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MEMBERSHIP RENEWAL

Have you renewed both your ASIS International and ASIS Singapore Chapter membership?

With all the exciting line-up of activities in the coming months, you wouldn't want to miss these exciting opportunities.

To renew your ASIS International membership, log on to ASIS International website.

To renew your ASIS Singapore Chapter membership, please mail your dues to us at No. 32 Maxwell Road #03-07 S069115. Don't forget to write your name and company on the reverse.

ARTICLE SUBMISSION

Do you have an interesting article that you wish to share it with our members? Please email your article and write to the editorial management committee at newsletter@asis-singapore.org.sg

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SMa School of Management, Edith Cowan University & ASIS Singapore to launch jointly awarded Professional Diploma in Security Management

By Samuel Teo / Jaslyn Choo (SMa)

On 16th July 2006, SMa School of Management, a wholly owned subsidiary of Singapore Manufacturers Federation (SMa) announced the launch of the Professional Diploma in Security Management programme, jointly awarded by SMa, Edith Cowan University (ECU) and American Society for Industrial Security International (ASIS) Singapore Chapter. A MOU signing ceremony was held on the 23rd August at Le Meridien Hotel to commemorate this event.

Mr. Anthony Lee, CPP, Honorary Chairman of ASIS International Singapore Chapter; Mr. James Wong, CEO of SMa School of Management and Ms. Liz John, International Business Manager of ECU were present at the signing ceremony. The signing ceremony was attended by senior officers and administrators from both the private and public agencies together with SMa School of Management, ECU staff members as well as the Committee members from American Society for Industrial Security International (ASIS) Singapore Chapter.

This tripartite collaboration was part of the SMa School of Management ongoing plans to form strategic alliances with key security institutions throughout Asia Pacific. The aim was to strengthen relations, cooperation, enhance greater mutual understanding, and promote professional development in security training and education. This partnership will enable ECU, SMa School of Management and ASIS Singapore Chapter to engage in joint research and development in security management studies, strategic studies,

building management systems such as risk management, counter terrorism, security technology, and security project management. It also aimed to conduct regular conferences, seminars and publications that will be used to share and exchange research findings in order to benefit wider audiences in the security field.

The Professional Diploma in Security Management targets at professional security personnel that include security officers, risk managers, corporate managers, and departmental security supervisors, professional security consultants who are required to conduct security surveys and risk assessment, and investigative work in corporate environment. The course aims to provide students with the relevant knowledge and skills in security risk management, facilities management, law and ethics, security principles, and key security technology essential for career advancement in government security, professional security, strategic facilities security, retail security, financial institutions security, corporate security, and major security organizations.

"This programme will provide a strong platform for security professionals to expand their knowledge base with a high degree of time flexibility," said Professor Clifton Smith, Associate Professor of Security Science, and Edith Cowan University. "Such a commitment to staff development is critical, given our rapid focus on world wide security"



**ADVANCED
SECURITY MANAGEMENT
AND
CPP REVIEW**

30th Oct to 2 Nov 2006
SMA School of Management
Hotel Meridien & Shopping Centre

Co-organised By:
ASIS Singapore & X-Secure

Please visit <http://www.asis-singapore.org.sg>
for more details

FORECAST OF EVENTS / ACTIVITIES		
Month	Day	Activity
June	28 th	7 th MC Meeting
July	26 th TBA	8 th MC Meeting Social Event
August	30 th	9 th MC Meeting
September	27 th TBA	10 th MC Meeting Social Event
October	25 th 30 th – 2 nd Nov	11 th MC Meeting Advance Security Management Course (RELC International)
November	4 th TBA	CPP/PSP Examinations Chapter's Annual General Meeting
December		TBA
January		TBA
February		TBA
March		TBA

Chairman's Message

A quarterly commentary by Anthony Lee, CPP – Hon. Chairman

Dear Members,

The vision of ASIS International is to be the foremost organisation advancing security worldwide. To achieve this vision, ASIS Singapore Chapter will promote excellence in and recognition of the security profession. Since the mid '90s, the local Chapter began to conduct professional courses and examinations leading to professional security certifications conferred by ASIS International.



Today's heightened security environment requires security practitioners to keep pace with changes, and update our skills and knowledge in order to contribute and add value to our companies and country. To facilitate this as a professional security society, ASIS Singapore will continue to:

- Provide quality education programs
- Identify and fulfill the needs of members and potential members
- Provide forums for debate and the exchange of ideas
- Develop and promulgate industry guidelines, professional standards and ethical conduct
- Promote and represent the profession and the Society to key audiences
- Pursue and sustain strategic alliances with related organizations

In line with our objectives, ASIS Singapore is proud and honoured to team up with our esteemed partner SMA School of Management to launch the Professional Diploma in Security Management. This course was developed in conjunction with the prestigious Edith Cowan University

(ECU). This jointly awarded Diploma is a high quality program for continuing education and professional development. It presents an excellent opportunity for security officers and executives with GCE 'O' and 'N' level qualification to pursue a specialist diploma which will thereafter enable them to qualify for professional certification examinations offered by ASIS International. The diploma graduates can also pursue Degree programs including the Master of Security Management offered by Edith Cowan University.

As part of our partnership with SMA School of Management (SOM), we are glad to announce that SMA SOM is henceforth extending to all paid up local Chapter members:

- 10% discount for Masters of Security Management course offered by ECU
- 5% discount for the Professional Diploma in Security Management, and other courses offered by SMA School of Management

To be eligible for the course discounts meant for paid up Chapter members only, all applications have to be submitted through ASIS Singapore and we will be most glad to assist.

Effective this August, SMA SOM will also fully reimburse the first year ASIS Singapore Chapter membership fees for new students of the stated Professional Diploma, and the Master of Security Management jointly offered by ECU and SMA SOM. This arrangement will widen the network of our local Chapter membership.

On behalf of ASIS Singapore Management Committee, we look forward to your continued support and participation in the activities and programs organized by ASIS Singapore. The local Chapter will continue to explore more opportunities that benefit our members, and to contribute to the security industry at large.

Enjoy your journey of professional development.

Aviation Security – Changes, Future Trends & Challenges

By Leonard Sng, CPP

Commercial air travel has evolved many folds since the late 1940s, from the 8 – 10 seater DC 3s to the present Boeing 747-400, which carries some 360 – 370 passengers. Very soon, the Airbus 380 will make its debut with expected capacities of 550 to 800 passengers. So while airplanes have evolved in capacity, state of the art creature comforts and efficiency, aviation security has changed very little in the last 60 odd years and whenever changes were instituted, it is always in reaction to a security incident as was seen with the September 2001 terrorist attacks in the United States and recent threat to civil aviation in the United Kingdom.

This article will look at the significant changes that have taken place over the last five years in regard to passenger processing, screening of checked baggage cargo operations, uplift of inflight catering and securing of aircraft and airports. We will also examine the future trends that aviation security will take vis-à-vis these same processes, where applicable

Passenger Profiling - In Moscow, suspicious passengers are singled out for a 3 minutes telephony lie-detector test, where their psychometric readings will be analyzed by a computer to determine whether they should be subjected to further security screening. Some carriers, especially American carriers have instituted mandatory profiling of passengers at check-in to assess the propensity of a passenger engaging in an act of unlawful inference and if the profiling should indicate such propensities that the passenger concern will not be accepted for the flight. The Israelis have pioneered this profiling methodology for a long time and are using it actively at their airports in Israel and also for their national carrier operations at all overseas airports.

No-Fly & Selectee Lists – While Air Asia subscribes to the business

model that 'Now All Can Fly', the Transport Security Administration (TSA) of the United States thinks otherwise. For the last 5 years, the TSA has mandated that airlines carrying passengers into or out of the United States must run their passenger manifest through a large database of names of persons that they suspect pose a threat to aviation and American interests. And where there is a name match against the 'No-Fly' list¹, airlines are not allowed to accept such passengers. The TSA are very serious about airline carriers complying with this 'No-Fly' security protocol, carriers such as Qantas, Korean Air and recently American Airlines who have accepted 'No-Fly' passengers on their flights bound for or flying out of the US have been diverted to alternative airports to off-load the 'No-Fly' passenger(s) before they can continue with the flight. For these carriers apart from having to meet the cost of a diversion, they were also heavily penalized with fines that have been known to hit USD 250,000. Apart from No-Fly lists, the TSA has created a 'Selectee' list, if a passenger matches one of the many names on this list; he will be allowed to fly but must be subjected to thorough screening of his person and all bags that accompanies him on the flight. So the next time you get carefully scrutinized at screening points, well there is a good possibility that Big Brother have you on their watch list.

Passenger Physical Screening - With the recent threat to civil aviation in the United Kingdom, governments, especially those with a high threat profile have either embarked individually or exerted much influence on the industry to overhaul the security protocol vis-à-vis air travel. At the 2004 Aviation Security Conference at Vancouver, walk-through explosive ion detector gantries for passenger screening were presented and many airports around the world have expressed interest in installing these screening gantries at their airports in the next 1- 2 years time. Apart from subjecting passengers to explosive trace detection screening, the industry

is also exploring the option of subjecting passengers to very low impact x-ray screening of their persons. While manufacturers of such x-ray systems have undertaken intensive tests to prove that the radiation emitted is almost insignificant, there are lobby groups who opine that frequent exposure to x-ray radiation will have its effects in the long term. Advancing the technological option may be difficult with poorer countries for reasons of cost and we may see the revisiting of physical body frisking of passengers and to counter the smuggling of explosives, the option of using explosive trace detection canine would be an alternative to the deployment of high end and costly explosive ion trace detectors.

Security of Check-In Baggage - Prior to the terrorist attacks in the United States in 2001, many airports around the world were carrying out random screening of check-in baggage. Five years on, the International Civil Aviation Organization has endorsed unanimously the recommendation that all bags presented for check-in must be subjected to security screening². Prior to September 2001, airports and airlines had the discretion to carry out random screening of checked baggage. For instance in Australia, before 2001, some airports were screening about 25 percent of checked baggage, with the threat profile of Australia gaining an upwards momentum, the government has since early 2002 required for all checked baggage to be put through security screening. Globally, in the last three years the screening protocol has evolved significantly with bags being subjected to multi-level screening as seen with the In-Line Hold Baggage Screening System that uses Cat-Scan x-ray technology to screen suspect bags.

Air Cargo Security - So far we have addressed aviation security in regard to passengers, the security regime

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applied to cargo and catering have also been enhanced in view of the looming terrorist threat against the industry. For cargo at major air cargo hubs around the world, governments and airline operators now prefer cargo consignments from Government Regulated Cargo Agents (GRCA) and in-lieu of this, cargo consignments from non GRCA's are subjected to security screening, which may entail x-ray, explosive trace detection, cargo cooling regimes or a physical search. However, the cargo security regime is relatively weak when compared to the screening regime applied to passenger traffic. For instance, there is still an unclear position in many countries with regard to the securing of GRCA or Known Shipper cargo during transfer from the agent's warehouse to the airport. The air cargo industry is still at odds on how to ensure the integrity of cargo during transfers. Questions like should cargo containers be sealed or perhaps cargo trucks be GPS tracked lacks a collective position.

Inflight Catering Security - Since the hijacking of a Kuwait Airlines in the early 1990s and the millennium hijack of Air India 804 in 1999, where the weapons used for the hijackings were smuggled through the catering consignments; many catering facilities have now in place comprehensive access controls and screening regimes at their facilities. It is now common to see that most airlines would require security personnel to screen the catering carts at the kitchen and in some cases require a further screening of the same carts by cabin crewmembers onboard the aircraft. Increasingly, at new airports, provisions are made for the Inflight catering kitchens to be partly located on the restricted airside, i.e., catering are transferred using restricted airside roads instead of allowing catering trucks to ply public roads before entering the restricted airside. Where this option is not feasible, Inflight catering companies are using security escorts to escort the catering trucks to the airside or aircraft or fit the trucks with GPS monitoring that records very moment of the truck's journey.

Inflight Security - Cockpit Door Security – Perhaps many of us may have notice that the door leading into the cockpit now looks rather formidable. In some ways it is formidable, as the new door is designed to resist penetration by small arms fire and grenade shrapnel³, it also able to resist forcible intrusions by unauthorized persons. Aircraft manufacturers are also exploring reinforcing the bulkhead, the partition dividing the cabin from the cockpit that will also exhibit similar security characteristics as that of the reinforced cockpit door.

The MANPAD Threat - With the attempted shooting down of a DHL freighter in the Middle East some 3 years ago by terrorist using a shoulder launch MANPAD weapon, the industry has been at odds on whether or not to require all commercial carriers to fit an anti-MANPAD deflection system on all their aircraft. A typical anti MANPAD system is expected to cost an airline some USD 300,000 per aircraft, an airline with 100 aircraft in its fleet will have some USD 30m added to its Balance Sheet and this excludes the cost of maintaining the system. The case at this point in time is who should pay for the installation of such a system, governments or airline carriers? The good news today is that Northrop Grumman has developed a laser shield bubble for airports and other security critical installations⁴. The system is known as Skyguard, and will have the capability to generate a shield five kilometers in radius. The laser shield is reported to be able to destroy rockets, mortars, artillery shells, unmanned aerial vehicles, short-range ballistic missiles, as well as cruise missiles. According to Mike McVey, Vice President of Directed Energy Systems from Northrop's Space Technology, setting up a protective 'bubble' around a typical airport might cost USD 25 – 30m once enough systems were installed. Northrop Grumman is confident that an initial system for airports in the United States could be ready in 18 months for USD 150 – 200m. In view of the relatively lower cost and the potential effectiveness of such a system, there is a good possibility of the Laser Bubble being installed at major airport hubs in the next 5 – 7 years time. Currently, the Laser Bubble is being placed on a pilot

test at a commercial airport in Israel.

Concluding Remarks – While technology and implementing enhanced security regimes in the various processes of the air travel, one of the weakest security-link in the industry is the threat of the insider. The civil aviation industry is a very labor intensified industry, at a major hub like Frankfurt or London Heathrow there could be at any one time 2000 – 3000 employees working at the airport. As such, terrorist elements may target employees with the desired access to restricted areas at the airport to realize their intentions of sabotage. Perhaps a possible solution to this problem would be to first initiate employee awareness on social engineering and carrying out frequent rotation of staff that work in highly sensitive areas. Here governments should explore the option of mounting covert surveillance to monitor persons who are given access to restricted areas. I believe selective covert surveillance is a possible option as we have seen how effective it has been used by MI5 in the United Kingdom to monitor the activities of those persons who had plans to target American carriers flying out of UK airports recently. Such covert surveillance are better known in the intelligence industry as HUMINT or Human Intelligence, while it has in many instances proven effective, it is time and resources consuming.

This article was contributed by Leonard Sng, CPP, who is presently with Singapore Airlines Ltd as a Regional Security Administrator overseeing the security operations for the airlines' Asia Pacific region. Leonard has eleven years of security management related experience and before joining the airline was with the Intelligence Service in Singapore as a Research Analyst.

Attributions:

1. http://www.epic.org/privacy/airtravel/foia/watchlist_loia_analysis.html
2. ICAO Annex 17 – Security, Eight Edition April 2006
3. http://www.faa.gov/newsroom/factsheets/2002/factsheets_020905.htm
4. Laser Shield Bubble for Airports – Slash Dot July 15 2006

ASIS - Ademco Social Gathering

26 May 2006 - Keppel Club



(Left to Right) Presentation of appreciation plaques to 3M Technologies (S) Pte Ltd represented by Ms. Wileen Chen, Jestac Trading Pte Ltd; Ademco (Far East) Pte Ltd represented by Director, Mr. Toby Koh; and Bosch Security Systems Pte Ltd represented by Sales Manager, Ms. Stella Neo.