



TRANSPORT SECURITY DIRECTORATE
(TRANSEC)



ANNUAL REPORT
TO SECRETARY OF STATE FOR
TRANSPORT
APRIL 2006 - MARCH 2007

CONTENTS PAGE

Introduction	page
The Role of Transport Security & Contingencies	4
TRANSEC.....	4
Statutory Basis.....	4
Requirement to report	5
Scope of this report.....	5
Key features of this reporting period	5
Activities and Achievements in 2006-07	
MODAL SECURITY	page
Aviation Security	
August 2006 - Alleged Plot To Attack UK Aviation	6
Independent Review Of Policing At Airports	6
Civil Aviation Act 2006 - Police Services Agreements.....	7
Air Cargo Security Strategy.....	7
Training.....	7
Compliance	7
International Work.....	7 - 8
Channel Tunnel Security	
Joint Government Document 2004.....	8
Review Of requirements.....	8
MATRA	9
Compliance Monitoring	9
High Speed 1	9
Maritime Security	
Maritime Transport.....	9
2005 Protocols To The Convention For The Suppression Of Unlawful Acts ..	9
Training.....	10
Compliance	10
International	10 -11
Transport Committee Inquiry - 'Piracy'	11
Land Transport Security	
Domestic Rail And Underground Security.....	11
Training.....	11
Compliance	12
Buses And Coaches.....	12
Dangerous Goods Security	12
International Activity	12

CROSS MODAL SECURITY ACTIVITIES	page
Working With The Government's Counter Terrorist Framework - CONTEST	13
Working With The Industry	13
Working With International Partners.....	13
Personnel Security	14
Compliance Framework	14
Transport Committee Inquiry – “Travelling Without Fear”	14
OPERATIONAL SUPPORT	page
Research, Analysis & Development	15
People Screening.....	15
Detection Of Liquid Explosives	15
Technology Evaluation.....	15
Linking Transec research to the CONTEST Programme	15 -16
National Security Vetting.....	16
Contingency Planning	16
MANAGEMENT OF THE DIRECTORATE	page
Business Planning & Resources	17
Flexible Deployment.....	17
Information Management System	17
Secure Communications	17
TRANSEC Expenditure 2006/07	18 -19
ANNEX A – Allocation Of Resources 2006/07	20 -21

INTRODUCTION

The Role of Transport Security & Contingencies Directorate (TRANSEC)

TRANSEC's aim is to protect the travelling public, transport facilities and those employed in the transport industries, primarily from acts of terrorism and to retain public confidence in transport security. TRANSEC also has contingency planning in place for response to a range of major events, both terrorist and non-terrorist in nature and co-ordinates DfT's arrangements.

TRANSEC works in partnership with others to:

- Develop appropriate security regimes in the light of our assessment of the risk;
- Monitor and where necessary enforce those regimes;
- Support and advise the transport industries; and
- Promote the need for appropriate contingency planning for a wide range of incidents and possible emergencies.

TRANSEC is a major player in the Government's continuing fight against terrorism alongside colleagues in Whitehall, the Police and Security Service. UK transport systems have been assessed as being at a high level of threat for some time with the events of July 2005 and August 2006 underlining these assessments. The attacks in London demonstrated the intent of terrorists to attack rail networks and the inherent vulnerability of those networks and other "soft" targets. The alleged plot to attack aviation a year later illustrated terrorists' aspirations to carry out spectacular attacks against harder targets.

A key objective of transport security is to ensure that effective and proportionate security regimes are maintained across all of the regulated transport security modes (land transport, aviation and maritime), addressing threats to and vulnerabilities in domestic operations and UK transport operations overseas and taking account of new and emerging threats. The transport security regimes are designed whenever possible to detect an act of terrorism before it is committed and prevent it happening.

Statutory Basis

The legal basis for this role is set out in the Aviation Security Act 1982, the Aviation and Maritime Security Act 1990 (AMSA), the Channel Tunnel (Security Order) 1994 and the relevant sections of the Railways Act 1993. There is also international regulation in some of these areas.

The powers in the legislation are given to the Secretary of State for Transport. He delegates that authority to junior Ministers, and to the Director of Transport Security and her staff who exercise the powers on a day-to-day basis. Formal authorisation is given to the Director and certain senior TRANSEC staff to sign Directions obliging the industries to carry out the Government's requirements.

Requirement to report

During the passage through Parliament of the Aviation and Maritime Security Act 1990, Ministers gave an undertaking that an Annual Report would be produced on the development and implementation of the National Aviation Security Programme. A similar undertaking was given for Maritime Security. Channel Tunnel and Railways Security have also been covered in previous reports.

Scope of this report

The report presents, for each transport mode's security programme, the key activities and achievements for 2006-07. The report also contains some information about the management of the Directorate and its work within the Government and international framework and with industry.

Key Features Of This Reporting Period

This year was marked by the events of August 2006, which are described in more detail in the following page. Had the alleged plot to attack aircraft not been successfully foiled, we could have been faced with an incident of a magnitude unprecedented in the UK. The immediate protective security response at airports was probably the most challenging event in the history of UK transport security. Thereafter, the analysis of the evolving terrorist modus operandi has had an impact on not only our aviation programme but more widely.

From this event and from other reporting, our key planning assumption for this year and beyond is that terrorists continue to aspire to carry out spectacular attacks against the harder transport targets such as aviation, as well as the softer targets of the open networks.

NIKI TOMPKINSON
Director TRANSEC

ACTIVITIES AND ACHIEVEMENTS IN 2006-07

MODAL SECURITY PROGRAMMES

Each of our modal security programmes is kept under continuous review. The following are the key activities and achievements:

Aviation Security

August 2006 - Alleged Plot to Attack UK Aviation

The headline event in aviation security this year was the alleged plot to detonate liquid explosives on a number of aircraft departing the UK, which led to the assessed threat level in the UK being raised to 'CRITICAL' (indicating that an attack was imminent). TRANSEC moved quickly to put in place security measures to combat the potential threat. It was recognised that the measures imposed, which prevented almost all liquids and other items from being taken into the restricted zones of airports, would be very challenging for industry and passengers alike; but their implementation was, nevertheless, very necessary. The reduction in the threat level within a few days enabled TRANSEC to adjust some of the initial measures and further changes were made following a period of monitoring and consultation with industry. These adjustments eased progressively the burden on travellers, while keeping security as tight as ever. The measures remain under review.

Following negotiations in the EU, agreement was reached which allowed the restrictions on liquids to be adjusted from 6 November. On that date the UK adopted its present controls which allow passengers and staff to carry through the security check point a small amount of liquid products. The public was kept informed of what was allowed through an information campaign in the media. These controls apply at all airports in the EU, as well as in the USA and Canada, and in a growing number of airports worldwide. This harmonised approach has obvious advantages, both for industry and passengers.

Independent Review of Policing at Airports

Another important development has been the Independent Review of Policing at Airports, led by Stephen Boys Smith. The Secretary of State welcomed the broad thrust of the Review's findings in a written ministerial statement on 20 July. Amongst its recommendations the Review endorses the principle of joint accountability for airport security and the concept of airports as "communities" where stakeholders must work together in full partnership to protect against a range of threats. It also endorses the current Multi-Agency Threat and Risk Assessment (MATRA) approach already in place at UK airports and recommends that it is strengthened further. It further recommends that the system of "designation" is discontinued and that policing costs should generally be met by the industry on the basis that policing forms part of an agreed airport "community" response, that costs are clear and transparent, and that policing at airports is brought within the mainstream policing agenda. The Department, together with the Home Office, is currently working closely with key stakeholders including the Association of Chief Police Officers, the Airport Operators Association, the Association of Police Authorities and HM Inspectorate of Constabulary to consider the Review's findings in detail.

Civil Aviation Act 2006 - Police Services Agreements

Meanwhile, the Civil Aviation Act 2006, which came into force on 8 November 2006, requires that at airports designated by the Secretary of State under section 25 of the Aviation Security Act 1982, the Aerodrome Manager, the Police Authority and the Chief Officer of Police must enter into a Police Services Agreement by November 2007. This clarifies the responsibilities of Aerodrome Managers and police in relation to the protection and policing of designated airports.

Air Cargo Security Strategy

Throughout the year work has continued on ensuring that the air cargo security regime remains capable of managing the ongoing threat. A forward looking strategy has been developed which contains 17 projects aimed at ensuring the continuing effectiveness of the cargo regime.

Training

During the year, TRANSEC's dedicated aviation security training team organised and/or participated in 19 training courses for security managers (8), ground instructors (1), aircrew instructors (4) and on firearms and explosives recognition (6).

In accordance with EC requirements, a leaflet to assist industry to deliver General Security Awareness Training to all full airport pass holders in the UK has been devised and distributed: work is now underway to draft a detailed training syllabus for implementation later in the year. We have also begun to establish a mandatory competency test for x-ray operators screening air cargo. This will bring the air cargo security regime into alignment with existing requirements for cabin baggage x-ray operators. Work has also begun on agreeing with the industry a syllabus and a process for the introduction of refresher training for aviation security managers. This is the first step in a larger programme of work introducing and revising refresher training, and improving trainer competency assessment, across the industry.

Compliance

Through the year, the aviation security compliance team implemented a risk-based prioritised programme delivering the required level of compliance. Activity has included inspections of security measures, including in-depth audits, engagement with industry senior management and involvement in industry training courses. The August 2006 security alert posed particular challenges, with inspectors working to support and advise the industry in implementing enhanced security measures.

International Work

Work to secure an effective international response to the terrorist attack methodology identified during the August 2006 aviation security alert (see above) dominated activity under TRANSEC's international aviation security strategy. TRANSEC engaged actively from the first hours of the alert with its international partners, both at EU level and more widely through the International Civil Aviation Organisation (ICAO). This engagement bore fruit not only in the implementation of the EU measures already mentioned but in the wider promulgation by ICAO of appropriate recommendations to all States. The year also saw continued TRANSEC activity on other issues in relevant multilateral fora, including the European Civil Aviation Conference and G8 work on aviation security issues.

At the same time, TRANSEC continued to work bilaterally with partner States, hosting visits to the UK by fellow regulators and engaging overseas through support for training and other capacity building activities. Over the year, TRANSEC staff based both in the UK and overseas undertook a programme of assessments of the security of UK airline operations abroad, while other work has seen an important review, with industry, of overseas security measures for UK airlines carried near to completion. We also maintained and further developed our partnership, working with key international partners on countering the potential threat from shoulder-launched missiles. Taken together, these various multilateral and bilateral activities are helping to enhance aviation security standards and performance overseas, to the benefit of UK airlines, crew and passengers.

Channel Tunnel Security

Joint Government Document 2004

Following agreement on two new annexes covering CBRN¹ and IT² security, TRANSEC together with government experts from other organisations has been working with the Channel Tunnel operator to improve detection and response procedures to meet the threat posed by CBRN. This was included advising on current and emerging methods of detection. TRANSEC has also facilitated an audit of IT-security at the Channel Tunnel operator by CPNI (Centre for the Protection of National Infrastructure), the government specialists. TRANSEC is working with Eurotunnel to achieve successful resolution of any security issues highlighted in the report.

Review Of Requirements

TRANSEC has completed a fundamental review of the UK components of the Channel Tunnel system and is acting on the review's recommendations in partnership with the operators. The review, which includes control authority and industry input, looked at the current security requirements and advice issued to Eurotunnel, Eurostar and international rail freight operators and their implementation in the light of the current threat.

As a result of the review, enhanced security measures introduced on the UK side include vehicle barriers at the Passenger Terminal Building and increased security patrols in key areas such as the Passenger Terminal Building, site perimeter, allocation lanes and vehicle parking.

In consultation with French colleagues, the scope of the review document was extended to apply to the whole of the international operation. This document is shortly to be placed before the Inter-Governmental Commission for endorsement, after which recommendations with a bi-national element will be pursued.

¹ Chemical, Biological, Radioactive, Nuclear

² Information Technology

MATRA

The Multi-Agency Threat and Risk Assessment (MATRA) methodology, to integrate security procedures, is bedding in on the Eurotunnel UK site with contributions from all site security stakeholders (Eurotunnel, Police, Customs, and Immigration). Eurostar are now working to introduce the methodology into their operation as a route to greater integration of security effort by themselves and the control authorities.

Compliance Monitoring

Compliance activity has continued across all the regulated operators serving the Channel Tunnel system and inspections and other monitoring activity have confirmed satisfactory levels of compliance.

HIGH SPEED 1

TRANSEC has continued to work closely on security matters with the owners of St Pancras and Ebbsfleet stations (London and Continental Stations and Properties) and Eurostar who will operate the new channel tunnel rail link (High Speed 1) when it comes into operation this November. This is to ensure that the security regime reflects current threats and mitigation measures when the new stations open for business. Discussions have also taken place to ensure that the new Stratford International station is integrated into the transport security framework of the 2012 Olympics.

Maritime Security

Maritime Transport

In July 2006, TRANSEC published a Maritime Security Guidance for tidal River Thames passenger services, which applies to both vessels and piers.

The trials of the multi-agency threat and risk assessment (MATRA) concept at sea ports continued and progress was made in respect of co-ordinating this activity with the police led Portal Groups. A simpler version of the MATRA guidance will be offered to port operators, to assist them in conducting security assessments.

2005 Protocols to the Convention for the Suppression of Unlawful Acts

On 23rd January 2007, Stephen Ladyman signed, on behalf on the United Kingdom, the 2005 Protocols to the Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation and for the Suppression of Unlawful Acts against the Safety of Fixed Platforms located on the Continental Shelf (the SUA Protocols). These Protocols add new offences to the list of unlawful acts in the 1988 Convention, reflecting new threats which stem primarily from international terrorism. The Protocols also set out procedures for contracting governments to board vessels suspected of being involved in relevant offences. The signing of these Protocols and commencement of work towards the UK legislation that will be needed to enable them to be ratified, shows the UK's commitment to a secure global shipping industry and a reaffirmation of our effort to combat the scourge of international terrorism.

Training

In October 2006, a Government exercise for responding to terrorist attacks included a major maritime component. TRANSEC helped to plan the exercise, which involved responding to the hijack of a fast ferry service. We played out roles at the Cabinet Office Briefing Room, GOLD command and in the Department incident room, giving staff valuable training in crisis management.

TRANSEC has produced a new maritime security training DVD titled "Safe Harbours: Port Security and You" and has reviewed an existing title on Freight Security. Distribution to all port facilities is about to commence.

At the same time, a copy of the security staff training manual is to be sent out to all facilities.

Compliance

TRANSEC continued its regular programme of compliance activities in respect of UK-flagged cruise ships, carrying out inspections both in UK and overseas ports to ensure the continued protection of the ships and those travelling on them. UK cruise ship security standards continue to be good.

Across the UK industry as a whole, compliance with the requirements of the International Ship and Port Facility Security Code (ISPS) and European Regulations continues to be good. Where compliance is not acceptable, appropriate rectification action has been taken either on the spot or through the stepped approach to compliance as described in TRANSEC's Compliance Framework, as published in the Summer of 2006.

The UK was subject to further EC maritime security inspection activity during the course of the year. The inspections covered both the Department's implementation of the EU Regulation on maritime security, and the standards of security in the industry. Both elements were given a clean bill of health and there is only one procedural non-conformity, which is in the process of being rectified. TRANSEC also hosted a visit by a team of United States Coastguards as part of their International Port Security Program.

International

The Department has continued to promote higher maritime security standards overseas, through the International Maritime Organization and as a member of G8, as well as acting bi-laterally. In May 2006, the Maritime Safety Committee passed amendments to the Safety of Life at Sea Convention that reflected the international agreement reached on the Long Range Identification and Tracking of ships. TRANSEC staff were instrumental in achieving this consensus, as Chairman of the Maritime Security Working Group and in leading the UK delegation within the Group.

Use was again made of funds controlled by the Foreign and Commonwealth Office to help strengthen maritime security capabilities of other countries, for example through the provision of maritime security training and the hosting of inward visits by foreign states to encourage adoption of our standards and practices.

The Department continued to play a key role in the decision-making process of the European Commission, amongst other things to ensure that new maritime security initiatives are appropriate, proportionate to the threat and sustainable. In this regard,

TRANSEC is working closely with industry to implement the EC Directive on enhancing port security and on extending the EC Regulations to certain domestic maritime operations.

[Transport Committee Inquiry - 'Piracy'](#)

On 2nd November 2006, the Transport Committee published the Government Response to the Committee's Eighth Report of Session 2005-06, which reported on the serious crime of maritime piracy. Maritime piracy is a complex and longstanding threat to seafarers around the world and the Government welcomed both the opportunity for an informed debate on this issue and to submit evidence to the inquiry. Both the report of the Transport Committee and the Government response to it are available on the Transport Committee's website. TRANSEC led both the work to prepare the joint Department for Transport/Foreign and Commonwealth Office evidence to the inquiry and the Government response to the Committee's report.

Land Transport Security

[Domestic Rail and Underground Security](#)

The security threat to the domestic rail industry has continued at a high level throughout the year. Accordingly, security measures have remained at a high level, which has represented a real challenge to the industry.

Following lengthy consultation with industry, revised requirements for station operators and new instructions to train operators will be issued. The current work builds on the lessons learnt from the 7th July 2005 London Bomb attacks and the methods used by international terrorists, whilst also taking account of the obvious constraints and practical difficulties in trying to secure an open, mass-transit system like the railways.

Work has also been undertaken on revised security advice for domestic rail freight carriers and as with bus and coach operators in 2005/06, security guidance to the seven light rail operators has been issued.

TRANSEC has continued its close working relationship with the British Transport Police, and has clarified the respective roles and responsibilities of the organisations in countering terrorism through a new document, a high level statement on "the roles of TRANSEC and BTP in countering terrorism" and a revised strategic framework document "counter-terrorism policing within the mass transit rail environment".

TRANSEC's trials of security screening equipment on the railways and the London Underground were completed in the Summer of 2006; trial reports have been received and are being considered. Airflow trials on the London Underground were conducted in March/April 2007 and the results of those trials are currently being analysed.

[Training](#)

To help the industry provide security training for staff, and to support the existing Rail Industry Security Training Toolkit, we issued two new films; Railway Security: An Introduction, and Railway Security: The HOT Protocol, both of which were very well received.

Compliance

TRANSEC's continuing compliance monitoring activity has shown that the industry has successfully maintained its level of performance.

Intensified compliance activity has been maintained for the domestic national rail sector. Activity was stepped up in the aftermath of the 7 July 2005 attacks. The enduring heightened threat has meant that sustaining satisfactory levels of compliance and high levels of vigilance has proved challenging for operators, but inspection findings confirm that overall compliance performance is acceptable. With the full support of industry, we have introduced a system of Deficiency Notices in order to strengthen our 'Stepped Approach to Enforcement' and we will be increasing the amount of covert testing activity in order to acquire additional compliance data. Revised Security Instructions are to be issued in spring 2007 and compliance activity will be used to support operators in implementing the new requirements effectively. Compliance inspectors will also continue to undertake a programme of security surveys of key station sites that will inform future decisions on the control of vehicular access to those sites.

Compliance activity has also continued in the light rail and underground regulated sectors, the London Underground, the Docklands Light Railway and the Glasgow Subway. The continuing heightened threat has posed similar challenges as for national rail. Satisfactory levels of compliance have been maintained by operators.

Buses and Coaches

TRANSEC developed and issued detailed protective security advice and best practice guidance together with Transport for London and the BTP in 2005, which was well received by bus and coach operators. We continue to maintain links with the sector via Passenger Transport Executives, TfL and local authorities in the UK

Dangerous Goods Security

Compliance with the regulations governing security of the transport of dangerous goods by road and rail was monitored by VOSA Traffic Examiners and TRANSEC Rail Inspectors. This is still a relatively new regime, so the emphasis has been on giving advice and encouraging self-rectification. Overall, levels of compliance are satisfactory.

International Activity

In addition to contributing to EU draft proposals to enhance the security of the supply chain and European Critical Infrastructure, the Department has played a full role in the establishment of more formal international co-operation in the area of land transport security through, initially, work with G8 countries led by Russia and subsequently through active participation in a wider international group that has been established to share experience and best practice in this area of increasing concern worldwide. This new international group will enable us to share our experience with and to learn from, other countries that have experienced attacks, thus improving the security of land transport systems throughout the world.

CROSS MODAL SECURITY ACTIVITIES

[Working With The Government's Counter Terrorist Framework - CONTEST](#)

The aim of CONTEST is to reduce the risk from international terrorism, so that people can go about their business freely and with confidence.

Working within the CONTEST structure, good progress has been made across the priority action workstreams, with improved visibility and coordination of work between delivery partners. The heightened security level in Summer 2006 (Operation Overt) and the resulting additional work in this area required a diversion of resources from some of the planned Transport Security actions to more immediate priorities, but progress continued to be made on the key actions.

Activity has focussed on the 'open' transport networks and the transferability of techniques and methodologies developed for the 'closed' systems, especially aviation.

Beyond CONTEST, TRANSEC has contributed to a large body of ongoing wider structural work led by the Home Office and designed to establish the scope for a radical step-change in policies, strategies, structures and capabilities for countering the terrorist threat and tackling its causes.

[Working With The Industry](#)

TRANSEC keeps the transport industries informed of the Government's requirements for security measures by means of legally enforceable Directions and through twice-yearly meetings of national security committees for each transport mode. These meetings are chaired by the Department and attended by representatives of transport operating companies, trade associations, trade unions, the police and other government departments and agencies. In addition, through the work of sub-committees, working groups and various informal meetings, TRANSEC seeks to consult as widely as possible on all issues affecting the transport industries. The help and co-operation of the industry is sought (and granted) regularly when new measures are being developed and trailed.

[Working With International Partners](#)

International protective security regimes have been maintained and further developed by the international community in the face of a security environment which remains challenging, with TRANSEC playing its full part. International aviation security continues to be developed at the EU level, as well as by ICAO and ECAC; maritime security has been given greater prominence by the IMO's new regime, in turn reflected in EU Regulations. International concerns about the secure transport of dangerous goods by road and rail are reflected in the Model Regulations agreed by the United Nations, implemented in the UK through The Carriage of Dangerous Goods and the Use of Transportable Pressure Equipment (Amendment) Regulations 2005 and in Northern Ireland through the Carriage of Dangerous Goods and Use of Transportable Pressure Equipment (Amendment) Regulations (Northern Ireland) 2006.

Personnel Security

Outside of national security vetting, TRANSEC is also involved with cross-government work to produce guidance and training to assist national infrastructure organisations, such as utility companies, financial institutions and the operators of transport hubs, to better manage their personnel security risks.

Compliance Framework

A review of TRANSEC's approach to compliance was completed, resulting in the production of a Compliance Policy Framework which sets out working methods and how activity is targeted. This reconfirms the principle of the stepped approach to compliance, applicable to all of the regulated modes.

The Compliance Policy Framework has been published on the DfT website.

Transport Committee Inquiry - 'Travelling Without Fear'

Following a preliminary inquiry in 2005, the House of Commons Transport Select Committee announced "Travelling Without Fear", a full inquiry into UK Transport Security. As part of this inquiry, the Committee held a number of intermediate evidence sessions throughout 2006, culminating in a final evidence session on 6 December 2006 during which the Secretary of State for Transport and the Director of TRANSEC answered questions before the Committee.

Further details and transcripts from the evidence sessions are available on the Committee's website. Also available through the Committee's website is the preliminary report released in 2005. The official Government response to the preliminary report is available on the DfT website. Following the conclusion of all evidence sessions associated with this inquiry, a further final report from the Committee is expected in 2007. The Government's response to the final Committee report will be posted on our website in due course.

In developing TRANSEC's annual report, we have taken into account the Committee's recommendation for more comprehensive information. We have provided further detail where possible and changes in technology will provide us with better performance management information in future years.

OPERATIONAL SUPPORT

Research, Analysis and Development

The use of science and technology is not only the key enabler to many security measures but is also a means by which terrorists attempt to make their attacks more deadly and dangerous. We must therefore study both ends of this equation to ensure our security measures are effective both now and in the future.

To this end, TRANSEC sponsors a programme of research, analysis and development. The programme has four key objectives, with the common aim of improving transport security in line with policy objectives:

- Fund research and development of promising ideas to the point at which the idea is proven to have sufficient potential that commercial developers will take it on.
- Evaluate new equipment or technology-based security processes to establish their effectiveness and suitability for transport security applications.
- Enhance the effectiveness of security technologies, by collaboration with manufacturers to refine their designs and by research and development focused on improving the way security personnel use technology.
- Inform the development of the modal security programmes by conducting research to identify and characterise security vulnerabilities, to assess the likely impact of attack scenarios and to evaluate options to prevent or mitigate an attack.

The following provides a brief summary of some of the key outcomes from the TRANSEC RAD Programme during financial year 2006-07:

millimetre-wave People Screening

Methods to further enhance the screening of people using transportation networks continue. A major effort has been made in the area of body scanners supported by trials at Heathrow and Luton Airports. The results from this are now informing advice on the potential for using this technology.

Detection of Liquid Explosives

Following events in August, the potential threat to aviation from the use of liquid explosives has been studied. The ability of test strips to detect these materials was identified and this measure is now being practically used.

Technology Evaluation

TRANSEC has continued to evaluate commercial security equipment in the areas of hold baggage screening, metal detection and trace detection. The work on baggage systems has led to the setting of enhanced UK standards and, together with the work on metal detectors, has made an important contribution to the developing EU standards.

Linking Transec Research to the CONTEST Programme

In support of the CONTEST Protect programme, TRANSEC is an active member of the CONTEST Research, Analysis and Development Working Group. This group aims to develop coherence across the whole of the UK's counter terrorism research programmes

and our research has been fully integrated into this process. Our support to CONTEST also includes chairing the CONTEST Research Working Group on Explosives, which is reviewing the UK's research requirements in this area.

National Security Vetting

Airport security personnel have been vetted since 1997. Staff at the Channel Tunnel have been vetted since the site opened, with Eurostar security staff being added later. Maritime Port Facility Security Officers have been vetted since 2003. The volume of vetting is largely driven by the staffing needs of the industry, although the posts for which vetting clearance are required is determined by TRANSEC. Industry clearances are valid for only three years, so there is a regular turnover of renewal applications as well as first-time applications. We received 12,119 applications and determined 9,927 applications in the financial year 06-07. The increase on last year in the number of applications is mainly due to the removal of an exemption from vetting for a group of existing aviation security staff and increased industry recruitment in the last quarter of the year. The number of applications determined is primarily dependent on the performance of the 'Security Service check' part of the process.

TRANSEC continues to participate in cross-government work to restructure national security vetting and modernise the processing of applications.

'Contingency Planning

TRANSEC has contingency planning in place for response to a range of major events. It also co-ordinates DfT's arrangements, including making sure that these are tested through exercising.

The Department's response arrangements were called on during several occasions throughout the year, notably in connection with the alleged plot against aviation in August and the concerns about Polonium contamination in December 2006. Real life engagement proved the value of TRANSEC's work to ensure that we have robust response plans which are regularly reviewed and exercised. These plans were updated and enhanced in-year, taking account of "lessons learnt" from the tragic events of July 2005 and subsequent post-event reviews. We have also rolled out an additional training project to departmental staff to ensure that there is a good level of awareness about these response plans.

TRANSEC staff also took part in a number of government-wide contingency planning exercises designed to test response and resilience to terrorist incidents and threats, and to nationally disruptive events such as pandemic flu or an interruption to energy and fuel. The departmental arrangements for engaging with these exercises will be enhanced during 2007, to ensure that effort is more targeted and that we can increase the benefit from exercising without raising the overhead unduly.

Whilst the main responsibility for the response to disruptive events in the UK rests at the local level and with transport operators, national and even international arrangements may be called on if the crisis is of a scale to require this. The Department has a key role in ensuring that these arrangements operate smoothly to back up the local response and to keep Ministers informed and aware of the decisions that may need to be taken at this level. TRANSEC will continue to ensure that the departmental response mechanism, which it oversees, is fully able to meet those needs.

MANAGEMENT OF THE DIRECTORATE

Business Planning and Resources

TRANSEC conforms to the Department's planning process and prepares an annual Business Plan. This plan, which is subject to internal scrutiny, supports the Directorate's request for resources. TRANSEC's headcount target was set at 208 as at 31 March 2007, and this limit was not exceeded.

In common with other DfT Directorates, TRANSEC reports regularly to the DfT Board on progress towards achieving the objectives, key milestones and key performance indicators set out in the Business Plan.

Flexible Deployment

During the year, TRANSEC started using the DfT's Flexible Deployment system, which is being rolled out across the Department. This is a database which captures information about planned and actual use of staff time to aid resource planning. Next year it is planned to strengthen the link between the Business Plan and the Flexible Deployment system, which should significantly aid future resource planning in TRANSEC.

Information Management System

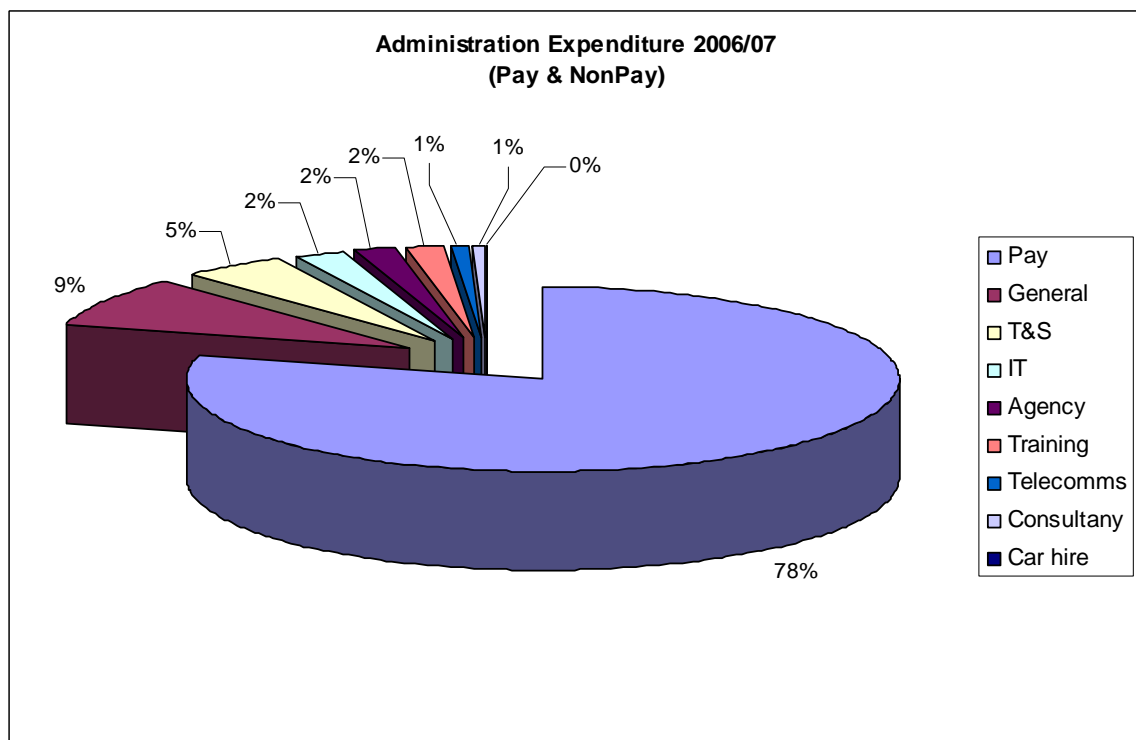
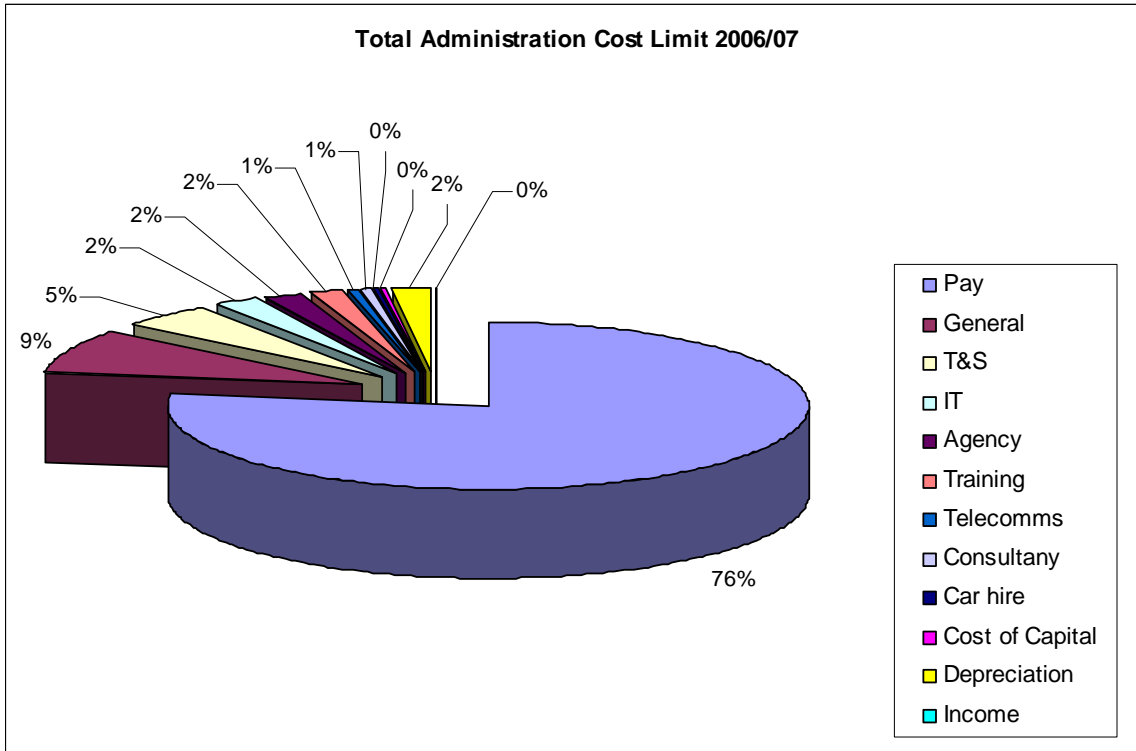
TRANSEC continues to make functional improvements to the TRANSEC Information Management System (TIMS). This compliance management database is a key component of the drive to improve efficiency through the use of technology and is significantly improving our ability to manage and target compliance activities within the transport industries and to maintain and make best use of comprehensive compliance records. This is essentially to assist the compliance activity within the Aviation, Maritime and Land Branches; however it also interfaces with policy, tasking, contingency and third party compliance efforts.

Secure Communications

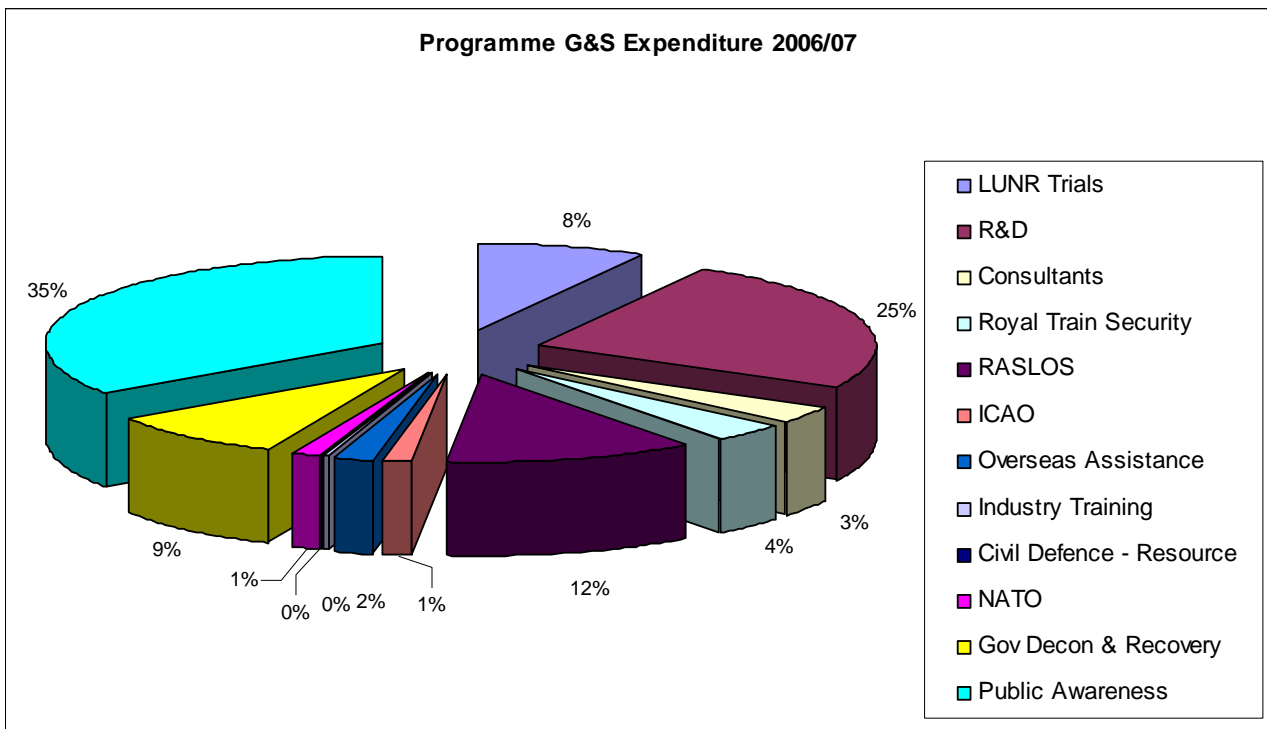
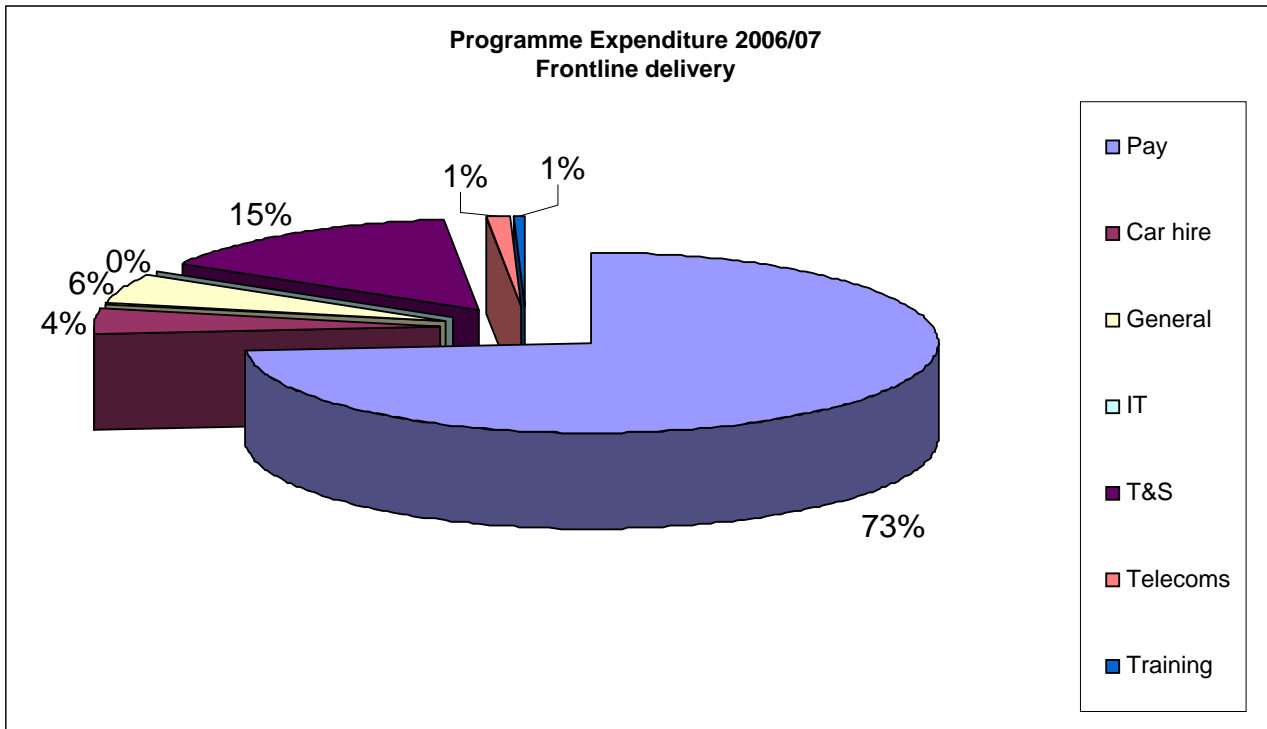
A project is being put in place to provide for secure, faster, more efficient and effective two-way communications with stakeholders, which will save resources and which is strongly supported by the industries. Part of this required a statutory instrument to be put in place to amend legislation in order to allow the DfT to serve security directions and instructions by electronic means.

TRANSEC Expenditure 2006/07

TRANSEC's total administration cost limit (ACL) allocation for 2006/07 covered expenditure on administration pay and non-pay costs, non-cash costs and income. Total ACL spend was £7,253k. Expenditure on administration pay and non-pay was £7,100k.



Programme expenditure was split between frontline delivery and Goods and Services. Expenditure on frontline delivery was £3,289k. Expenditure on Goods and Services was £4,939k.



ANNEX A: ALLOCATION OF RESOURCES 2006-07

TRANSEC STAFF BY FUNCTION BY MODE

