



An introduction to the IAASP

Established almost 40 years ago, the International Association of Airport and Seaport Police is a non-governmental and non-profit making organization.

IAASP is a world wide association dedicated to mutual co-operation in setting the highest standards of safety, security and law enforcement, regarding the transportation of persons and property through air and seaports across boundaries and other terminals.

The Association is registered in Washington State USA and British Columbia, Canada.

IAASP objectives include:

- Deterrence, detection and response to unlawful activity.
- Promotion of the most effective safety, security and law enforcement procedures.
- Encouraging development of information exchange and experience.
- Facilitating partnerships through regional networking.
- Providing expertise for training programs.
- Assisting organizations that are responsible for setting standards for port safety, security and law enforcement and,
- Developing strategic cooperation with other organizations.

As well as being named as a resource in the *US Maritime Transportation Security Act 2002*, the Association has served in a consultative capacity to: The United Nations, the Office of Intelligence and Security, the US Department of Transportation, the Senate Committee on Commerce Science and Transportation, the ISO-TC8 Advisory Committee, the National Cargo Security Council, Canadian Ministry of Transport, Canadian Senate Committee on National Defence as well as Security and other affiliated organizations dedicated to Airport and Seaport law enforcement, Port Security and economic development. In order to meet our objectives and serve our membership better,

Currently The International Maritime Organisation (IMO) has given favorable consideration to the IAASP's application for the granting of 'Consultative' status that is currently before the Facilitation Committee.

The IAASP has developed the following initiatives:

- **Daily E-Mail Bulletins** to keep members well informed on current world events that may have a potential impact on safety and security issues in airports and seaports. This service saves our members measurable individual time and effort.

- **Intelligence Updates** intended to assist analysts with more detailed information on important developments.

- **Security Audit Guide** for seaports and airports identifying terms of reference, methods and procedures necessary to develop a program for effective security and internal audits at international ports. The material is available without charge to members.

- **Accreditation Programme** for policing and security at airports and seaports, which meets the needs of organizations of all sizes. The goals of this accreditation program are to improve the effectiveness and efficiency of law enforcement services. This program involves an on-site consultation with IAASP assessors who inspect various port policing and security methods for efficiency. Once the demanding standards have been met an official IAASP Accreditation Certificate is issued.

- **Protective Services Programme** to provide members with a comprehensive approach providing port protective systems and infrastructures.

- **Emergency Action Checklist** outlining potential actions to members for major port emergencies.

- **Security Recommendations and Standards for Cargo Security at Airports and Seaports** (Currently being updated). This is a booklet of over 130 pages of reference material and is available for sale at a nominal charge to members.

- **Cruise Vessel Facility Security Guide and Checklist** (presently under review). This outlines standards in accordance with IMO and MSC recommendations.

- **Position Paper on Seaport Security**

The IAASP has circulated this document to various government agencies and officials. It outlines in global terms the concerns of port police in relation to organized crime and international terrorism. It includes a transcript of a presentation made by the IAASP President on the need for international co-operation at an IAPH conference held in Abidjan. (See Annex 'A')

- **The Fred Morrone Education fund**

Established in the memory of the late executive vice president of the IAASP and Chief Officer of the New York New Jersey Port Authority Police and who died performing rescue operations during the 9/11 Terrorist attack.

The programme follows up on Fred's vision to raise funds for the education of port police officers employed in ports of Third World countries. The programme is still under development.

Regional concepts of the IAASP.

For some years the IAASP has been aware of regional differences in policing standards methods and procedures in the various regions of the world. It has observed that members in meeting the expenses of traveling considerable distances to attend an IAASP conferences face many difficulties. In addition, some delegates expressed concern that many of the presentations had little or no relevance to their particular situation and the problems they face.

Thus a concept was developed whereby the association would establish five regions of the IAASP. These would be the regions of Africa, Asia-Pacific, the Americas, Europe and the Mid-East.

It is anticipated that each region would represent the IAASP with a high degree of autonomy in conducting its own regional conferences and dealing with issue of specific concern or interest to that region.

Each region would elect its own president and board officers. Constitution and bylaws would be developed for approval by the international board of the IAASP. Arrangements would be negotiated for cost sharing and funding although it would be expected that the regions would use their own initiatives for raising funds of their own and developing their own budgets. It is anticipated that the regional members will not incur the same expenditures when conferences are held within the regions and excessive travel is not required. This makes attendance at regional IAASP meetings a more practical and effective alternative.

The leader of each region should be a well-established police force generally acknowledged to be a protagonist in innovative ideas, concepts, methods and techniques. The lead police agency should be one that has the respect of other agencies in the region and one which has a proven reputation for efficiency and integrity.

The newly formed "Americas Region" is already formed and functioning and represents the US, Canada, Mexico, The Caribbean and South America. The Region has established offices in DC. Seattle and Long Beach.

The IAASP has established a Cooperation Agreement with the European Association of Airport and Seaport Police (EAASP) with the objective of working together on common issues.

Global Trends in International Crime and Terrorism.

Recent changes in perceived international threats have placed more emphasis on the need for international cooperation. More attention is being given to our Association by governments and agencies than ever before, with an intent of improving global port security and enforcement.

The non-profit and non-governmental status of the IAASP together with our stated objectives, places the association in a unique position to address international criminal and terrorist threats and exposures to ports.

It is now being acknowledged that our members are the leading experts in port law enforcement and security and we are in an ideal position to address these issues in a timely manner, without the limiting effects of formal structures and international protocols.

A non-profit, non-governmental and independent organization such as the IAASP represents the interests of the international port policing and security community. The IAASP is therefore well placed to deal with port related problems by informal personal contact in an impartial manner and without political influence.

It has been discussed and acknowledged at the IAASP forums that the most prominent criminal organizations have demonstrated their ability to form international networks and make huge illegal profits by facilitating the movement of contraband and people. For these organizations to flourish it is essential for them to employ proficient, businesslike and sophisticated processes to gather and disseminate intelligence information. Their purpose is to expand criminal opportunities by identifying persons and companies vulnerable to infiltration, corruption, coercion and subsequent control.

The question of terrorism has been highlighted since the September 11 attacks on the twin towers of the world trade centers in New York and the Pentagon in Washington D.C. These attacks demonstrated the ability of the terrorist al-Qa'ida network to carry out a sophisticated operation against its stated enemy the US and its allies. The success of the attacks, utilizing commercial aircraft, was partly blamed on the failure of airport security and national security intelligence services. The immediate reaction by various governments was to improve security at airports and provide more resources for intelligence services.

These complex, well-planned attacks, combined with the suicidal resolve of the terrorist, have brought a new dimension to the way we perceive risks to our safety and security.

This is because these particular terrorist acts have asserted the authority of force over reason. Terrorists expect that we should feel threatened by their ruthlessness and are bound to feel encouraged to perpetrate additional and more devastating attacks.

The IAASP believes that with the worldwide technological drive to expedite international cargo movement, security risks to ports are increasing at an alarming rate. In addition to seaports being utilized to facilitate terrorist activities, seaports themselves can be opportune targets of domestic and international terrorism. The present process by governments of attaching more importance to airport security than seaports will likely

change the focus of possible terrorist attacks and acts of sabotage at seaports. Seaports with their ease of access and less security regulation are undoubtedly 'softer targets'.

The IAASP believe the prospects of such attacks on seaports are very real, particularly as far as cruise ship, fuel storage and transport facilities are concerned. We cannot over emphasize our belief that seaports should be subject to the same security standards and treated with the same priority as airports at this time and we have made these views known to various levels of government and the media.

IAASP members from almost fifty countries have arrived at a consensus that port communities often challenges those responsible for port policing and security to 'demonstrate' their concerns and provide tangible proof of the actual threats. Also that the port community have, almost universally, become complacent to possible security risks and the potentially serious consequences resulting from security breaches.

This complacency may have been justifiable in the past but is now outmoded in the light of the current emerging threats and exposures to ports.

The IAASP Influence

The foregoing observations emphasize the need for the IAASP to continue to aggressively pursue our stated goals and objectives to combat these increasing international threats and exposures.

In pursuit of our major objective to "Influence the Standards of Safety and Security in Ports' the IAASP, through Board members and the Secretariat, has made representations regarding our concerns to governments, legislators, agencies and the media in the US, Canada and other countries.

We have now been recognized as a valuable resource and have been approached by various agencies to provide them with expertise and advice on the development of counter measures to combat growing threats posed to ports by organized crime and international terrorism.

It is recognized by the IAASP, that members employed by ports to provide professional policing or security services, are not always an effective voice to directly approach governments and organizations responsible for setting standards in the ports. In addition they do not always have the credibility to express their concerns about shortcomings in ports publicly even with the support port of officials.

Therefore, the IAASP provides an effective and objective global voice to improving the standards under which our members are performing their functions. When the IAASP speaks collectively for the global port policing and security community, we represent a powerful influence.

Differences between the IAASP and Interpol

International police liaison is normally a political process subject to policy and protocol agreed by governments. The foremost international police agency is Interpol, which consists of various seconded police liaison officers primarily concerned with the major objective of tracking and tracing international criminals.

Countries that are part of Interpol are expected to comply with protocol and direct investigative enquiries through their liaison officers. Needless to say, any organization supported by governments is subject to the establishment of certain political priorities. As far as we know to this time, Interpol has not established any priority for specialist port policing issues.

It was recognized in the 1960's that there was a clear need for better communications between port police on significant matters not directly related to international investigations normally channeled through Interpol.

With the practical objectives of better communications between port police in mind, the IAASP was formed as a nonprofit and non-governmental organization for the more effective exchange of impartial information and experience. Later port security professionals were admitted to membership.

The IAASP's Annual Conferences continue to be the only international forums comprising of the world's leading experts in port policing and security. The IAASP remains the only professional organization representing their collective opinions and interests.

Through the Secretariat and our Board, we have made representations to governments on matters of concern in relation to ports. Since the events of 9-11 our influence is growing and we are being recognized for our experience and expertise.

Summary

Many of our members have from time to time reviewed their need for membership in the IAASP. Most have decided to continue their membership, believing it to be an integral part of their overall national strategy to improve or maintain contact within the international policing community even when their own departments have been subject to cutbacks to meet political or economic agendas. In addition, the conclusion has been drawn that the complex issues involving policing and security in international ports would be far less effective if dealt with in isolation.

Because of this member commitment to the philosophy of dedicated policing, the IAASP is gaining more and more influence with governments as an independent authority that has the expertise and experience to address issues of major concern relating to the protection of trade and international movement of persons and goods through ports.

As IAASP activities are expanding, we have become more recognized as an independent, specialized and dedicated professional organization. The trend is expected to continue and will place more demands on IAASP infrastructure in the future.

It is understood that many international airports and seaports are members in 'other' various port related international organizations, in some cases, being very active in them.

Ports around the world are acutely aware today of the need for involvement in the new developments regarding continued globalization of the transportation industry.

Globalization poses complex challenges to ports. Truly professional airport/ seaport policing and security agencies should share in initiatives to establish and apply higher standards of excellence for the protection of our ports. We are the only international organization dedicated to the sharing of information and experience for the benefit of this highly specialized community. The International Association of Airport and Seaport Police provides the required infrastructure and forums for the development of appropriate countermeasures to minimize the escalating risks posed by globalization.

FOR THE PROTECTION OF PORTS - INFORMATION AND EXPERIENCE MUST BE SHARED

IAASP Secretariat.
November 2008.

THE IAASP'S POSITION ON THE NEED FOR INTERNATIONAL COOPERATION

(Extracts from a paper delivered to the Pan-African Association for Port Cooperation by IAASP President Chief Supt. Henk van Unnik in Abidjan, Ivory Coast, 10-12 December 2001).

It has become a reality that with globalization, liberalization and digitalization of world trade there has been worldwide hesitation to ensure security in the transport sector.

The events of September 11th have dramatically changed the world and with it port security. Using an airplane as a weapon of mass destruction, terrorists found a loophole in the 300-billion US dollar defense against them. This loophole is the erroneous belief, held worldwide, that private security firms alone are able to provide an adequate level of security in ports. Sustainable security needs, can only be achieved by a close public/private partnership between government and private industry, controlled by international regulation and supported by the powers of law enforcement.

Security should have had the highest governmental attention long before the attack on the Twin Towers and the Pentagon. Not for a short period, but forever, because security is everyone's business.

Security takes effort, real effort in terms of thought, time, money and the application of special skills. After the attack on the US, security was reengineered worldwide and implemented on a hasty, reactive basis. Calm reflection could hardly be expected.

Now is the time to develop and implement security in a more effective way. In doing so, we have to keep in mind what security in this context means, and should keep in mind that terrorists are financed by the revenues of transnational crime.

Security means safeguarding domain from all forms of internal and external criminal activity, with the aim of permanently protecting the public and private domain from any undesirable influence through effective regulation, supervised by governments.

If we focus on seaports, the following questions arise:

- Is it possible to use a vessel as a weapon of mass destruction?
- Can a vessel carrying chemicals or other dangerous goods be used for that purpose?
- Is it just terrorist acts that pose a threat to ports, or does cross-border crime pose an even greater threat to economies and democracies?
- How is security implemented in seaports today?

A ship can be turned into a weapon of mass destruction and cause immense bloodshed if directed at a seaport and its surrounding area. A cruise ship can be turned into a weapon of mass destruction against itself.

International crime poses a grave risk to our democracies. World leaders had every reason to express their concern about the abuse of globalization by international crime syndicates and to recommend that measures be taken.

Little progress has been made so far on measures that should lead to security concepts. There is a lack of cooperation and coherence. The IAASP has concluded that in ports around the world, a security policy is hard to achieve and that most measures now in place are too limited.

This may be to promote continued growth of the world economy, but the attacks on the United States have made it clear that terrorists seek to disrupt society for ideological reasons. It had been found earlier that international organized crime, adhering to deviant moral principles, is seeking to control vital links in the logistic chain to disrupt the local and national economy.

The belief that we were adequately protected (a belief adopted worldwide without question) has proven to be a myth. The reality is, ongoing liberalization of world trade is opening the doors even wider. This realization raises the demand for adequate security.

The core of the problem is hard to solve and may be summarized as follows:

- Many governments have too easily withdrawn from the area of security in the interest of world trade, leaving security tasks to private firms operating on limited budgets and charging security fees:
- New market economies have not got around to introducing a coherent security policy yet, and trade policy continues to be, don't hamper trade or prevent loss of time and cut costs.
- The attractive economic environment in which ports tend to operate automatically attracts crime. It has always done so and will continue to do so. The transportation world has changed, and the way of doing business has changed with it, resulting in a direct link between world trade, crime and security.

The combined result of these three points is that there is hardly any effective security and the only effect being merely a psychological one.

Worldwide, political priorities have increasingly been shifted to even bigger investments in world trade. During a WTO meeting in Qatar, the number of member states rose to 142.

National borders are being abolished and trade restrictions are being lifted in the interest speeding up and facilitating world trade. As checks and controls are lagging behind, terrorists and crime syndicates have more and more opportunities to secretly infiltrate vital links of the logistic chain and commit their crimes from there. Mafias, Triads, Cartels, Biker Organization and Terrorist Groups have been cooperating internationally for a long time. They have made agreements on how not to hamper each other in the various fields of crime.

Airports have global, statutory security standards.

The International Civil Aviation Organization (ICAO)'s Security Manual for Safeguarding Civil Aviation against Unlawful Interference can protect airports from crime and terrorist acts if properly implemented and maintained *by* governments. There are no standards for seaports except recommendations for passenger terminals.

This means that sufficient and balanced attention will only be given to security in seaports by local initiatives based on the awareness of individuals, agencies and companies. That is the reason why security of seaports causes the IAASP great concern at this time.

(Note: subsequent to this presentation the International Maritime Organization (IMO) has developed the ISPS Code recommendations).

Seaports, with their ease of access and less security regulation are undoubtedly softer targets and should be subject to the same security standards as airports.

In the United States, far-reaching measures for seaports are now in preparation under the *Port and Maritime Security Act*. Funds are available to implement these drastic measures. It is understood that the scope of this Security Bill also covers foreign seaports in the sense that they will be excluded from trade if they fail to introduce the same security standards.

After the law is passed the introduction measures will take time. It will also require international cooperation to raise all seaports to the same security level worldwide. Safe ports in the US do not yet make a safe logistic chain internationally. As a result, what is refused entry at secure US ports could enter the country by other means.

The measures proposed in the US are based partly on the outcome of a study conducted in 1999 into security in American seaports by the Interagency Commission on Crime and Security in US Seaports. The commission visited the Port of Rotterdam in October 1999.

They studied Rotterdam's "Reliable Port" concept, based on public-private partnership. In their report, they concluded that, from an international perspective, the port of Rotterdam might be regarded as a model port for safety, security and crime fighting because of its unique cooperation between private industry, law enforcement agencies and the Port Authority.

In 1997, Rotterdam realized the risks and rose to the challenge of reducing them by setting up a unique public-private partnership between private firms, the Port Authority and law enforcement agencies. The aim was to enhance awareness and make the risks transparent.

Raising their risk awareness and sharing our knowledge and experience made the parties realize the need for an incorruptible business climate.

The port police were able to point out the risks of infiltration, corruption and fraud by organized crime. They brought issues like crime control, risk management and prevention systems to the attention of management boards. They also launched initiatives to set up a Port Security Council that was able to develop and maintain several guidelines. Standards were laid down in:

A Security Guide

The Port Security Council presents this Security Guide for Mainport Rotterdam to make top managers in the Rotterdam port and industrial zone aware of the vulnerability of their processes and the crime risks they face. Checklists will help them to analyze the security

risks in their organizations. The Guide offers the tools to take action against (organized) crime, on a strategic as well as a policy and implementation level.

A Security Management Policy

The Security Guide is the basis and guideline for a security management policy for the business community in the port of Rotterdam, which has now been developed. This policy is based on risk management, an instrument that is being introduced in an ongoing cycle of workshops.

A knowledge center and helpdesk

Knowledge of and experience in port security is available, but it is spread over all the parties involved. Access to information is inadequate. To address the problem, a knowledge center is being set up, to collate, develop and maintain knowledge of security and crime policies in the private as well as the public domain.

A Port Security Quality Mark Institute

Discussions on the final format of this Institute and audit-system are being developed. Port-related companies can receive certification by going through an audit system on a voluntary basis. This quality mark gives them recognition and incentives by banks and insurance companies.

All of these initiatives have been developed to encourage international cooperation between seaports so as to promote the formulation of international standards for seaports.

Similar initiatives have been developed worldwide in recent years. But all of them are either local or national programs and not as extensive as the Rotterdam model.

Worldwide cooperation is needed in order to:

- Achieve coordination of initiatives and programs by international cooperation
- Create risk awareness
- Develop security standards for seaports
- Set up professional training courses for seaport security.

Simple means will suffice to give local or national initiatives a global perspective, enabling the security debate to be held worldwide.

The IAASP believes a global platform needs to be created, with sufficient public support to develop a worldwide public-private partnership. International cooperation and promotion of this concept is vital to creating safer seaports around the world.

An example of this could be the cooperation between the IAPH, IAASP, IMO and other relevant parties as the ICS. Initiatives to this effect were taken in Rotterdam in May

2000. During the annual conference of the International Association of Airport and Seaport Police, in which police and security professionals from 62 countries use their powers to promote the safety and security of passengers and cargo in ports.

Reference was made to the IMO's objective to develop a security manual for seaports.

The 1st Vice President of the International Association for Ports and Harbors, Mr. Pieter Struijs, has invited the IAASP to jointly explore the possibilities for cooperation with the aim of raising the awareness of port security among IAPH members worldwide.

So far, the following steps have been taken:

- The IAASP was presented to the IMO Facilitation Committee and invited to apply for observer status.
- Closer cooperation between IAPH and IAASP has been established.
- The IAASP has developed a Security Audit Guide for seaports and airports identifying terms of reference, methods and procedures necessary to develop a program for effective security and internal audits at international ports.
- The IAASP updated the Accreditation Program for policing airports and seaports, which meets the needs of organizations of all sizes. The goals of this accreditation program are to improve the effectiveness and efficiency of law enforcement services
- The IAASP is developing seaport facility security standards.
- The IAASP has adopted security-related training, schooling and education programs at several locations in the world.

It remains to be seen how much interest governments have in attempting to deal with the concept of international seaport security.

In the meantime the IAASP will work with international organizations and cooperate with any authority to influence the standards of safety and security in seaports worldwide.