspectors by 30 September 2008. This will address concerns regarding the size of the STSI force and identify security gaps.¹⁹⁷⁴

On 18 July 2007, the United States signed an agreement with the European Union to ensure that Passenger Name and Records (PNR) data contained in the reservation systems of air carriers operating passenger flights in foreign air transport to or from the United States will be made available to the United States Department of Homeland Security. Information is to be used strictly for the purpose of preventing and combating terrorism and related crimes.¹⁹⁷⁵

US President George W. Bush issued an updated National Strategy for Homeland Security on 9 October 2007, in which the importance of a comprehensive Homeland Security Management System was emphasized. The proposed system is based on a “continuous, mutually reinforcing cycle of activity across four phases – guidance; planning; execution; and assessment and evaluation.”¹⁹⁷⁶ Although the Federal government is instructed to lead the operation of this system, governments at the state and local levels are encouraged to implement complementary and corresponding methods and practices. The National Strategy also calls for the development of multidisciplinary education opportunities which will allow for the further development of a community of homeland security professionals.¹⁹⁷⁷

¹⁹⁷¹ Resolution 1805, United Nations Security Council (New York) 20 March 2008. Date of Access: 8 May 2008. <<http://daccessdds.un.org/doc/UNDOC/GEN/N08/279/25/PDF/N0827925.pdf?OpenElement>>

¹⁹⁷² Statement of Kip Hawley Assistant Secretary, US Department of Homeland Security Transportation Security Administration (Washington D.C.) 16 October 2007. Date of Access: 17 December 2007. <www.tsa.gov/assets/pdf/10-16-07_Testimony_SCST.pdf>

¹⁹⁷³ Statement of Kip Hawley Assistant Secretary, US Department of Homeland Security Transportation Security Administration (Washington D.C.) 16 October 2007. Date of Access: 17 December 2007. <www.tsa.gov/assets/pdf/10-16-07_Testimony_SCST.pdf>

¹⁹⁷⁴ Fiscal Year 2008 Annual Performance Plan, US Department of Homeland Security (Washington D.C.) 6 December 2007. Date of Access: 3 January 2008. <http://www.dhs.gov/xoig/assets/OIG_APP_FY08.pdf>

¹⁹⁷⁵ Agreement Between the European Union and the United States of America on the Processing and Transfer of Passenger Name Record (PNR) Data by Air Carriers to the United States Department of Homeland Security (DHS), Council of the European Union (Brussels) 18 July 2007. Date of Access: 29 November 2007. <<http://register.consilium.europa.eu/pdf/en/07/st11/st11595.en07.pdf>>

¹⁹⁷⁶ Fact Sheet: National Strategy for Homeland Security, the White House (Washington D.C.) 9 October 2007. Date of Access: 28 December 2007. <www.whitehouse.gov/infocus/homeland/>

¹⁹⁷⁷ Fact Sheet: National Strategy for Homeland Security, the White House (Washington D.C.) 9 October 2007. Date of Access: 28 December 2007. <www.whitehouse.gov/infocus/homeland/>

On 16 October 2007, the Transportation Security Administration Assistant Secretary, Kip Hawley, stated that random screening of airport workers at unexpected locations has proved to be practical and effective, and that 100% screening of all airport workers unnecessarily diverts resources from higher risk operations without providing significant improvements in security.¹⁹⁷⁸

Enrollment for the Transport Worker Identification Credential (TWIC) began 16 October 2007; as a result, biometric transportation security credentials will be issued to any individual with unescorted access to secure areas of facilities and vessels.¹⁹⁷⁹

The TSA is encouraging the 27-nation bloc of the European Union to agree to a range of new security measures for transatlantic flights. These measures include: the presence of an armed air marshal on all international flights; the European Union's submission of personal data on all passengers flying over, but not landing in the United States; online applications by European travelers for permission to enter the United States before purchasing a ticket; and the provision of personal information on any non-travelers who are allowed beyond departure barriers to help passengers board their flights.¹⁹⁸⁰

The DHS proposed the implementation of biometric exit procedures at all air and sea ports of departure on 22 April 2008 in an effort to confirm travelers' identities and purpose of travel.¹⁹⁸¹

On 28 April 2008, the DHS announced enhancements aimed at alleviating aggravation for travelers while improving aviation security, including allowing airlines to allow individuals whose names are similar to those on a watch list the ability to check in remotely at kiosks and online and clarifying which travel documents are accepted at checkpoints in the United States. Additionally, the Department unveiled Checkpoint Evolution, in which "Transportation Security Officers and managers have completed a 16-hour training module designed to incorporate the latest intelligence analysis, more advanced explosives detection skills, and ways to engage with passengers to promote a calmer environment for better security."¹⁹⁸²

On 20 March 2008, as a member of the United Nations Security Council, the United States adopted Resolution 1805 at the UNSC's 5856th meeting, reaffirming that "terrorism in all forms and manifestations constitutes one of the most serious threats to international peace and security and that any acts of terrorism are criminal and unjustifiable regardless of their motivations, whenever and by whomsoever committed and remaining determined to contribute further to enhancing the effectiveness of the overall effort to fight this scourge on a global level."¹⁹⁸³

Thus, the United States has been awarded a score of +1 for its comprehensive transport security initiatives.

Analyst: Nicole Staszczak

European Union: 0

The European Union has partially complied with its commitment on transport security. Although it has made great strides in passenger and cargo screening, the EU needs to place additional focus on other areas of the commitment.

¹⁹⁷⁸ Statement of Kip Hawley Assistant Secretary, US Department of Homeland Security Transportation Security Administration (Washington D.C.) 16 October 2007. Date of Access: 17 December 2007. <www.tsa.gov/assets/pdf/10-16-07_Testimony_SCST.pdf>

¹⁹⁷⁹ Transportation Worker Identification Credential (TWIC), Transportation Security Administration (Washington D.C.) Date of Access: 8 January 2008. <www.tsa.gov/what_we_do/layers/twic/index.shtm>

¹⁹⁸⁰ Bush orders clampdown on flights to US, The Guardian (Brussels) 11 February 2008. Date of Access: 28 April 2008. <<http://www.guardian.co.uk/world/2008/feb/11/usa.theairlineindustry>>

¹⁹⁸¹ DHS Proposes Biometric Airport and Seaport Exit Procedures, US Department of Homeland Security (Washington D.C.) 22 April 2008. Date of Access: 26 April 2008. <http://www.dhs.gov/xnews/releases/pr_1208186058701.shtm>

¹⁹⁸² DHS Announces New Aviation Security and Traveler Screening Enhancements, US Department of Homeland Security (Baltimore) 28 April 2008. Date of Access: 4 May 2008.

<http://www.dhs.gov/xnews/releases/pr_1209396910434.shtm>

¹⁹⁸³ Resolution 1805, United Nations Security Council (New York) 20 March 2008. Date of Access: 8 May 2008. <<http://daccessdds.un.org/doc/UNDOC/GEN/N08/279/25/PDF/N0827925.pdf?OpenElement>>

Franco Frattini, the Vice President of the European Commission, proposed the Passenger Name Record (PNR) system to the EU's Executive Commission on 6 November 2007. The PNR system recommends the establishment of a procedure in which information on airline passengers flying into the 27-nation bloc will be collected. The plan allows EU governments to retain and exchange information on airline passengers with other member-states when appropriate.¹⁹⁸⁴ The purpose of the proposal is to have air carriers make PNR information available to law enforcement authorities in EU Member States.¹⁹⁸⁵

On 18 July 2007, the European Union signed an agreement with the United States to ensure that PNR data contained in the reservation systems of air carriers operating passenger flights in foreign air transport to or from the United States will be made available to the United States Department of Homeland Security. Information is to be used strictly for the purpose of preventing and combating terrorism and related crimes.¹⁹⁸⁶

In a similar initiative, the Interior Ministers of the EU member states authorized the European Commission to open negotiations with the United States and allow it to access select information contained in EU police data bases. This measure is necessary for the conclusion of a visa-waiver agreement that would grant the citizens of all 27 EU members visa-free entry into the United States, extending visa-free entry to the citizens of Greece and 11 of the 12 members joining after 2004. The expedited access to information intended to increase the effectiveness of passenger screening, addressing the security concerns of both the United States and the European Union.¹⁹⁸⁷

The European Parliament called for a review of legislation regarding liquid restrictions on air travel, arguing that the regulations increased costs for airports, operators and passengers.¹⁹⁸⁸ The European Commission rejected the proposal, saying that restrictions could not be relaxed so long as there was a threat that liquid explosives would be used for terror attacks on planes.¹⁹⁸⁹ Liquid restriction regulations will continue to be upheld in the interest of security.

On 11 January 2008, an agreement on common rules in the field of civil aviation security was reached in which the principle of one-stop security was established. The Council and the European Parliament agreed that "passengers, baggage, cargo and aircraft, having undergone the necessary security controls in a third country which has aviation security standards equivalent to the EU law do not need to repeat these security controls."¹⁹⁹⁰

On 11 December 2007, the European Maritime Safety Agency implemented RuleCheck, a system that enables ship inspections to be performed more efficiently and effectively. Port State Control Officers (PSCOs) are able to produce checklists of relevant rules and procedures applicable to certain vessels.¹⁹⁹¹ This will ensure that the different rules for various vessels are applied properly.

¹⁹⁸⁴ EU plans anti-terror screening for air passengers, EurActiv (London) 5 November 2007. Date of Access: 1 December 2007. <www.euractiv.com/en/transport/eu-plans-anti-terror-screening-air-passengers/article-168103>

¹⁹⁸⁵ Proposal for a Council Framework Decision on the Use of Passenger Name Record (PNR) for law enforcement purposes, European Union (Brussels) 6 November 2007. Date of Access: 16 December 2007. <<http://europa.eu/rapid/pressReleasesAction.do?reference=MEMO/07/449&format=HTML&aged=0&language=EN&guiLanguage=en>>

¹⁹⁸⁶ Agreement Between the European Union and the United States of America on the Processing and Transfer of Passenger Name Record (PNR) Data by Air Carriers to the United States Department of Homeland Security (DHS), Council of the European Union (Brussels) 18 July 2007. Date of Access: 29 November 2007. <<http://register.consilium.europa.eu/pdf/en/07/st11/st11595.en07.pdf>>

¹⁹⁸⁷ EU Vows no Privacy Breaches with U.S. Visa Accords, Reuters (Strasbourg) 23 April 2008. Date of Access: 25 April 2008. <<http://www.reuters.com/article/worldNews/idUSL2393071720080423>>

¹⁹⁸⁸ MEPs call for liquids on planes legislation to be repealed, European Parliament Press Releases (Brussels) 05 September 2007. Date of Access: 12 November 2007.

<http://www.europarl.europa.eu/news/expert/infopress_page/062-10003-246-09-36-910-20070823IPR09766-03-09-2007-2007-false/default_en.htm>

¹⁹⁸⁹ EU spurns MEP plea on liquid ban, BBC News UK Edition (London) 5 September 2007. Date of Access: 13 November 2007. <<http://news.bbc.co.uk/2/hi/europe/6980208.stm>>

¹⁹⁹⁰ Agreement on common rules in the field of civil aviation security, Parliament and Council Conciliation Committee (Brussels) 11 January 2008. Date of Access: 12 January 2008. <http://www.consilium.europa.eu/ueDocs/cms_Data/docs/pressData/en/misc/98046.pdf>

¹⁹⁹¹ EMSA Launches RuleCheck PSC system, EMSA Press Releases (Brussels) 11 December 2007. Date of Access: 7 January 2008. <http://www.emsa.europa.eu/Docs/press_releases/pr20071212.pdf>

On 28 February 2008, the European Commission sent reasoned opinions to Germany and Poland for their failure to transpose into national law the European rules for establishing a Community framework for the security of all port areas, which seeks to prevent intentional illicit acts against ports and their various components. Further disciplinary action will require that the EU brings the matter to the Court of Justice.¹⁹⁹²

Thus, the EU has been awarded a score of 0 for its progress in passenger and cargo screening.

Analyst: Nicole Staszczak

¹⁹⁹² Port security: European Commission sends reasoned opinions to Germany and Poland, European Union (Brussels) 28 February 2008. Date of Access: 22 March 2008.
<<http://europa.eu/rapid/pressReleasesAction.do?reference=IP/08/348&format=HTML&aged=0&language=EN&guiLanguage=en>>