



Brief for the Incoming Minister

October 2008

Aviation Security Service

Table of Contents

INTRODUCTION	- 2 -
OVERVIEW	- 2 -
ORGANISATION	- 4 -
FUNCTIONS	- 5 -
AVSEC'S CONTRIBUTION TO GOVERNMENT'S OBJECTIVES	- 6 -
FINANCE AND FUNDING	- 7 -
HUMAN RESOURCES	- 9 -
QUALITY MANAGEMENT	- 10 -
AVSEC IN THE INTERNATIONAL ENVIRONMENT	- 11 -
KEY ISSUES	- 13 -
REVIEW OF DOMESTIC AVIATION SECURITY	
AVIATION AND THE ECONOMY	
CARGO SCREENING.....	
LIQUIDS, AEROSOLS AND GELS	
MARITIME SECURITY.....	
INTERACTION WITH THE BORDER AGENCIES.....	

Introduction

Welcome to the Aviation Security Service (Avsec). This brief has been compiled to assist you in gaining an understanding of the more significant organisational, operational and policy aspects and challenges faced by Avsec. Avsec reports to the Board of the Civil Aviation Authority of New Zealand.

Overview

Avsec is an operational organisation of about 824 full-time and part-time (784 full-time equivalent) officers. The entity has \$31.9m of net assets, and an operating budget in 2008/09 of approximately \$91.8m revenue and \$80.4m expenditure.

Avsec is responsible for undertaking a set of duties listed in Section 80 of the Civil Aviation Act 1990. These activities are primarily the screening and searching of departing international passengers and their baggage for prohibited and dangerous items and liquids, aerosols and gels; airport access control; airport worker screening; patrolling of the security-designated areas; issuing airport identity cards; and searching aircraft. Avsec also screens domestic passengers and their hand baggage on domestic aircraft of 90 seats or more.

Avsec operates at eight airports, seven of which have international flights – Auckland, Hamilton, Rotorua (domestic only), Palmerston North (international only, though this has been in abeyance since March 2008. We are awaiting news of a possible new international carrier at the airport).

The International Civil Aviation Organisation (ICAO), the United Nations specialist aviation agency, has a significant impact on the development of aviation security standards and practices in New Zealand. New Zealand is a signatory to ICAO Annex 17 to the Chicago Convention - Standards and Recommended Practices - Security - Safeguarding Civil Aviation Against Acts of Unlawful Interference. For New Zealand to continue to participate in international air transport it is essential that it meets the requirements imposed on States by Annex 17.

The security obligations under the Annex fall into three categories. These are:

- (a) Government administrative procedures, policy development, legislative and regulatory actions;
- (b) Implementation of security procedures, practices and requirements by airline operators, aerodrome operators, airways services providers, cargo, courier and mail agencies and other involved sections of industry; and
- (c) Direct preventive security measures, incident prevention and response, and legal enforcement action.

The mandatory and recommended practices are set by ICAO. Under this regime each contracting State is required to establish and implement a written national civil aviation security programme (NASP) and make the appropriate parts of it available to all airports, aircraft operators and other entities with a role to play in the implementation of the

programme. The objective of the NASP is to protect the safety, regularity and efficiency of international civil aviation by providing, through regulations, practices and procedures, safeguards against acts of unlawful interference.

In addition, some states such as the US and Australia, set higher levels of security on airlines entering their airspace. This impacts on New Zealand, as additional security measures need to be applied at airports from which flights to those destinations depart.

It is through the co-ordinated discharge of all the above obligations and requirements that Avsec safeguards civil aviation against acts of unlawful interference.

Within New Zealand responsibility for aviation security is shared between the New Zealand Police and Avsec. The responsibilities of Avsec involve aviation as a whole rather than just the airports, as is reflected in its name and which distinguishes it from individual airports' security staff.

Avsec was created in August 1993, when it transferred from the Ministry of Transport to the Civil Aviation Authority. Mark Everitt was appointed General Manager of the new organisation. The General Manager has an operational management team consisting of a Chief Operating Officer and three Regional Managers, and an administrative team of senior managers in the areas of government relations, finance and IT, strategy, quality/risk management and human resource functions.

In October 1990 Avsec embarked on a programme using the principles of total quality management to develop quality management systems and applying quality assurance to the output. A Policy and Procedures Manual was developed and launched in December 1991. This manual is constantly under revision. Management is confident that the service delivery is in compliance with the policy and procedures as set out in the Manual. Avsec received ISO 9001 certification from the Standards Association of New Zealand in 1993 and this was renewed in 1999. Avsec is working on becoming certified against ISO 14001- Environmental Management Systems by mid 2009.

Avsec's primary stakeholders are:

- the Minister of Transport;
- the travelling public;
- airport companies; and
- 20 international and national airlines.

Avsec also enjoys a good client relationship with international airlines, airport companies, the Civil Aviation Authority, the Ministry of Transport, Police, NZ Customs and MAF, and significant overseas regulatory bodies such as the US Transportation Security Administration and the Australian and Canadian regulators. This was borne out by the December 2004 independent review of Avsec, which reported that it is highly regarded by all major stakeholders and more recent reviews of domestic and international aviation security charges.

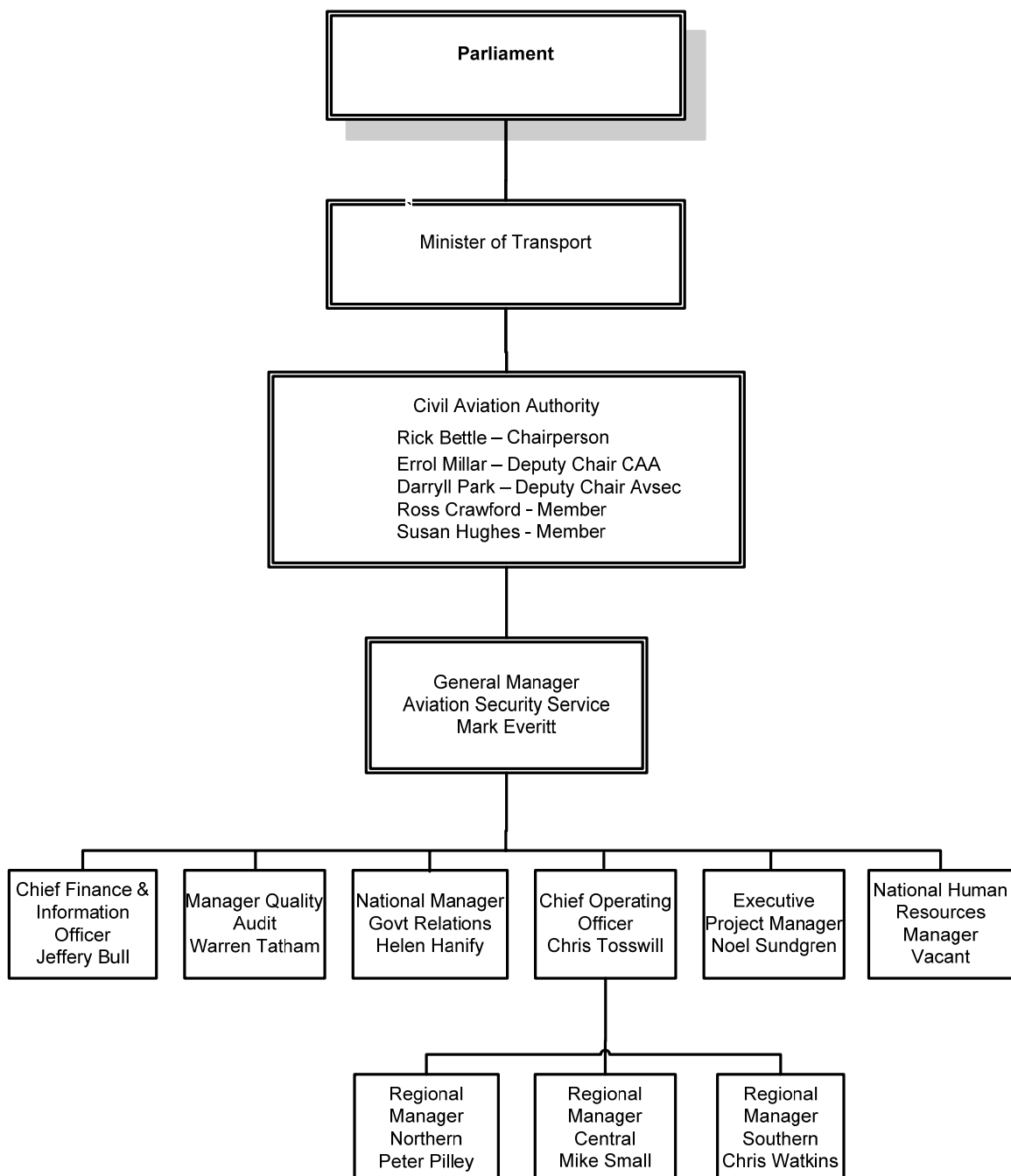
In recent years Avsec and the New Zealand model for the delivery of aviation security services has attracted considerable favourable international attention. Post 11 September 2001 Avsec is regularly requested by ICAO, the US Transportation Security Administration (TSA) and foreign governments to provide information on its functions and processes and to provide advice and assist in improving aviation security systems in other countries. In April 2000 Avsec was awarded the inaugural SATS Security/Edith Cowan University Award for Outstanding Aviation Security Organisation in the Asia/Pacific region.

Organisation

Avsec's organisation consists of a National Office (Wellington) and regional operations at Auckland, Wellington and Christchurch International Airports and at Hamilton, Dunedin, Palmerston North and Queenstown and Rotorua Airports.

Reporting to the position of General Manager are the Chief Operating Officer, the Chief Finance and Information Officer, the Manager Quality/Audit, the Acting National Human Resources Manager, the Executive Project Manager and the National Manager Government Relations.

Organisation Structure



Functions

Avsec has the following powers and functions (Section 80, Civil Aviation Act 1990):

- To carry out crew, passenger and baggage screening of all international aircraft passenger services and domestic passenger services (above 90+ seats) and of such other services where the service or the screening is judged advisable by the Director of Civil Aviation and, where necessary, to undertake reasonable searches of passengers, baggage, cargo, aircraft, aerodromes, and navigation installations;
- To carry out aerodrome security patrols and patrols of navigation installations;
- To review, inquire into, and keep itself informed on security techniques, systems, devices, practices, and procedures related to the protection of civil aviation and persons employed in or using it;
- To undertake, or encourage or supervise, such experimental or research work in respect of any aspect of aviation security as the Director may specify;
- For the purpose of better carrying out any of its functions under this Act, to co-operate with the Police, Government Departments, airport authorities, operators, and authorities administering the airport security services of other countries, and with any appropriate international organisation;
- To provide security support services to the Police when requested by the Commissioner of Police, but only subject to the following conditions:
 - the Commissioner of Police is satisfied that the provision of those services to the New Zealand police is necessary to carry out its security duties; and
 - the Aviation Security Service is satisfied that the provision of those services to the New Zealand Police will not compromise aviation security.
- To co-operate with, or to provide advice and assistance to, any government agency or local government agency when requested to do so by the Minister, but only if the Minister and the Aviation Security Service are satisfied that the performance of the functions and duties of the Aviation Security Service will not be compromised; and
- To exercise and perform such other functions and duties as may be conferred upon it by any enactment.

Avsec also has an important role in performing the function of a Maritime Security Organisation in a high level threat situation at a New Zealand sea port.

In the performance of its aviation functions Avsec shall also:

- Control access and prevent unauthorised entry to security areas and security enhanced areas on aerodromes and navigation installations and maintain a constant response to remove from such areas any unauthorised persons who

enter therein, and maintain vigilance to ensure the security and safety of all persons using the aerodromes or navigation installations;

- Operate the national Airport Identity Card System and maintain the database pertaining to it;
- Carry out such other security services as may be requested by airline operators; and
- Collect, evaluate and analyse information which may be potentially significant to aviation security planning.

Avsec's Contribution to Government's Objectives

Avsec is committed to the New Zealand Transport Strategy (NZTS). The NZTS is a high level document, with a strong land/infrastructure focus. The NZTS has seven key components, outlined below. Those to which Avsec can make a more specific contribution are underlined:

- Integrated planning
- Making the best use of existing networks and infrastructure
- Investing in critical infrastructure and the transport workforce
- Increasing public transport availability
- Options for charging that will generate revenue
- Using new technologies and fuels
- Maintaining and improving international links

The recently-updated NZTS is also a target-led document. Some key NZTS targets that Avsec may influence are primarily in the environmental sustainability areas, eg:

<i>NZTS Target</i>	<i>Possible Avsec Activity</i>
<ul style="list-style-type: none">• Halving greenhouse gas emissions	Reduce travel demand and journey distances within our fleet using new technologies and fuels
<ul style="list-style-type: none">• Use of electric vehicles	Consider for future fleet purchasing
<ul style="list-style-type: none">• Reducing CO2 emissions per vehicle	Fuel and vehicle efficiency within our fleet

Avsec is also committed to attaining ISO14001 (Environmental Management Systems) certification, in the short- to medium-term.

Finance and Funding

The Aviation Security Service is an operational unit of about 824 full-time and part-time staff (784 full-time equivalents). The entity has \$31.9m of net assets and an operating budget in 2008/09 of approximately \$91.8m revenue and \$80.4m expenditure.

Avsec has three main streams of revenue, as follows:

1. An **international passenger security charge** of \$15.00 (GST incl) levied on airlines on a per departing international passenger basis. The charge is the same for all departing international passengers except that the charge does not apply to children under two years of age, air crew, transiting international passengers and closed charters. The charge of \$15.00 (previously \$12.56) came into force on the 13 December 2007 and is based on a national average charge established in 2005.

Avsec also collects on behalf of the CAA an Aviation Safety levy of \$1.00 (GST incl) per departing international passenger which is passed on to the CAA.

These charges are provided for under the Civil Aviation Charges Regulations. The statutory process for varying the international or domestic security charges involves considerable consultation of and discussion with the aviation industry.

2. A **domestic passenger security charge** of \$4.66 (GST Inc) charged to airlines per domestic passenger per sector flown on aircraft of 90 plus seats (effectively domestic operated jet aircraft). The rate is the same for all domestic passengers except the charge does not apply to children under two years of age, air crew, or repositioning aircrew. As with the international passenger security charge, the charge of \$4.66 (previously \$3.57) came into force on the 13 December 2007 and is based on a national average charge (established in 2005). In some instances Avsec screens passengers that fly on smaller aircraft for which it doesn't receive payment; this is due in part to the layout limitations within some airports terminals.

The charge is provided for under the Civil Aviation Charges Regulations.

3. **Additional security services** are provided on request to foreign states, airlines, other Crown entities or the Crown, on an hourly rate basis.

Avsec passenger security charges revenue in 2008/09 is budgeted at \$86.4m (GST excl), split 70% international and 30% domestic passenger security charge revenue. By passenger numbers the split is 43% international and 57% international.

After a number of years of strong growth in **passenger numbers**, international passenger numbers have started to decline primarily as a result of the international economic downturn. The first quarter of 2008/09 shows a 4.9% decline on budget and 2.1% over the first quarter 2007/08. For the month of September 2008 the decline was 7.93% (30,000 passengers) for the same month last year. This trend is expected to continue for the next few months.

Domestic passenger growth has also slowed, down 1.53% on budget but remains 12.9% ahead of the first quarter 2007/08. A re-forecast of passenger numbers and the potential effect on revenue is being undertaken and will be available shortly.

At the time of setting the passenger security charges in December 2007 (set for a three year period), agreement was reached with industry for Avsec to build up approximately \$7.5m of contingency reserves (\$4.5m international and \$3.0m domestic). With 85% of Avsec's operating

costs comprising staff and other fixed costs, these reserves give Avsec the ability to deal with any adverse security event or sudden decline in passenger numbers. These reserves provide Avsec with approximately six weeks' operational funding to assess and deal with a situation in a managed way.

As at 30 June 2008, Avsec holds total reserves of \$13.858m in its Memorandum Account, of which \$1.781m was derived in the 2007/08 financial year. The balance of the reserves relate to:

- The cyclical effect of setting the respective security charges on a three year average basis;
- increases in passenger numbers post the introduction of the recent passenger security charges through new airline entrants; and
- delayed projects that will come on stream through 2009-12.

It is expected that these reserves will be used by Avsec over the next three years to give stability to the aviation market during these turbulent times.

In 2007/08, Avsec sought a \$14.988m capital injection for aviation passenger safety and Security infrastructure spread across 2008/09 – 2011/12. In line with Treasury guidelines, capital expenditure cannot be funded through the passenger security charges - hence a capital injection was required. The funding was approved and will be used for:

- Programmed asset replacements (additional costs for cabin baggage screening equipment, walk through metal detectors, portable x-ray upgrades and operational vehicle replacement);
- Additional "business as usual" assets required to meet existing levels of service delivery (software licences, database development, computer servers, leasehold fit out, covert alarm and CCTV equipment, and equipment for explosive detector dog (EDD) unit); and
- Critical capacity and Infrastructure assets (new Wellington national office and new Auckland operations base, quality management/incident reporting system, portable x-ray equipment, finance system upgrade, implementation of a national rostering system, development of website and statistical reporting database and additional screening equipment for Auckland and Christchurch terminals).

[Withheld under section 9 (2)(b)(ii) of the Official Information Act 1982]

Human Resources

Since the events of 11 September 2001 and the introduction of domestic screening, Avsec staff has increased from 181 to 850 FTEs as at 30 June 2008. This growth has had a substantial impact on the organisation.

Avsec places a great deal of importance on its human resources management. In the period since it was devolved from the Ministry of Transport in 1993, Avsec has continually reviewed its key human resources management strategies and policies. This has included a complete overhaul of its employment conditions to ensure they are forward looking, flexible, fair, and affordable and enable Avsec to meet the expectations of its major stakeholders.

Avsec has been reviewing its training resources and philosophies in the last year to 18 months, including its approach to the development of training initiatives and the link between these and quality initiatives and the operation. This arose as a result of a training survey that was undertaken by all staff in 2006. A particular need has been to give the training programme greater strategic direction, linking it in a more effective manner to Avsec's human resources management, quality and broader business strategies. An important priority in recent years has also been in developing the training group, organisation policy and providing leadership development for senior operations staff.

Unions

Since the enactment of the Employment Relations Act 2000 union membership within Avsec has grown dramatically in that approximately 88 percent of operational staff are union members.

In terms of union coverage there is a three way split. Northern Region staff are covered by the Public Service Association (PSA), the Central Region by the Engineers Union (EPMU) and the Southern Region by the National Union of Public Employees (NUPE).

Contracts/Collective Agreements

In terms of contractual arrangements Avsec has a Collective Agreement that has been negotiated with the three unions (PSA, EPMU and NUPE) that cover Avsec. The Collective Agreement covers aviation security officers, screeners, sergeants, senior aviation security officers and receptionists. Avsec and its unions have recently agreed a new three year Collective Agreement, effective 01 July 2008.

Staff Turnover

In the aftermath of 11 September 2001 Avsec staff turnover increased dramatically, particularly in Auckland, to the extent where, for a short period Avsec was experiencing turnover of twenty percent. In recent years it has dropped to about ten percent across the organisation. Staff turnover appears to be most pronounced amongst those who have less than three years service. Once an officer exceeds three years service they tend to make a longer terms commitment to the organisation.

Avsec Competency model

Avsec has a comprehensive competency framework in place for each position covering operations, supervisory and management support staff. The competency model creates a common language that may be used in a variety of performance management tools as well as recruitment. Key competencies for aviation security officers and screeners include interpersonal skills, communication skills, self motivation, perception and awareness.

Quality Management

Avsec applies the principles of Quality Management to its operations. Reflecting its commitment to quality management, Avsec has:

- Received and maintains certification to ISO 9001:2000 (the first aviation security organisation in the world to achieve this standard);
- Established a full internal audit capability within the organisation;
- Established a Quality Council;
- Developed an exposition document (Policy and Procedures Manual), which meets CAR140 and 141 requirements and is approved by the CAA;
- Established a system for reviewing and amending procedures; and
- Progressed rebuilding quality capacity at regional level, through the appointment of Regional Quality Officers (RQOs) over the past 18 months;

During the past year the Civil Aviation Authority and Verification NZ have carried out audits, inspections or spot checks of our operations. Both organisations commented favourably on Avsec's performance.

The quality culture and philosophy is now well-established within Avsec although there is still much to be done. This quality culture is evident across a range of indicators, the emphasis on human factors, including training and development, use of consistent standards, and the customer/stakeholder focus, to name just a few.

In April 2005 Avsec embarked on a comprehensive review of Avsec's quality systems. Following this review a number of changes were made to Avsec's quality approach.

As previously indicated, Avsec is currently reviewing its training strategies and the link between these and quality initiatives and the operation. This review includes the role of the five Regional Training Officers. The objective of this review was to maximise the effectiveness of the Regional Training Officers and better integrate training, quality and the operation.

Avsec in the International Environment

Avsec has a relatively prominent international profile. Visits are received on a regular basis from overseas delegations interested in the New Zealand model and Avsec's methodologies. The General Manager is also frequently invited to make presentations to international fora. Avsec also has effective contact with key international aviation safety security bodies, ICAO and the International Air Transport Association. One Avsec employee is a team member of the ICAO Universal Security Audit Programme.

Avsec maintains close links with its benchmarking partner, the Canadian Air Transport Security Authority, the Chief Operating Officer is a active member of the International Forum for Security Screening in Aviation and of the International Transport Security Human Factors Technical Advisory group (InterTAG) which comprises government and quasi-government experts who share best practice and present papers to ICAO. The General Manager is a member of the Airports Council International.

[Withheld under section 9 (2)(ba)(i) of the Official Information Act 1982]

The US Transportation Security Administration (formerly the FAA) takes considerable interest in Avsec activity, particularly in the Pacific. Avsec's profile and its interaction with international agencies and airlines benefits New Zealand's management of its own aviation security risks.

Avsec Pacific Activity

Of particular importance to Avsec are its close ties with the airlines and aviation security organisations of the South Pacific region. An element of Avsec's approach to the management of New Zealand's aviation security risks involves provision of training, equipment and strategic coordination to the Pacific region authorities and airlines. Any under performance or failure of the agencies and airlines in the South Pacific region represents a very real threat to the management of New Zealand's aviation security risk as they represent the back door to New Zealand. Given the extent of the links between those countries and our three main airports, it is important for New Zealand to take a proactive approach to the provision of training and other assistance.

An important source of financial assistance for Avsec projects is the Ministry of Foreign Affairs and Trade's Pacific Security Fund (PSF) through which Avsec has lead many initiatives aimed at improving aviation security in the South Pacific, while at the same time enhancing NZ's strategic interests.

For many years Avsec has received PSF funding for equipment provision, equipment maintenance audits, Pacific strategic coordination, and aviation security training. These projects are focused on Pacific Island countries that have direct air-links with New Zealand. It is important for these countries to achieve compliance with the requirements set by the regulators, particularly the US Transportation Safety Administration, NZ CAA and the Australian Department of Transport, Infrastructure and Regional Services. In addition,

Avsec has a special arrangement with the Australian Office of Transport Security to co-fund an Avsec aviation security training and equipment project in the Solomon Islands.

Avsec also makes a very useful contribution to ICAO and APEC initiatives in the Asian/Pacific region, often in conjunction with the CAA. Avsec's Auckland training facility, is also an ICAO sub-regional aviation security training centre. The next nearest ICAO training centre is Kuala Lumpur, but for financial and cultural reasons there appears to be reluctance on the part of South Pacific people to attend courses there. The first course to be run out of the new Auckland ICAO regional training centre occurred in April 2005. Having ICAO designation in Auckland complements Avsec training initiatives planned for the Pacific region.

Key Issues

Review of Domestic Aviation Security

Aviation and the Economy

Cargo Screening

Liquids, Aerosols and Gels

Maritime Security

Interaction with the Border Agencies

Review of Domestic Aviation Security

Following the alleged hijacking of a 19 seat aircraft on 8 February 2008, Cabinet directed officials to undertake a review of domestic aviation security in New Zealand, focussed on smaller passenger aircraft (POL Min (08) 2/15 refers). The review is lead by the Ministry of Transport.

[Withheld under section 9 (2)(f)(iv) of the Official Information Act 1982]

Aviation and the Economy

The aviation market has long been a difficult high-cost, high-risk economic environment with many changes and new entrants over recent years. The late 2008 dramatic decline in the international economy in recent weeks, has resulted, in particular, in a substantial drop in NZ aviation passenger numbers and freight volumes. These declines are confirmed by Air NZ and the Ministry of Tourism. There is no or little growth in the long-haul market but there remains some growth in the short-haul (Australian) market. Aviation fuel costs have gone up significantly in the past few years (and have eased a little of late) but they continue to be the

biggest and increasingly largest percentage of the total cost of air travel. Air fares, however, have not gone up equivalently – it is still costs about the same to fly long-haul as it did 4-5 years ago. During this same period fossil fuel costs have essentially trebled.

Aviation does not have a significant bio-fuel option – as, for example, does land transport. Jet fuel is ‘high calorie’ and needs to be very clean/pure, because of the risk of any failure being catastrophic. Thus aviation remains fossil-fuel based and is likely to largely stay that way. Sector analysts also point out that NZ is a holiday destination vs a business one – and that holiday travel is a luxury item, which is more likely to be deferred in a tight economic environment. However, New Zealand continues to rate highly on aviation safety.

Cargo Screening

Government recently introduced a new Civil Aviation Rule Part 109 for the certification and operation of regulated air cargo agents, and to amend existing Rule Parts for air operators/airlines to ensure that cargo and mail carried on international passenger flights was subject to appropriate security controls.

Rule Part 109, which comes into operational effect in March 2009, proposes a certification process for air cargo agents who handle cargo or mail for carriage on international passenger flights. These ‘regulated’ air cargo agents (RACAs) will help provide a secure path for cargo or mail from point of origin to air operators. They will do this by ensuring that cargo and mail is from clients whose processes and security measures are known to them. Where the client is unknown to the RACA, the RACA will screen the cargo and mail, and then provide a declaration of security. This will enable air operators to load the cargo or mail without it being subjected to further screening measures. It will be the responsibility of the air operator to screen any cargo or mail they receive that is not from a known customer or RACA.

[Withheld under section 9 (2)(g)(i) of the Official Information Act 1982]

Liquids, Aerosols and Gels

On 31 March 2007 security measures were implemented restricting the carriage of Liquids, Aerosols and Gels (LAGs) in aircraft cabins on all international air transport passenger flights from New Zealand. The requirement for these measures was enabled by the issuance of a Direction from Minister of Transport to the Aviation Security Service under Section 77 (A) of the Civil Aviation Act 1990. The new measures limit the liquids, aerosols and gels that a person can carry through an international screening point to containers of 100ml or less. The containers must fit comfortably in a single re-sealable transparent plastic bag of 1 litre

volume (approximately 20cm by 20cm, or 25cm by 15 cm). The plastic bag has to be presented separately to Avsec officers for visual inspection at the time of screening.

The introduction of the LAGS regime resulted from the 9 August 2006 UK security services interruption of a terrorist operation involving planned attacks against international aviation targets. Intelligence indicated the group were planning to board an aircraft with concealed materials (liquid explosives) that could be used to construct an improvised explosive device (IED).

On 1 December 2006 the International Civil Aviation Organization (ICAO) released recommended security control guidelines for screening liquids, gels and aerosols. These security control guidelines recommend that member countries, including New Zealand, implement the measures by 1 March 2007. The Australian Government decided to implement these measures from 31 March 2007 and to also apply them to international air services entering Australia from that same date.

As part of the international passenger security charges negotiations with the Board of Airline representatives of New Zealand in late 2007, Avsec reluctantly agreed to gradually withdraw an important queue combing function whereby Avsec officers informed passengers in check-in queues of the LAGs requirements, and offer them plastic LAGs bags if required. This function was withdrawn from other airports over the summer – with little obvious impact on passengers. However, the withdrawal from Auckland International Airport resulted in a massive increase in relinquished items (up from 10 bins/day to 20/day) and very angry passengers. The arrangement was for airlines to take over this function from Avsec. This has only gradually occurred given the increase in seized LAGs. Avsec has continued working with airlines and Auckland Airport to resolve the issue and the volume of relinquished items is now back to the level when Avsec queue combing was in place.

Maritime Security

In late 2002 the International Maritime Organisation, of which NZ is a member, agreed to introduce a new maritime security regime, with effect from 1 July 2004. It was recognised that the maritime industry was vulnerable to a terrorist incident that could have a major impact on particular countries. This agreement has had significant implications for NZ given the number of ports and our reliance on shipping trade and the cruise ship industry.

The Maritime Security Act 2004 provided scope for the Minister of Transport to designate Avsec as one of three Maritime Security Organisations along with NZ Customs and MAF.

Avsec will be called upon to provide maritime security services (i.e passenger screening) where the Director Maritime Safety believes that the threat level at a particular port justifies additional security measures. Avsec's activity is focused on Port of Auckland during the cruise ship season. To this end Avsec has trained 40-50 Aviation Security Officers as Maritime Security Officers, should the need arise.

[Withheld under section 9 (2)(g)(i) of the Official Information Act 1982]

Interaction with the Border Agencies

Avsec works closely with the NZ Police and government border agencies such as Customs Immigration and the Ministry of Agriculture and Forestry. At the international screening point Avsec staff are usually located adjacent to Customs personnel who are performing the immigration function as well as checking for Police and Customs alerts. Co-operation occurs across a wide range of areas including sharing of data on passenger numbers, intelligence sharing, discussions on passenger facilitation issues at both formal and informal levels, airport security issues, VIP facilitation and so forth.

However, whereas most other agencies at the airport are focused on incoming overseas passengers, luggage and freight, for Avsec the prime focus is on the departing international passengers (including domestic passengers) and their hand and checked luggage, as well as on maintaining the overall security of the airport and the aircraft using it. Airline timetables are a significant driver of the systems used by the various agencies as any delays caused by security concerns or by any of the border processes have the potential to impose significant costs on the airlines, as well as cause disruptions to their network timetables. Therefore, any changes to passenger facilitation/security systems must be made very carefully and with full consultation with our industry partners.

Avsec has maintained a support role in the government's Border Sector Governance Group (BSGG) which is focused on the interactions and efficiencies of Customs, MAF and Immigration. Avsec will continue to contribute as appropriate and as requested by the transport sector BSGG member, the Ministry of Transport.