

# Blue Tuna

80% of all cargo travels on passenger aircraft. In light of the present danger it is imperative we take precautions to secure, guard and protect cargo that utilizes these transportation systems.

## SECURITY AWARENESS TRAINING

### Key Words

Known Cargo

Consignor

Threat

Vulnerability

Risk



History of Violence



Threat in a Security Context



Threat, Vulnerability, Risk



Requirements



# The History of Violence

The Oklahoma City Bombing, April 19th, 1995 and the hijacking of 4 commercial jet airliners on September 11, 2001 changed the way we view the world and the potentiality for threats from diverse sources. Threats and attacks come from within as well as without and in ways we had never before anticipated.

Richard Reid aka "the shoe bomber" followed with his failed attempt at blowing up an airliner just months after the 9/11 attacks.

The **cold blooded** nature of terrorists is demonstrated in the likes of Nezar Hindawi who tricked his pregnant fiancée into carrying a bomb aboard an El Al flight from London to Tel Aviv. She had no idea he had stashed away a bomb inside her luggage. Fortunately the bomb was detected at security. Had his attempt been successful it would have resulted in the death of 375 passengers.

80% of all cargo ends up on aircraft carrying passengers!

## How?

Attacks may come in the form of hijacking, sabotage, bombs, chemicals - targets may include aircraft, terminals, freight handlers, repair facilities . . .

## Why aviation?

There is high degree of interest in aviation accidents and fatalities. Civil aviation is high profile, high commercial value, receives world wide attention, generates immediate response from the government and has a high casualty yield. Publicity is a key element in why terrorists continue to attempt to penetrate this industry.

# Threat in a Security Context

Who?

The obvious suspects are groups with ties to known terrorist organizations, nationalists, extremists and revolutionaries. The less obvious but as deadly would include single issue groups. The upside here may be that these single issue groups are not as well funded or as organized.

**NO ONE IS ABOVE SUSPICION!**

Among us! There are a number of single issue groups in the United States who advocate violence. We must be vigilant because the aviation industry is certainly considered a high value target for such groups.

our  
**FOCUS**  
**CARGO**

Repair Facilities

Shippers

Cargo Warehouses

Terminals

Security Check Points

How?  
How?  
How?

stealth

bribe

violence

subversion

# Threat, Vulnerability, Risk

Threat = probability of attack

vulnerability = characteristics of a target

Risk = a measure of an attack succeeding

**Did you know?** The threat levels Green (low risk) and Blue (general risk) have never been used.

Threat to cargo is managed through government agencies who screen cargo as it enters secure areas. The government also allows some companies to secure cargo under specified secure conditions accompanied by a security declaration.

Vulnerability of cargo as cargo volume and passenger volumes increase. Increase in air traffic, busy airports, catering and duty free goods security all add to the vulnerability of cargo.

Risk is mitigated by applying utilizing known consignor's, who must apply specific controls including proper building security; effective access control, pre-employment checks; adequate staff training, tamper evident cargo and secure dispatch and transport.

A "Known Consignor" is subject to monitoring, inspections and audits.







# Requirements

Consignors are required to apply, maintain and review access controls to facilities, equipment and cargo.

Access controls is one of the most important controls. No unauthorized person should gain access to your facility! This may be accomplished in a number of ways:

**Door Keepers** - are essentially the first line of defense, they are there to ensure that not just anyone will be allowed to enter your facility, especially to areas restricted to non-employees.

**Locked areas** - areas that are not monitored, have hazardous materials, or simply store classified information - these should remain either secured or locked at all times.

**Securable Containers** - all containers that need to be secured should be, and all cargo should be tamper evident.

**Access for people and vehicles** - employees should take notice of unauthorized vehicles and people in the parking lot and around the facility.

Employee identification badges are often used as a means of identifying personnel that are authorized for clearance in a specified facility or certain area of a facility or to define levels of clearance or privileges.

More often than not employee identification badges and their use is defined in company policy. These policies vary from one company to the next. It is important to use and maintain the requirements for use of company IDs as defined in policy. If policy is not practiced then the value of IDs are not effective.

**As with any other major emergency, the best way to deal with a major security threat is to call 911!**