



SECURITY AND EMERGENCY PREPAREDNESS



SECURITY MANAGEMENT SYSTEMS

Aviation Security Agenda

- Key drivers
 - Current and foreseeable threat level
 - National Security Policy
 - “enhance security in aviation, including air cargo”
 - Creation of Public Safety and Emergency Preparedness Canada

Aviation Security Agenda

- Key drivers
 - Influence of US security agenda
 - Security and Prosperity Partnership of North America
 - Facilitate trade and economic growth
 - Parliamentary interest – SCONSAD, OAG

Current Initiatives

- Aviation security is and is likely to remain a high priority
 - Deployment of Explosives Detection Systems
 - Restricted Area Identity Card
 - Refinements to improve system effectiveness and efficiency
 - *Public Safety Act, 2002*

Public Safety Act, 2002

- Key points
 - Use of passenger data for aviation security
 - New and clarified legislative and regulatory authorities
 - Regulatory renewal
 - New legislative framework for rule making
 - Rationalization of confidential and non-confidential requirements

Regulatory Renewal

- Re-establish proactive aviation security regime
- Security Management Systems (SEMS)
 - Take “security is everybody's business” to the next level
- How should differences between safety and security be taken into account?

Security = Safety

- Risk reduction through consistent satisfactory performance
- Safety/security program overlap
- Stakeholders and operational environment
- Legislative/regulatory framework and compliance approach
- Similar consequences from failure

Security ≠ Safety

- Root causes of occurrences are very different (intentional acts vs. accidents)
- Threat driven vs. risk driven
- Different histories, priorities and challenges
- Rapid response to new and emerging threats
- Aviation security is linked to national security
- Confidentiality
- Limited security incident data
- Expectations of other States

What is a SEMS?

- Much like SMS
- A formalized framework for integrating security into daily operations
- SMS could include: risk assessments; documented security plans and programs; performance targets; roles/responsibilities; rules and procedures; routine reporting; monitoring and evaluation processes
- Focus on organization and its management (not individual failures)
- Regulator provides the overarching framework, which includes legislation, regulations and programs (e.g. education, audit, inspection, enforcement)

Why SEMS?

- Transport Canada strategic priority
- Common approach to security and safety oversight
- Build a security culture
- Overcome limitations of current regulations
- Terrorist threat is dynamic
- Transportation industry is dynamic and diverse
- IATA plans to make SEMS mandatory for members by mid-2007
- Flexibility: more efficient allocation of resources?
- Enhance security while facilitating trade and economic growth

SEMS: Next Steps

- TC moving forward on SEMS
- Build awareness of SEMS
- Promote dialogue on SEMS
- Gradually and deliberately build SEMS into aviation security framework
- Develop overarching SEMS policy

Questions?

- Is a management-system approach to aviation security desirable?
- What “incentives” could make SEMS worthwhile?
- What suggestions do you have for us in implementing a Security Management System approach?
- What are some of the lessons learned from the development of the Safety Management System approach that we should take advantage of?
- How do you want to be involved in the development of Security Management Systems?