

BORDER SECURITY REPORT

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FOR THE WORLD'S BORDER PROTECTION, MANAGEMENT AND SECURITY INDUSTRY
POLICY-MAKERS AND PRACTITIONERS

COVER STORY MARITIME SECURITY IN THE GULF OF GUINEA AND THE SWAIMS PROJECT



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CORONAVIRUS - Communication, Cooperation and Consensus

In recent days we have started to see lockdown restrictions being gradually eased, as the world starts the process of moving back to some form of normality. Some of the restrictions being eased include those on non-essential travel, this being seen as vital in kick starting the stagnant global economy.

But as we have seen throughout the pandemic, each country seems to be pursuing it's own policy with little or no coordination of measures with others. The only real effort for a coordinated international response seems to be from the European Union with its Joint European Roadmap, but that only applies to EU members. But even within the EU, most countries still seem to be pursuing their own policies.

What is clear is that some countries have been successful in controlling the spread of COVID-19, such as Taiwan, and others have not. Lessons are being learnt slowly, for instance, the UK has recently announced testing at airports, months after other countries (by the way, temperature testing should be carried out to departures as well as arrivals).

But probably the most important lesson, is that we should all be applying the same measures at the same time.

And that needs international communication, cooperation and agreement, which has been sadly lacking during the current crisis.

The importance of a coordinated approach cannot be overstated.

If different countries are at different stages of the pandemic, countries that are still in the earlier stages are likely to cause re-infections in countries that are in latter stages, as those countries start to lift restrictions of travel. This could

result in second and third waves of the pandemic, as we have seen historically in other pandemics.

What is clear is that we need an agreed set of international protocols and you don't need to be a scientist to work out the basics.

Stage 1. - The WHO calls a pandemic alert

Stage 2. - Global travel restrictions to the source country are immediately applied. Contact tracing using an enhanced version of advanced passenger information (API) for air travellers and passenger manifests for other modes of transport. Mobile phone tracing technology should be utilized along with isolation or quarantine of all infected travellers and social contacts.

Stage 3. - Global lockdown

Stage 4. - Staged global easing of restrictions

Stage 5. - WHO declares pandemic over

We have all seen the stresses placed on national health services worldwide and we are all grateful for the great work they have done and especially to those that have made the ultimate sacrifice. But health service workers should not be the first line of defence in the event of a pandemic, because if they are, we have already failed.

The border management community are the front line in pandemic control, so they should be given the protocols, the systems and the authority to do the job in advance of the next pandemic..

Tony Kingham
Editor

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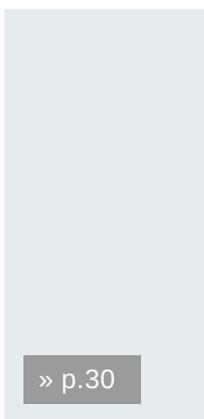
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MARITIME SECURITY IN THE GULF OF GUINEA AND THE SWAIMS PROJECT

*By Serge Rinkel, AIDF vice-president,
and ECOWAS SWAIMS project
manager*

Over the past fifteen years, numerous threats of all kinds have spread in the Gulf of Guinea (i.e. from the Cape Verde Islands and Senegal to Angola), including Piracy (or maritime robbery), accompanied by looting and kidnapping of merchant seamen aboard ships to obtain ransoms, theft of oil, contraband and associated traffics (human beings, weapons, drugs), illegal fishing, not declared and unregulated (IUU) and

numerous environmental crimes.

The impact of maritime insecurity has an extremely negative aspect on the socio-economic dimension of the countries of the region, which is expensive each year for ECOWAS countries (especially in Nigeria) and for those of ECCAS. There are repercussions on all member countries, including those which are landlocked, such as Mali, Burkina Faso and Niger for West Africa or Chad and the Central

African Republic for Central Africa, since their own goods imported or exported by sea pay significant maritime insurance supplements in addition to transfer and escort costs.

Controlling the Gulf of Guinea means preserving Africa's security to a large extent, it's also helping to secure the world economy. Indeed, in addition to the Strait of Gibraltar which connects all the Mediterranean countries to Africa, international maritime traffic America-Europe Europe sub-Saharan Africa Pacific-Southeast Asia-Australia passes through the Gulf of Guinea. It's the famous Cape Town sea route. This is a decisive nodal point, a geostrategic pivot of world trade. Without counting the exports of oil, gas and Diversified and strategic mining resources (Copper, cobalt, iron, bauxite, manganese, uranium of which West Africa is rich, and without forgetting the return of refined products (It n there are not enough refineries in the region.) So in addition to the kidnappings and killings caused by piracy, the disruption of maritime traffic is detrimental to the economies of the central and western states of Africa in particular and for international maritime traffic in general.

1) Piracy, maritime robbery and hostage taking

The modern definition of this former criminality incorporates very subtle notions (which may seem ambiguous) those enacted by the United Nations Convention of Montego Bay on December 10, 1982, fixing the maximum delimitation of territorial waters at 12 nautical miles from the coast.



Outside this territorial sea, we are on the high seas (Even if the state does indeed have 200 nautical miles of Exclusive Economic Zone (EEZ)).

Thus we speak of piracy in international waters when the same acts committed in territorial waters constitute only an offense called maritime robbery. We arrive at the following two definitions of the same act: Piracy = act of violence committed for private purposes, on the high seas (outside territorial waters) Maritime robbery: illegal act, committed for private purposes against a ship, or against persons or goods on board, in internal waters, archipelagic waters or the territorial sea of a State. Acts committed in the territorial waters of a state cannot be classified as piracy, since they occur in an area under the sovereignty of a state, which alone has the power to suppress them.

What exactly is happening in the

Gulf of Guinea?

The pirates intervene at sea by planned attacks because they have enriched themselves over all these years and now have good operational logistics. From their own financial means and the weapons acquired by these means, pirates not only pose a real threat to the security of coastal states, but they are linked to traffickers of

drugs, weapons and people, not to mention their links to corrupt officials. Here is an example, of the level that this corruption can reach, it speaks for itself: from 2003 to 2008, eight of the nine governors of the Nigerian states of the Niger Delta region, were arrested for this lamentable practice.

In their quest for illicit enrichment, pirates in the Gulf of Guinea systematically rely on other sources of violence inside the Delta. Their activities develop and are redirected ashore because they make a lot of profits with ransoms and money

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laundering. They are well equipped using fast boats, therefore well motorized and satellite phones. They are linked by HF and VHF, have correspondents abroad and pay maritime specialists to target the ships they are going to attack. The pirates of the beginning, “poor buggers” of the polluted Delta, gave way to gangs of highly organized criminals.

Their modes of action both on land and offshore in international waters provide for systematic attacks on all ships in isolated navigation, using commando tactics. Attacks by surprise at night or at dawn, use of mother ships where their fast boats are hiding, control of high-speed collisions and in addition they have in-depth maritime knowledge. They know how to take over an oil tanker, move it and empty its cargo, which is transhipped to colluding tankers and sold abroad. They always manage to join the Delta at the end of their missions with multiple attacks and will know how to hide their hostages in the mangrove, it is currently their way to make a lot of money.

In 2019, more than 80% of crew abductions worldwide took place off the Gulf of Guinea. A situation that keeps getting worse. The Gulf of Guinea recorded 111 events related to piracy and robbery in 2019 which is far too much. Last year, 146 kidnappings of seafarers were counted by experts, twice as many as three years ago. The average length of detention is also increasing, it is now 33 days. Because it probably takes time to negotiate the ransoms. Pirate attacks are always very dangerous, since they attack merchant ships

with fast boats of up to 45 knots. They are armed with submachine guns, or even rocket launchers, and can practice stabbing if necessary.

They have large aluminum ladders (10 meters) with which they dock with the target boat and climb the hull. Any sailor seen on board becomes a prisoner, any sailor trying to flee may be shot. All the sailors who are not surprised can take refuge in the citadel, an armored space arranged in the bridge. There are deaths in these attacks. Here are some recent examples. In November 2019, a Greek oil tanker, the “Elka Aristotle”, was attacked while at anchor off the coast of Lomé, the Togolese capital. Four sailors were kidnapped. Three of them were finally released in mid-December, but the fourth died during his captivity. In December 2019, pirates boarded the oil works ship Ambika while it was docked on a trunk off the Niger Delta. Two Russian sailors and an Indian sailor, members of the crew, were kidnapped, a team of the Nigerian navy tried to recover them, the assault resulted in the death of four of these Nigerian soldiers.

While ten ships have been fired on throughout 2019, four have already experienced the same fate this year 2020, in just three months and no wonder, in Nigeria’s exclusive economic zone.

2) Theft of oil

Theft of oil is also an essentially Nigerian activity. There are 10,000 kilometers of small pipelines in the Niger Delta. A team pierces one, collects the oil in a Cotonou boat, a large canoe of fifteen to twenty meters, transports its contents in



the innumerable arms of the Delta to a clandestine refinery, installed in the mangrove. Once refined, this oil is sold in the region or in neighbouring countries where it is injected into the networks of refined Nigerian oil, which is in any case sold at a lower price in Nigeria’s petrol stations. markets of neighbouring states (Benin, Togo, Cameroon (It is called Kpayo in Benin, Zouazoua in Cameroon) etc ... So, stolen it brings in a lot more. The networks are sprawling and well organized.

The benefits are immense and reach several billion Euros per year. This clandestinity is detrimental to the proper functioning of civil society, it harms the budget of coastal states and involves many corrupt agents (including customs officials). In border crossings, smugglers do not hesitate to kill if they are disturbed. Several customs officials paid the price. In the Savé sector, on the border between Nigeria and Benin, a

customs officer was killed in his car when the author was staying in the country. Since then, a border post has been installed in the sector and the author has been invited by the Beninese Minister of Finance to its inauguration.

3) Drug trafficking

Africa is the continent most affected by the global illicit drug trade. He's a real El Dorado for the Mafia gangs.

Anarchy, porous borders, institutionalized corruption and abundant natural resources have all provided favorable conditions for the involvement of various organized crime cartels: Italian mafia groups (ndrangheta, Cosa Nostra, Camorra) coexist with the groups Nigerian mafioai: (Nigerian Brotherhood Black Ax, Nigerian Yahoo Boys) and even with the Mexican group "Cartel of Sinaloa"

Regarding the main traffic, many of you know the circuits:

cocaine arrives from South America, aboard mother ships, which cross the Atlantic to tranship their cargoes on board small ships that bring drugs ashore. Either it enters containers landed in major ports in the region. Currently. There are no constant fraud routes. Several valves open regularly on the West African coast. Cargoes disembark, are reported, can be re-transported in containers, but given the success of seizures by African and European customs officials, this mode of transport is only used from time to time.

Currently and this for a good ten years, coke constantly rallies the countries of the Sahel, Mauritania, Mali, Niger, Chad to reach Libya

then Egypt and Israel or the Balkan route or directly Europe via the Maghreb . It is routed as soon as it arrives in the Sahel, with the complicity of Tuareg terrorists, who take their "rights" in passing because drugs are the most important source of funding for terrorism. New actors from the rebellions have been able to bring to traffickers the military know-how they needed.

If the chains are often held by traders, the actors who ensure the transport and the securing of convoys have the profile of combatants. In northern Mali, traffickers must protect their cargo from interception by rival gangs. Endowed with significant financial means, they rely on escort services generally using pick-ups equipped with heavy machine guns (often of caliber 12.7 mm or 14.5 mm).

This is why terrorism does not stop, since weapons are so easy to buy and marriages of convenience so often. Terrorists, smugglers, traffickers, thieves, fraudsters, and corrupt officials, no one wants to miss out on juicy stuff and everyone ends up getting along and joining forces. Without counting on the Cannabis produced in the North of Ghana and in Nigeria and the modern so-called synthetic drugs which are now of African manufacture. By 2050, Africa will likely be the second largest drug user in the world, as drug flows leave it behind. More and more.

4) traffic in children

Trafficking in children in the region stems from developmental inequalities. It is closely linked to a large number of economic

and social difficulties, which it only reflects. The recruitment, transportation, transfer, accommodation or reception of a child for the purpose of exploitation is considered to be 'human trafficking. Let us never forget the terrifying conditions in which thousands of children live in slavery, deprived of their most basic rights: respect for their human dignity, 'Even if it is a problem of border police our association AIDF should launch a reflection among its members on such lamentable actions.

Many children come from Mali and Burkina Faso for Côte d'Ivoire. At sea, these children make a journey from West to East and often arrive in Gabon with other illegal migrants, most often in a Cotonou boat type canoe from the shores of Benin, or Nigeria. A six-year-old girl revealed when she was released in Gabon in 2018 that six people died during her crossing from Benin to Gabon.

5) IUU fishing (Illegal, Unreported and Unregulated fishing)

West African IUU fishing networks are known to have the highest rate of IUU fishing in the world, accounting for around 37 percent of the catch at the regional level. This illegal fishing is characterized, among other things, by activities such as fishing without authorization, the use of prohibited gear and / or techniques, unauthorized, unreported catches, fishing in prohibited areas or during the prohibited season. , excessive and / or prohibited bycatch.

This fishery is transferred on board refrigerated vessels by transshipment. These refrigerated

freighters can transport fishing to destinations in Europe, the United States or Asia.

This is why illegal transshipment on a refrigerated vessel is also considered illegal fishing. Corruption is therefore an important aspect of illegal fishing in West Africa

Because of its effects on public confidence and the loss of tax revenue it causes, it probably has more repercussions outside the fishing industry than any other criminal activity. Customs fraud is of course an element of illegal fishing since it not only entails You know that, customs regulations require that the country of origin and the subheading be declared precisely in the customs nomenclature.

These two elements are essential for determining the tariff and the import-export regimes applicable and the methods of application of regulations relating to food hygiene. It is also compulsory to give precise information on the identity of the exporter and the importer and on the value of the goods. This allows governments to determine which agencies may need to examine or inspect the cargo to ensure compliance with all applicable laws and regulations.

Environmental fraud

There are still a lot of environmental offenses in the Gulf of Guinea.

Remember the story of the bulk carrier Probo Koala, an environmental disaster that occurred in the port of Abidjan in August 2006. This multi-purpose bulk carrier ship unloaded 581 tonnes of waste from the cleaning



of the boat (a mixture of petroleum, hydrogen, phenols, caustic soda and organic sulfur compounds). The latter, spread ashore in the dumping area, caused lethal gas fumes resulting in the death of 17 people and 43,492 confirmed cases of poisoning plus 24,825 probable cases.

6) Arms Trafficking

That Iranian or Turkish weapons are seized in Lagos does not necessarily indicate regular arms trafficking, that weapons are stolen from the arsenals of the Malian, Nigerian or Nigerian army, it necessarily provides people with weapons and ammunition Boko Haram or associated groups, it is true, but the author, who was an expert in arms smuggling, promised never to speak with regard to the old or current networks. He can simply talk about the price of a weapon in the Sahel, a Kalashnikov submachine gun costs less than 200 euros, it is a bit the same price

as in Nigeria. Weapons are not expensive where there are many ... This is why wars break out.

7) The ECOWAS maritime strategy

You have therefore understood how illicit activities are present on a daily basis in the Gulf of Guinea. It is time to put them in order. The 2013 Code of Conduct is a comprehensive regional maritime security agreement that was adopted in Yaoundé (Cameroon) in June 2013 by the Heads of State and Government, or their respective representatives, from 25 African countries. West and Center who came together and wanted regional cooperation defined within an integrated maritime strategy. That of ECOWAS includes more than 50 priority actions relating to maritime security and to the process of the Yaoundé code of conduct. It was necessary to create the bases necessary for the fight against transnational organized crime.

However, these measures have not yet been made fully operational.

8) The European Union Maritime Safety Strategy for Africa

To assist Africa, Europe has organized several preparatory missions to the fight against piracy in the Gulf of Guinea. Serge Rinkel was thus able to take part in the first mission in 2010, a mission which took him to all the coastal states of Central and West Africa. Following this type of mission, a European strategy was written in turn in 2014 and its first action plan for the Gulf of Guinea was developed from 2014 to 2020. This plan focuses on the integrated approach which links Governance, Security and Development. This concept aimed to give strength to the African leadership of the ECOWAS Integrated Maritime Strategy (EIMS), by executing the application provided for by the Yaoundé code of conduct. Among its objectives, the European strategy provided for a number of actions aimed at ensuring freedom of navigation, by improving maritime safety, which includes actions against piracy while ensuring consistency between the various organizations responsible for the maritime sector of the transport or fighting against illegal fishing and other traffics.

SWAIMS: “Support to Integrated Maritime Security in West Africa”

The European Commission has set up several projects including SWAIMS launched from 2019 to 2023 for the benefit only of the Community of West African States, up to 29 million Euros. (For Central Africa an equivalent project called PASSMAR has just returned to service in 2020)

Since January 2019, the SWAIMS technical assistance team has settled in Abuja within ECOWAS and in Abidjan, within CRESMAO. Serge Rinkel, former French customs officer, performs the project's functions, the specific objectives of which are at the same time improving maritime safety and security, improving justice in the maritime environment, developing the capacities of the public force which must provide appropriate responses to threats of all kinds. He reports directly to the ECOWAS regional security division headed by Colonel Dieng, within the Political Affairs, Peace and Security department under the responsibility of Commissioner Béhanzin (former Beninese general)

SWAIMS is a big program which mobilizes different partners:

- 1) The United Nations Office on Drugs and Crime (UNODC Dakar and Abuja) to improve the training of prosecutors, magistrates and senior law enforcement officials.
- 2) The Intergovernmental Action Group against Money Laundering in West Africa (GIABA) must conduct special investigations into the clandestine maritime circuits of dirty money (ransom money and looting, theft of oil and theft from illegal fishing).
- 3) INTERBOL I24 / 7 and WAPIS (New File for West African Police Services) are expected to launch new files on the various criminal networks in the Niger Delta.
- 3) The Maritime Universities of Abidjan (ARSTM-ISMI) and Accra (RMU) must teach safety to maritime stakeholders and those of the police force (which includes

customs).

4) The Portuguese institute CAMOES must deliver to ECOWAS countries thirty rigid speed tires, high speed, which are supposed to allow the police officers to collect all evidence at the crime scenes and finally be able to criminalize acts of piracy . Many of the arrested hackers were released for lack of evidence or because of a procedural invalidity. This will soon no longer be possible.

SWAIMS experts, on the other hand, specifically study at the regional level the most suitable conditions for strengthening governance, policies, laws and systems relating to national integrated maritime security.

national and regional. They are responsible for coordinating all the activities of the partners, for facilitating them and for reporting regularly on all project components to the ECOWAS Commission and the European Commission in order to respect the main priorities and to be able to avoid any possible overlap with other EU-funded projects.

Stakeholder analysis and awareness help to inform all levels of civil society. Such support improves maritime governance and thus makes it possible to develop tailor-made legislation. The integrated ECOWAS maritime strategy is thereby strengthened.

SWAIMS daily work with CRESMAO

Abidjan and the Multinational Maritime Coordination Centers of ECOWAS (CMMC)

SWAIMS is responsible for

administrative support, project work, as well as monitoring activities, recording and consolidating reports from all partners. To better assist ECOWAS in implementing its maritime security strategy, the SWAIMS project seconded a liaison officer to the headquarters of the Regional Maritime Center of West Africa (CRESMAO) in Abidjan. The project can thus support the CMMC regional control centers in the three ECOWAS maritime zones (zone E in Cotonou, F in Accra and G in Praia (Cape Verde)). In cooperation with these operational centers, the private sector and civil society organizations, SWAIMS supports CRESMAO in monitoring vessels operating in the Gulf of Guinea by technically ensuring the dissemination of daily Maritime Safety bulletins and alert bulletins on maritime security and safety incidents. Significant assistance to maritime actors and ship crews, petroleum industry employees, law enforcement officials and port personnel.

With the private sector: a new type of relationship is emerging. The various shipping and oil companies are the main victims of serious crime in the region. They also deplore the endemic corruption in force in the Niger Delta and in other maritime sectors. SWAIMS is in the process of associating the goodwill of this private sector, in order to launch joint actions, regular meetings and by organizing the secondment of a representative of these companies to CRESMAO. An association is being created, Maritime Security Alliance for the Gulf of Guinea. We must all repel the pirates.



What does a vice-president of our association do in Abuja?

Serge Rinkel is a former French Customs naval officer, former Coast Guard speedboat commander. He worked as an observer of the Serbia and Montenegro embargo on the Danube in Ukraine (1994), drug trafficking expert of the WCO and UNODC in East and South Africa (1997 to 2007), Customs and Borders Adviser to the United Nations Security Council: Arms embargo in the DRC and neighboring states (2007-2008), then expert in arms trafficking in Africa (French Ministry of Defense). Finally he followed cross-border traffic in the Sahel for the EU and ECOWAS and took care of the training of executives of the public force at the borders for the G5 Sahel and intermittently, was involved in various European projects to fight against maritime piracy in the Gulf of Guinea.

He was appointed project manager

of SWAIMS in January 2019 and works at ECOWAS in Abuja (Nigeria). He is assisted by two assistants, an Ivorian, former chief administrator of Maritime Affairs, Mr. Barthélémy Blédé posted to Abidjan to deal with links with the private sector and civil society while a European specialist in project coordination, Mr. Axel Klein, German, will also join Abuja, to replace an Italian expert. The project also has a secretariat and the assistance of temporary experts in the status of consultants.

And what about customs officials?

Customs officers in the coastal countries of the Gulf of Guinea perform few maritime surveillance functions. However, this is the case in Senegal, which has a maritime surveillance service assisted by the navy. This is also the case in Nigeria or perhaps some of you may remember nine Nigerian



officers intervene in the control of the ships at quay, their perfect knowledge of the movements of the freight make them very informed agents who should, in the next years, improve their relations with the multinational maritime coordination centers of ECOWAS (Some customs agents are already affected) as with the Navy, Maritime Affairs, and all law enforcement agencies.

This is not the first time that customs officials have dealt with the waves, even in landlocked countries they are present on the rivers!

In any case, SWAIMS will soon launch a new program with the customs services. You will find out more in a future article.

Article and images courtesy of Le Douanier Francophone

customs sailors shot dead at sea in a fight against pirates. Today two new patrol officers from this administration have been in service since September 9, 2019, one of them is called the "Group of Nine" in memory of the officers' sacrifice. Crime must be pushed back from territorial waters, we must not give up!

It is therefore absolutely necessary to go further. The priority given to the collection of customs duties has always relegated surveillance missions to the second rank of concerns. The establishment of specialized and well-equipped intervention units has often proven to be an overly complex and costly modernization effort. We sometimes make this effort and unfortunately the operating credits do not follow and we must, one day, stop everything. However, it is a matter of choice. ; The improvements to come in the Gulf of Guinea, the achievement of the objectives of the ECOWAS Integrated Maritime Strategy, the work to fight organized crime, because that is what it is all about, nothing can be achieved without customs which constitute

the cornerstone of the permanent system to be created and maintained in place.

Sea administrations must all be integrated into the mechanism of state action at sea, no one can stay on the quays. We must all be present and positive. It's the future of your country and region that you are playing. It's a question of motivation. Customs officers on the shores of the Gulf of Guinea must remember that the maritime radius of customs must be monitored and not only with a subdivision or a maritime brigade or by the navy but with the assistance of customs officers with the creation of maritime intelligence units everywhere . Because everywhere, the coast of the Gulf of Guinea is prey to all these evils that we have just seen together.

Customs has very important sources of information. They know the border trade circuits, the local transit and transport companies. They know the shipping agents, the forwarders, the pilots, the moorers, the dockers, the port officers, the financial circuits. The customs

Wildlife trafficking harms animals and human health: the case of Pangolins



Wildlife trafficking harms animals and human health: the case of Pangolins Vienna (Austria), 22 April 2020 – The outbreak of COVID-19 has been linked to a coronavirus originating in wild bats that jumped to people via an intermediary animal, with pangolins among the leading suspects.

These reclusive and nocturnal mammals are killed for their meat and their scales, which have been used medicinally in both Asia and Africa. The wild meat of pangolins is considered a delicacy, sold in wet markets, which could have served as a possible ground zero for the virus.

The majority of all emerging infectious diseases originated from animals and were transferred to humans.

Wildlife trafficking contributes to the tragedy, making it a threat not only to the environment and our natural heritage, but to human health and security. "Wildlife crime endangers the health of our planet – and our own health. Pangolins offer no threat to humans in their own habitat, but allowing them to be trafficked, slaughtered and sold in illicit markets along with other wild species greatly increases the risk of transmission of viruses and other pathogens.

For the sake of preserving biodiversity and preventing the next public health emergency, the illegal wildlife trade must stop," said UNODC Executive Director Ghada

Waly. Pangolins are the most trafficked mammal in the world, with seizures of illegal cargo originating in Africa and intended for Asian markets having increased tenfold since 2014, according to the United Nations Office on Drugs and Crime (UNODC).

The UNODC research, which included field work, was released to mark today's International Mother Earth Day and will be included in the Office's World Wildlife Crime Report to be published in June. Estimates of how many pangolins have been illegally traded in recent years are difficult to calculate given that seizures represent only a small fraction of the animals killed.

However, the magnitude of the illegal trade based on seizure records suggests that wild sourcing is unsustainable, while breeding of pangolins in captivity at commercial scale is currently not possible. Between 2014 and 2018, the equivalent of 370,000 pangolins were seized globally, suggesting that millions have been trafficked and killed.

UNODC research shows that the source of seized pangolins is primarily West and Central Africa. Traders reported that pangolin traffickers often use the same routes to export and import pangolin scales as they use for ivory. And ivory traffickers appeared to be involved in the pangolin scale trade.

Since the Conference of the Parties to the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) listed all species of pangolins in Appendix I in October 2016, they have been provided the highest level of protection available under international law.

Despite this international trade ban, pangolins remain the most trafficked mammals in the world.

The Chapter of the World Wildlife Crime Report on Pangolins is available online: <https://www.unodc.org/unodc/en/data-and-analysis/wildlife.html>

Migration and Mobility in Eastern Europe and Central Asia: What to Expect in Times of COVID-19

Restrictions on human mobility combined with social distancing measures are the main strategies applied by the majority of governments across the world to stall the spreading of the COVID-19 disease. Consequently, these restrictions alone have fundamentally affected economies, education and transportation systems, tourism industries, agriculture and even consumption markets. However, with global mobility close to zero, internal and international migration experienced the most obvious and drastic changes. For many people in Eastern Europe and Central Asia (EECA), which only 3 decades ago lived in one state, mobility within the region is a fundamental part of their lives. For some, migration is essential and sometimes the only way to access education, find employment, reunite or visit families spread across the region and beyond. For some, migration is the only pathway to survive.

Migration dependent economies in the majority of EECA countries have also abruptly halted since the outbreak. The impact of restrictions on mobility since the beginning of March until end of April is twofold. Whilst economies in Russia and Kazakhstan are losing an important part of their work force consisting of labour migrants, in countries such as Kyrgyzstan and Tajikistan remittances that make up a

high share of their respective GDP are dropping. In turn, returned migrants have increased pressure on the local labour markets that are already suffering from lockdown restrictions. Stranded migrants in the destination countries are subject to discrimination, poverty and other risks related to health, human security, and more.

May and the beginning of summer might see many countries gradually lifting internal movement restrictions. Yet it is clear that the impact on international migration and mobility will last much longer, or might for some be even permanent. This paper looks at some of the most significant consequences of the COVID-19 pandemic on migration and mobility within and from the EECA region. Particularly, the paper discusses the evolution of labour migration, growing patterns of irregular migration, the impact on migrants' individual situation, the potential rise of xenophobia and discrimination, and, finally, the expanding inequality between the countries in the region.

Full Report can be found at https://www.icmpd.org/fileadmin/1_2018/EECA_What_to_expect_in_times_of_covid.pdf

Courtesy of International Centre for Migration Policy Development (ICMPD)

WEBINAR

27th March 2020



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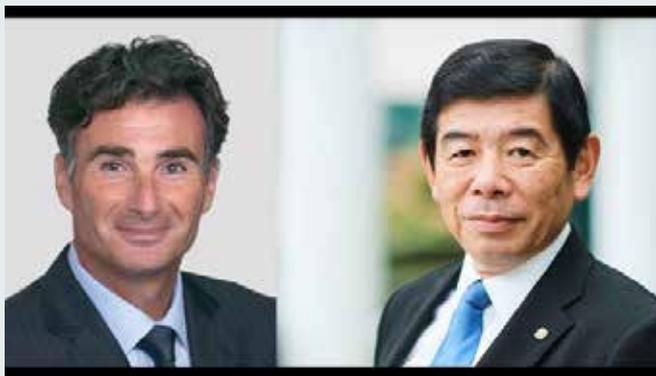
Yohai West
Senior Product Marketing Manager at Cellebrite



Gil Kazes
Subject Matter Expert at Cellebrite

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Joint WCO-IRU statement on responding to the impacts of COVID-19 on cross-border transport



Joint WCO-IRU statement on responding to the impacts of COVID-19 on cross-border transport

The heads of the World Customs Organization (WCO) and the International Road Transport Union (IRU) Secretariats issued a joint statement on 8 May 2020 and jointly called on Customs administrations worldwide to ensure coordinated cross-border interventions in cooperation with other national border agencies and implement international standards such as the TIR Convention, as appropriate, in response to the COVID-19 pandemic, and agreed to coordinate efforts.

WCO Secretary General Kunio Mikuriya and IRU Secretary General Umberto de Pretto expressed their readiness to support their respective Members in the implementation of relevant instruments, tools and programmes.

The text of the joint statement is below.

WCO and IRU joint statement on responding to the impacts of COVID-19 on cross border transport

The coronavirus disease (COVID-19) pandemic, while above all a public health crisis, presents the world with unprecedented economic challenges. Trade has dramatically declined, supply chains are disrupted and the

restrictions to cross-border and transit freight transport that have been put in place could aggravate the pandemic's economic impact.

As each economy depends on the efficiency of transport, including road transport, especially in this critical time, and bearing in mind the gradual lifting of confinement measures, the World Customs Organization (WCO) and the International Road Transport Union (IRU) jointly call on Customs administrations worldwide to:

Ensure coordinated cross-border interventions in cooperation with other national border agencies and implement international standards such as the TIR Convention, as appropriate;

Use the TIR system, and its IT tools, wherever possible, which allow secure transport under Customs control with limited physical checks and less contact between people at borders, thus reducing the risk of spreading the virus and protecting Customs officers and drivers;

Designate priority (green) lanes for commercial vehicles to reduce border waiting times and introduce other measures to ensure supply chain continuity;

Avoid closing borders to the international transport of goods, particularly for relief goods and personnel and essential goods; and,

Avoid unnecessary checking of commercial vehicles at borders.

The WCO and IRU express their readiness to support their respective Members in the implementation of relevant instruments, tools and programmes and will work together to coordinate their respective efforts.

101 Arrested and 19,000 Stolen Artefacts Recovered In International Crackdown on Art Trafficking



More than 19,000 archaeological artefacts and other artworks have been recovered as part of a global operation spanning 103 countries and focusing on the dismantlement of international networks of art and antiquities traffickers.

101 suspects have been arrested, and 300 investigations

opened as part of this coordinated crackdown. The criminal networks handled archaeological goods and artwork looted from war-stricken countries, as well as works stolen from museums and archaeological sites.

Seizures include coins from different periods, archaeological objects, ceramics, historical weapons, paintings and fossils. Facilitating objects, such as metal detectors were also seized.

These results were achieved during the global Operation ATHENA II, led by the World Customs Organization (WCO) and INTERPOL, which was carried out in synchronization with the Europe-focused Operation PANDORA IV coordinated by the Spanish Civil Guard (Guardia Civil) and Europol in the framework of EMPACT. Details of both Operations, which ran in the autumn of 2019, can only be released now due to operational reasons.

Hacker Group Selling Database With Millions of User Credentials Busted

Polish and Swiss law enforcement authorities, supported by Europol and Eurojust, dismantled InfinityBlack, a hacking group involved in distributing stolen user credentials, creating and distributing malware and hacking tools, and fraud.

The Polish National Police (Policja) searched six locations in five Polish regions and arrested five individuals believed to be members of the hacking group InfinityBlack. Police seized electronic equipment, external hard drives and hardware cryptocurrency wallets, all worth around €100 000. Two platforms with databases containing over 170 million entries were closed down by the police.

The hacking group created online platforms to sell user login credentials known as 'combos'. The group was efficiently organised into three defined teams. Developers created tools to test the quality of the stolen databases, while testers analysed the suitability of authorisation data. Project managers then distributed subscriptions against cryptocurrency payments.

The hacking group's main source of revenue came from stealing loyalty scheme login credentials and selling them on to other, less technical criminal gangs. These gangs would then exchange the loyalty points for expensive electronic devices.

Corona Crimes: Multi-Million Face Mask Scam Foiled Across Europe

As part of a case coordinated by Europol and Interpol, financial institutions and authorities across Germany, Ireland, the Netherlands and the United Kingdom have foiled an attempt to cheat health authorities out of millions of euros by selling them non-existent face masks.

In mid-March, the German health authorities contracted two sales companies in Zurich and Hamburg to procure €15 million worth of face masks. With a global shortage on medical supplies complicating usual business channels, the buyers followed new leads in the hopes of securing the

masks.

Through email correspondence, the company initially claimed to have 10 million masks, only for the delivery to fall through. As consolation, they then referred the buyers to a 'trusted' dealer in Ireland. The Irish middleman promised to put them in touch with a different supplier, this time in the Netherlands.



INTERPOL – Afripol alliance goes live



An online ceremony has launched INTERPOL’s operational working relationship with Afripol, the African Union (AU) Mechanism for Police Cooperation.

The two organizations will now implement their joint action plan to position Afripol as a strategic Pan-African policing

partner and strengthen Africa’s fight against terrorism, organized and emerging crime and cybercrime.

The ceremony follows an agreement signed between INTERPOL and the AU in January 2019 to work together in tackling serious global crime.

During the kick-off event, senior law enforcement leaders from both organizations underlined the importance of INTERPOL’s global network and policing capabilities in shaping a coordinated response in African law enforcement operations.

Afripol will now have access to INTERPOL’s wide range of global criminal databases and secure police communications network called I-24/7, enabling it to work directly with law enforcement in each of INTERPOL’s 194 member countries.

INTERPOL launches awareness campaign on COVID-19 cyberthreats

In response to the rapidly changing cybercrime landscape during the COVID-19 pandemic, the global law enforcement and cybersecurity communities have formed an alliance to protect the public.

Harnessing the expertise of this alliance, INTERPOL has launched a global awareness campaign to keep communities safe from cybercriminals seeking to exploit the outbreak to steal data, commit online fraud or simply disrupt the virtual world.

The campaign will focus on social media outreach, highlighting the top threats that INTERPOL has identified based on the data collected from its member countries, private industry partners, national cybersecurity agencies and online information-sharing groups.

Analysis of this data has confirmed that cybercriminals are capitalizing on the anxiety caused by COVID-19 through various cyberattacks such as data-harvesting malware, ransomware, online scams and phishing.

World Customs Organization receives access to INTERPOL’s iARMS database

INTERPOL has signed an agreement with the World Customs Organization (WCO) granting the global body access to its database on illicit firearms.

The agreement further strengthens the longstanding cooperation between the two organizations in the fight against trafficking, organized crime and terrorism, leveraging the global customs mandate of the WCO to help identify and cut off the flow of illicit weapons.

Under the agreement, the WCO will have real-time access to search the more than 1.4 million records of illicit firearms contained in the INTERPOL Illicit Arms Records and tracing Management System (iARMS) database, as well as access to firearms identification reference material via the INTERPOL

Firearms Reference Table (IFRT).

The WCO will also be able to submit international trace requests for suspicious firearms recovered during its customs activities and operations, to help identify when and where a firearm was diverted into illicit use.



OSCE Presence visits border crossing points in Albania to assess situation amid COVID-19



The OSCE Presence in Albania visited the border crossing points of Kapshtica and Kakavija to assess the overall situation, as well as measures taken in light of the COVID-19 pandemic.

Kapshtica and Kakavija are two of the main crossing points serving repatriation of citizens in the current

situation. Extensive meetings were held with the regional border and migration directors and station commanders. The Presence also visited designated hotels where repatriated citizens are quarantined.

The purpose of the meetings was to get an overview on the general situation at the border crossing points, assess how border police officials are coping with the pandemic, challenges they are facing, as well as their needs. Discussions also focused on co-operation with the local government and with other law enforcement agencies operating at the border, such as customs, to facilitate the processing of trucks.

The regional directors informed the Presence of the current and expected challenges for border agencies, especially after the opening of the borders. They also expressed concern about the revival of irregular migration.

Serbia's changing needs during COVID-19 pandemic



To help Serbia face the challenges stemming from the COVID-19 pandemic, the OSCE Mission to Serbia immediately adapted its support to meet the country's needs.

The Mission provided first aid kits to the shelter for victims of trafficking of human beings (THB) and to

socially disadvantaged persons in south Serbia, including migrants, on 30 April 2020.

As the Mission focuses particularly on the most vulnerable groups, a similar donation for citizens in need in southwest Serbia will soon follow.

"In the short term, we redirected some of our funds to provide first aid kits," said Andrea Orizio, the Head of the OSCE Mission to Serbia. "In the long term, we remain focused on the work we are carrying out in the crucial areas of our mandate, such as the implementation of the Media Strategy through its Action plan, the protection of the safety of journalists, and strengthening the Interior Ministry's operational capacities for regional co-operation in the fight against human trafficking."

Overcrowded shelters put migrants at unacceptable risk amidst pandemic

The outbreak of the COVID-19 pandemic has brought home how many migrants are confined to overcrowded spaces with very little freedom to move around or keep a safe distance to others, and how dangerous this can be, the Director of the OSCE Office for Democratic Institutions and Human Rights (ODIHR) said today. At the same time, ODIHR is working with countries across the region to build on the good practices that are being

developed in many places.



Migrants Continue Central Mediterranean Crossings Amid COVID-19 Pandemic, Even as Rescue ‘Gap’ Makes Passage More Perilous

The COVID-19 pandemic and the response measures implemented by governments – including mobility restrictions, border closure and tightened immigration control – have not eliminated the peril of an irregular migrant journeys across the Mediterranean.

Moreover, a lack of active humanitarian search and rescue operations and the closing of ports are making an already dangerous journey even deadlier, creating a concerning rescue “gap” which has migrants’ lives at risk.

That’s the conclusion of the International Organization for Migration (IOM)’s Global Migration and Data Analysis Centre, known as GMDAC, which has monitored migration flows,

arrival and fatalities statistics on this busy migration corridor since 2014.

Leveraging public health concerns to tighten control at their borders, the Maltese and Italian governments introduced further restrictions on disembarkation in their ports. Nonetheless, migrants continued to leave Libyan shores, driven by the deteriorating humanitarian and security situation in the country.

In April 2020, 1,132 people attempted the crossing from North Africa to Italy and Malta, based on IOM records, which amounts to over a doubling of the 498 people making that journey during the same period in 2019.

IOM Supports Migrants Stranded on Cote d’Ivoire – Ghana Border; Border Officials Trained and Equipped Amid COVID-19 Crisis



The closure of border posts has a heavy impact on the border communities’ economic activities. The provision of training and equipment will enable border officials to conduct their activities safely and reopen the border posts quickly, as well as prevent and detect possible COVID-19 cases.

During the month of May, border officials will be trained in

how to use the equipment, as well as in the registration at crossing points and referral of suspected cases by IOM and local partners.

Border officials, as frontline workers in the COVID-19 response, will also be provided with registration forms that will allow for the development of a mobility profile at the different POEs. In the longer term, the equipment and training for border officials will help ensure a smooth transition towards the reopening – even partial – of Côte d’Ivoire’s borders.

This training activity is part of the project, “Enhance the capacity of Côte d’Ivoire’s authorities to Comprehensively Address Trafficking in Persons and Migrant Smuggling – COCOTIP” funded by the German Ministry of Foreign Affairs.

Gambian Returnees Produce Protective Equipment for COVID-19 Frontline Border Officials

The IOM is mainstreaming COVID-related activities into existing initiatives. As part of their reintegration assistance, 20 migrant returnees are producing up to 2,000 protective suits and shoe coverings. These will be donated to the Ministry of Health for the use of frontline immigration and border officials.



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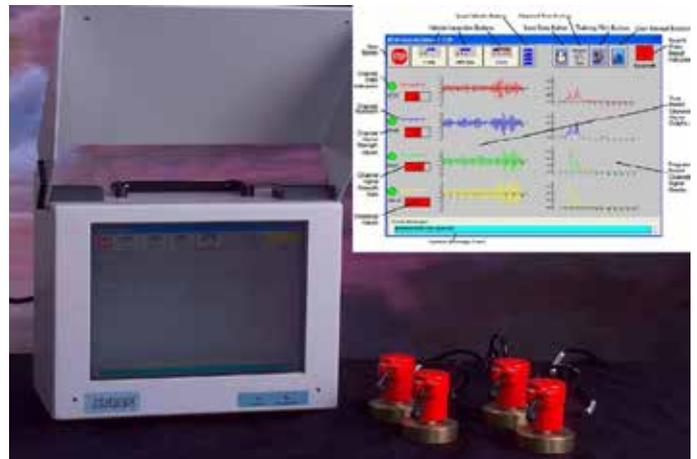
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The AVIAN Heartbeat Detector consists of an industrial computer loaded with specially developed software, a touch-screen monitor and special sensors. The operator uses the touch-screen to select vehicle type prior to beginning the vehicle scan. The processed data provide the operator with a PASS or SEARCH indication. The completed **process takes as little as 15 seconds** after the sensors are placed on the vehicle and the driver has exited the vehicle.

The AVIAN Heartbeat Detector is a **cost effective** method to accurately and quickly search large or small vehicles, regardless of contents, for hidden persons. The **one-screen operation** with icons makes training a simple matter that can be accomplished in less than one hour. The computer system requires little maintenance. **British Immigration, US Homeland Security, Spain's Guardia Civil and National Police, FRANCE MOJ, EDF, Hellenic Police and numerous others, are currently using the Heartbeat Detector** for their security purposes for 20 years.

The cost of the AVIAN Heartbeat Detector is approximately the cost of a single corrections officer or portal security guard. It is accurate and reliable and provides the officer with the capability to rapidly search fully loaded vehicles without moving or disturbing the vehicle contents.



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Sweden hosted the first meeting of Mediterranean Partners for Co-operation Group, focusing on information technology and human trafficking



The Mediterranean Partners for Co-operation Group, under the Swedish Chair, held their first virtual meeting. It focused on the challenges and opportunities of information technology and human trafficking.

Some 100 participants discussed the rapid development of information technology and its tremendous impact globally on trafficking in human beings (THB), including in the OSCE region and across the Mediterranean.

“Our programme for 2020 will focus on topics such as countering trafficking in human beings, women, peace and security, youth and countering violent extremism and radicalization that lead to terrorism (VERLT),” said Ambassador Ulrika Funered, Head of the Permanent Delegation of Sweden to the OSCE. “Sweden’s ambition is to continue the tradition to make the OSCE Mediterranean partnership interactive, dynamic and operational despite these challenging times.”

Ambassador Igli Hasani, Chair of the Permanent Council, wholly endorsed the Swedish programme. “The programme closely aligns and complements Albanian’s Chairmanship

priorities, and is particularly relevant to the Partners.” Regarding the topic of the day, Hasani stressed that harnessing new technologies and improving cross-border information sharing is an objective for us all. “It helps us increase awareness, support prevention, exchange best practices, adopt appropriate legislation, deepen mutual co-operation and strengthen prosecution with a sensible focus on the protection of the victims”.

OSCE Secretary General Thomas Greminger highlighted that the OSCE has long been a champion in a fight against human trafficking. “The OSCE has been in the lead in standard-setting and has provided concrete solutions through practical co-operation projects that have gained wide international interest,” said Greminger. He also noted that resilience of regional dialogue and co-operation would be tested due to the ongoing pandemic. “Our partnership should not be about doing less, but doing better.”

Valiant Richey, OSCE Special Representative and Co-ordinator for Combating Trafficking in Human Beings, pointed out that “The future success of countries in eradicating human trafficking will very much depend on how they are prepared and equipped to harness technology to fight this crime. We stand ready to help with the process.”

Participants commended Sweden’s Mediterranean Partners for Co-operation Group 2020 programme. “Sweden will concentrate on those areas of dialogue and co-operation in which the OSCE has a comparative advantage and where it brings added value,” said Ambassador Funered. “In this format, we are committed to enhance our common security with all the tools that the OSCE has to offer.”

False and Authentic Documents Online system (FADO)

The use of false documents has risen significantly in recent years. Just last year, over 7 000 fraudulent document users were detected at the EU’s external borders. False documents are a criminal’s favourite tools: they can be used repeatedly for many illegal activities.

For years Frontex, the European Border and Coast Guard Agency, has been at the frontline of the fight with document and identity fraud. In April, the agency expanded its presence in this area, becoming responsible for the operation of the False and Authentic Documents Online

system (FADO).

Thanks to FADO, a border guard will need only seconds to verify an ID, driving or vehicle license. EU Member States and European institutions, along with airlines, international organisations and many others will be able to benefit from the system’s database, including information on authentic and false documents, as well as forgery techniques used by criminals. FADO will be operated by Frontex’s Centre of Excellence for Combatting Document Fraud (CED).

COVID-19 AND THE DRUG SUPPLY CHAIN: FROM PRODUCTION AND TRAFFICKING TO USE

Research brief prepared by the
Research and Trend Analysis Branch
and the UNODC Research Network

The COVID-19 crisis is taking its toll on the global economy, public health and our way of life. The virus has now infected more than 3.6 million people worldwide, killed 250,000 and led Governments to take drastic measures to limit the spread of coronavirus disease 2019. Roughly half of the global population is living under mobility

restrictions, international border crossings have been closed and economic activity has declined drastically, as many countries have opted for the closure of nonessential businesses. Drug trafficking relies heavily on legal trade to camouflage its activities and on individuals being able to distribute drugs to consumers.



The measures implemented by Governments to counter the COVID-19 pandemic have thus inevitably affected all aspects of the illegal drug markets, from the production and trafficking of drugs to their consumption. Having said that, the impact of those measures varies both in terms of the different business models used in the distribution of each type of drug and the approaches used by different countries to address the pandemic. These range from the closure of international border crossings, while allowing domestic travel, to moderate-to-strict shelter-in-place orders, or a complete lockdown of all activities, including suspension of essential services other than for emergencies. The impact on actual drug production may vary greatly depending on the substance and the geographical location of its production. Based on the most recent data from government authorities, open sources, including the media, and the network of

UNODC field offices, the evidence available suggests the following ongoing dynamics in the impact of the COVID-19 pandemic on the illicit drug markets.

Measures implemented to prevent the spread of COVID-19 are having a mixed impact on the drug supply chain

The impact of the measures implemented to address the COVID-19 pandemic appears to have been most homogenous to date at the very end of the drug supply chain, in the destination markets. Many countries across all regions have reported an overall shortage of numerous types of drugs at the retail level, as well as increases in prices, reductions in purity and that drug users have consequently been switching substance (for example, from heroin to synthetic opioids) and/or increasingly accessing drug treatment. Some countries in the Balkans and in the Middle East,

where measures are not so strict during the day, have, however, reported less disruption. The overall impact on bulk supply is reportedly more heterogenous, both across drugs and across countries. Increased controls resulting from the implementation of measures to fight the spread of COVID-19 have had double-edged consequences on large-scale drug supply. Some countries, such as Italy and countries in Central Asia, have experienced a sharp decrease in drug seizures. Other countries, such as Niger, have reported a cease in drug trafficking.

There have also been reports of organized criminal groups involved in drug trafficking becoming distracted from their usual illicit activities by emerging crime linked to the COVID-19 pandemic; for example, cybercrime and trafficking in falsified medicines in the Balkan countries. On the other hand, other countries, including the Islamic Republic of Iran and Morocco, have reported large drug seizures, indicating that large-scale drug trafficking is still taking place, and some have reported an increase in interdiction resulting from increased controls.

An example of an increase in drug enforcement is seen in the United Kingdom of Great Britain and Northern Ireland, where an improvement in the interdiction of “county lines” activities, a trafficking modus operandi particular to that country in which young disadvantaged people are exploited,

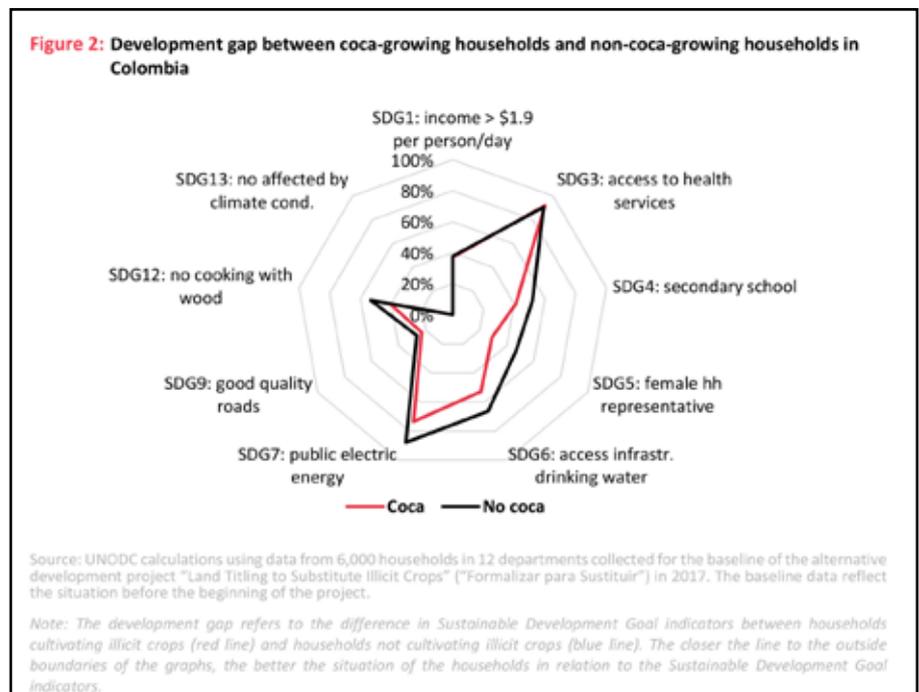
has been reported. “Fortuitous” drug interceptions in countries such as Egypt have also resulted in mid-scale drug seizures made during street controls, and reports from Nigeria indicate continued drug trafficking, with a possible increase in the use of postal services.

Drug production

Restrictions resulting from the lockdown could hinder the production and sale of opiates in major producing countries

With the key months for the opium harvest in Afghanistan being March to June, the 2020 opium harvest is taking place during the COVID-19 crisis and it could be affected if the large labour force needed is not able or willing to travel to the areas where opium poppy is grown in the country. This may be due to mobility restrictions imposed by the Government or non-state actors, or by the spread of the COVID-19 virus itself, which may deter workers from travelling or reduce the workforce available due to sickness. A shortage of poppy lancers has already been observed in the western and southern provinces of the country, mainly due to the closure of a border crossing with Pakistan. However, women in poppy-growing households appear to be increasingly engaged in the poppy lancing process, as do people who lost their jobs due to the COVID-19 crisis.

The decline in international trade resulting from the pandemic



could also lead to a shortage in the supply of acetic anhydride, a precursor vital to the manufacture of heroin, which is not produced in Afghanistan. Such a shortage could lead to a reduction in the manufacturing of heroin or push it outside the country or even the region. In Myanmar, there are indications that the 2020 opium harvest, which was concluded before the onset of the pandemic, faces a shortage of buyers possibly because of the related restrictions of movement. There are no indications to date of measures to control the spread of the COVID-19 virus having an impact on opium production in Mexico.

Measures are impeding cocaine production in the short-term but a resurgence is likely in the event of economic crisis

Reports from Colombia indicate that law enforcement pressure has increased during the pandemic and that the coca bush eradication campaign is continuing as planned. Cocaine production appears to be being impeded, as producers, especially in eastern Colombia, are suffering from a shortage of gasoline, which was previously smuggled from the Bolivarian republic of Venezuela and is essential in cocaine production.

In the Plurinational State of Bolivia, political turbulence in late 2019 and the recent challenges related to the spread of COVID-19 appear to be limiting the ability of state authorities to control coca bush cultivation, which could lead to an increase in its cultivation. In Peru, a drop in the price of cocaine is indicative of a reduction in

trafficking opportunities and may discourage coca bush cultivation in the short-term, although the looming economic crisis may lead more farmers to increase or take up coca cultivation in all the major cocaine-producing countries.

Reduced trade is limiting the availability of precursors for synthetic drugs in some Regions

Synthetic drugs can be produced in virtually every country. The COVID-19 measures could have an effect on synthetic drug production if they lead to a reduction in the availability of precursor substances that are either diverted from the legal trade or produced illicitly. Where precursor chemicals are supplied from within a region and trafficking has not been impeded (for example, in South-East Asia), the production of synthetic drugs is only marginally affected by the restrictions stemming from the measures to control the spread of COVID-19. Also, where there is domestic manufacture using domestic precursors, as is the case of mephedrone and other popular synthetic drugs in the Russian Federation, no major impact on the domestic drug market is visible.

The largescale illicit production of synthetic drugs using precursors imported from other regions is more likely to be affected. Indeed, there are reports that the reduction in trade from South-East Asia has limited the supply of chemical precursors in Mexico, where it seems to have disrupted the

manufacture of methamphetamine and fentanyl, as well as in Lebanon and Syria, where it is affecting the manufacture of amphetamine-type stimulants, in particular of “captagon”. In Czechia, the closing of the international borders has led to a reduction in the availability of precursors and a shortage of methamphetamine is expected.

Drug trafficking

Drug trafficking by air is likely to be completely disrupted by the restrictions imposed on air travel

The trafficking of different drugs has been impacted to varying extents by the restrictions in movement and closure of borders imposed to prevent the spread of COVID-19, depending on how drugs were trafficked before the pandemic. Heroin is mostly trafficked by land, often alongside legal cargo, whereas cocaine is mostly trafficked by sea, also using non-commercial craft such as specialised boats and yachts. Synthetic drugs tend to be trafficked by air, with certain substances reaching some countries in large proportions, which is carried out by air couriers using body packs or concealing drugs in their personal luggage.

The biggest impact on drug trafficking can thus be expected in countries where large proportions of drugs are trafficked by air. Given the almost universal restrictions imposed on air traffic, the supply of drugs by air may be completely disrupted. This is likely to have a particularly drastic effect on

the trafficking of synthetic drugs, not least methamphetamine, to countries in South-East Asia, such as the Republic of Korea and Japan, and in Oceania, such as Australia, as well as on the cocaine trafficking that relied on commercial flights prior to the pandemic.

Signs of increased use of maritime routes to traffic heroin to Europe

Reports from the main heroin trafficking routes indicate that the COVID-19 measures may have increased the risk of interception when the drug is trafficked by land as such shipments may now be intercepted more frequently than those trafficked by other modes of transport. Recent significant seizures of opiates in the Islamic Republic of Iran have been attributed to those measures. CARICC, the Central Asian Regional Information and Coordination Centre for Combating Illicit Trafficking of Narcotic Drugs, estimates that heroin trafficking overland may have become riskier in Central Asia. A recent uptick in heroin seizures in the Indian Ocean could be interpreted as indication of an increase in the use of maritime routes for trafficking heroin to Europe along the “southern route”. If confirmed, the shift to the southern route would indicate a change in the strategy of drug trafficking organizations as a result of the COVID-19 measures.

Border measures appear to be hindering trafficking in opiates

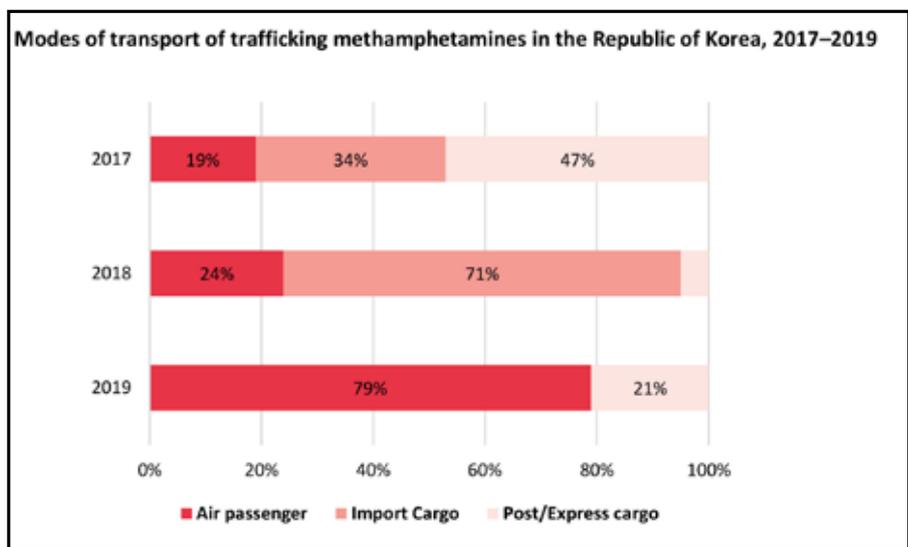
Reports from the Americas point to increased control at borders that is making the trafficking of heroin from Mexico to the United States of America more difficult than before the onset of the pandemic. Similar reports have come from Myanmar, which supplies East and South-East Asia with heroin: a sudden drop in opium prices suggests that buyers are no longer able to reach producing areas in order to purchase opium or heroin. This situation could, however, also be linked to major ongoing counternarcotics operations.

Large shipments of cocaine are still being trafficked but by alternative means

There are indications that the reduction in air traffic to Europe resulting from the COVID-19 measures may already have led to an increase in direct cocaine shipments by sea cargo from South America to Europe. Similarly, reports from Colombia indicate an increase in maritime drug trafficking and a decrease in cocaine trafficking by land. Relatively recent large seizures of cocaine made in European ports demonstrate that the trafficking of large shipments of cocaine is still ongoing.

Indications of a reduction in the flow of cocaine is not yet affecting seizures in destination markets

Cocaine continues to be seized in large quantities in Europe and in Latin America, which not only



indicates that drug trafficking is ongoing but also that law enforcement is continuing to intercept such shipments. There are, however, indications of a reduction in the flow of cocaine from source countries to destination countries. In Peru, falling cocaine prices and difficulties in trafficking cocaine abroad have been reported, which could lead to an overall reduction in cocaine trafficking in the near future.

COVID-19 measures are likely to lead to the stockpiling of drugs

It is likely that, as a reaction to a reduction in opportunities for drug traffickers to distribute drugs in local markets owing to the lockdown, actors along the drug supply chains are stockpiling drugs. The decrease in prices reported by mostly drug-producing countries may be an indicator of such a development. Increasing stockpiles may lead to an oversupply of drugs once restrictions are lifted, which

could result in an increase in the availability of low-cost, high-purity drugs and could lead to an increase in the risk of drug overdoses.

Indications the lockdown is increasing demand for cannabis

Continued large-scale seizures of cannabis products in the Middle East and North Africa suggest that cannabis resin trafficking to Europe is not being disrupted by the restrictions related to the COVID-19 pandemic. There are indications that the lockdown measures in Europe may lead to an increase in demand for cannabis products, which could intensify drug trafficking activities from North Africa to Europe in the future.

Local nature of cannabis implies trafficking will remain unaffected

In general, trafficking in cannabis may not be affected in the same way as trafficking in heroin or cocaine, given that cannabis

production often takes place near consumer markets and traffickers are thus less reliant on long, transregional shipments of large quantities of the drug.

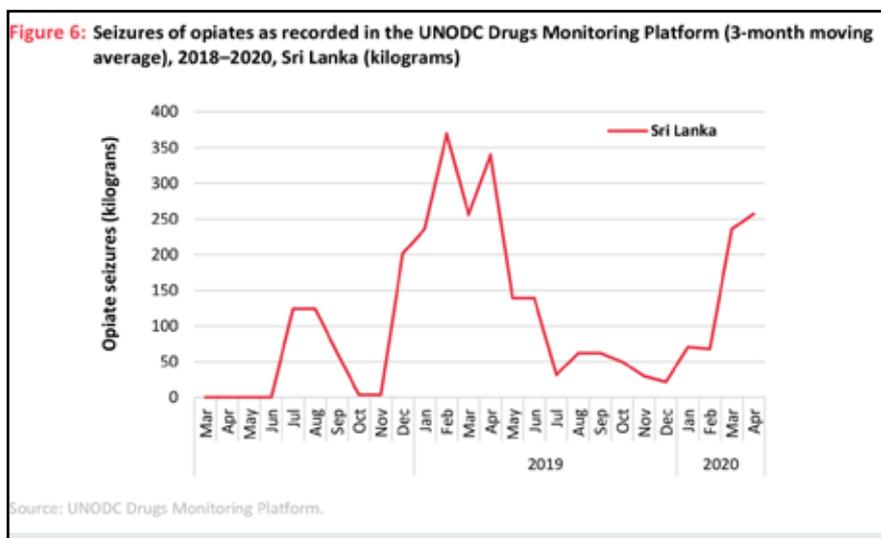
Enforcement of COVID-19 measures may play into the hands of drug traffickers

The response of Member States to countering drug trafficking may also, to some degree, be affected by the COVID-19 crisis. In countries with limited law enforcement capacity, enforcing measures to counter the spread of COVID-19 may divert resources away from counter-narcotics efforts, making drug trafficking and production less risky for organized criminal groups and providing a conducive environment for illicit activities. Moreover, there are indications that drug trafficking groups are adapting their strategies in order to continue their operations, and that some have started to exploit the situation so as to enhance their image among the population by providing services, in particular to the vulnerable.

Drug consumption

Drug shortages have been reported and could have negative health consequences for people with drug use disorders

Many countries have reported drug shortages at the retail level, with reports of heroin shortages in Europe, South-West Asia and North America in particular. Drug supply shortages can go together with an overall decrease in consumption



(for example, of drugs that are mostly consumed in recreational setting such as bars and clubs) but may also, especially in the case of heroin, lead to the consumption of harmful domestically-produced substances, as well as more harmful patterns of drug use by people with drug use disorders. In terms of alternatives, some countries in Europe have warned that heroin users may switch to substances such as fentanyl and its derivatives.

An increase in the use of pharmaceutical products such as benzodiazepines and buprenorphine has also been reported, to the extent that their price has doubled in some areas. Harmful patterns deriving from drug shortages include an increase in injecting drug use and the sharing of injecting equipment and other drug paraphernalia, all of which carry the risk of spreading blood-borne diseases, such as HIV/AIDS and hepatitis C, and COVID-19

itself. Risks resulting from drug overdose may also increase among people who inject drugs and who are infected with COVID-19. Some countries have reported that the activities of organizations providing support to people who use drugs have been severely affected.

In response to a reduction in the accessibility of treatment service provision during the lockdown, some countries have increased low-threshold services and reduced barriers for obtaining opiate-substitution medication; for example, allowing pharmacies to dispense methadone, as in the United Kingdom. Other countries, however, have reported difficulties in maintaining services for drug users.

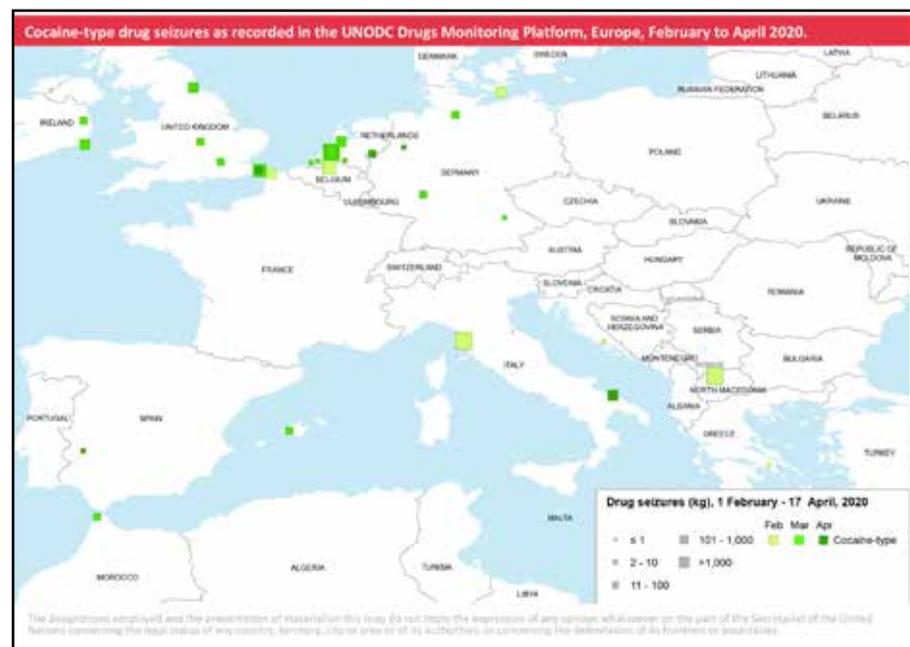
Economic difficulties caused by COVID-19 could change drug consumption for the Worse

In the long run, the economic downturn caused by the COVID-19 crisis has the potential to lead to a

lasting transformation of the drug markets. The economic difficulties caused by the COVID-19 crisis may affect people who are already in a position of socioeconomic disadvantage harder than others. This could lead to an increase in the number of people resorting to illicit activities linked to drugs in order to make a living (production, transport, etc.) and/or being recruited into drug trafficking organizations. Based on the experiences of the economic crisis of 2008, it is fair to assume that the economic downturn may lead to reductions in drug-related budgets among Member States, an overall increase in drug use, with a shift towards cheaper drugs, and a shift in patterns of use towards injecting drugs and to substances with an increased risk of harm due to a greater frequency of injections.

POLICY IMPLICATIONS

Mitigating the potentially harmful effects of the COVID-19 pandemic on drug markets and on the ability of countries to control drug production, trafficking and use requires adaptive and quick responses by the international community. In the short term, drug market disruptions may lead to an increase in harmful drug use practices and to novel strategies by drug trafficking groups aiming to overcome obstacles. People who use drugs may increasingly access the darknet in order to overcome the effects of street control and drug delivery by mail could become more



popular. The economic downturn caused by the COVID-19 crisis could, in the medium-term, lead to further increases in drug production, trafficking and use.

The crisis may have a transformative effect on drug markets and may exacerbate the socioeconomic situation of vulnerable groups who in turn may increasingly resort to illicit activities. Indeed, an increasing number of people may resort to illicit activities to compensate for the loss of licit income and unemployment. Once restrictions are lifted, economic shocks may also prompt an increase in drug consumption, as observed in the past.

In parallel, the economic crisis will limit the capacity of Member States to curb drug production and mitigate harms resulting from drug consumption, if fewer funds are available for counter-narcotic programmes and alternative development, as well as for drug treatment and prevention programmes. Tackling drug trafficking remains an international responsibility. Most of the demand for trafficked substances comes from countries other than those where drugs are produced and most drug-related income is generated in destination countries. As such, tackling drug trafficking remains a shared responsibility that requires a concerted international effort targeting the new challenges related to the COVID-19 pandemic, which are affecting countries of



supply, transit and destination.

The evidence collected so far suggests that the COVID-19 pandemic and the measures to contain it, are affecting the drug supply chain, from production and trafficking to consumption, to varying degrees. Close monitoring of the supply chain and of drug use patterns and their consequences is paramount in order to assess whether the observed changes are only temporary or if drug markets will undergo a lasting transformation. Close monitoring is also required to close gaps in the understanding of the dynamics of drug markets, in particular in Africa, where information on drug trafficking and drug consumption remains scarce.

Further information is also needed to improve understanding of how the impact of the COVID-19 pandemic on drug production and

drug trafficking may be affecting terrorist organizations, which benefit financially from facilitating trafficking in drugs and other illicit materials.

THE PAPUA-PAPUA NEW GUINEA BORDER AMID THE SPREAD OF THE COVID-19 VIRUS

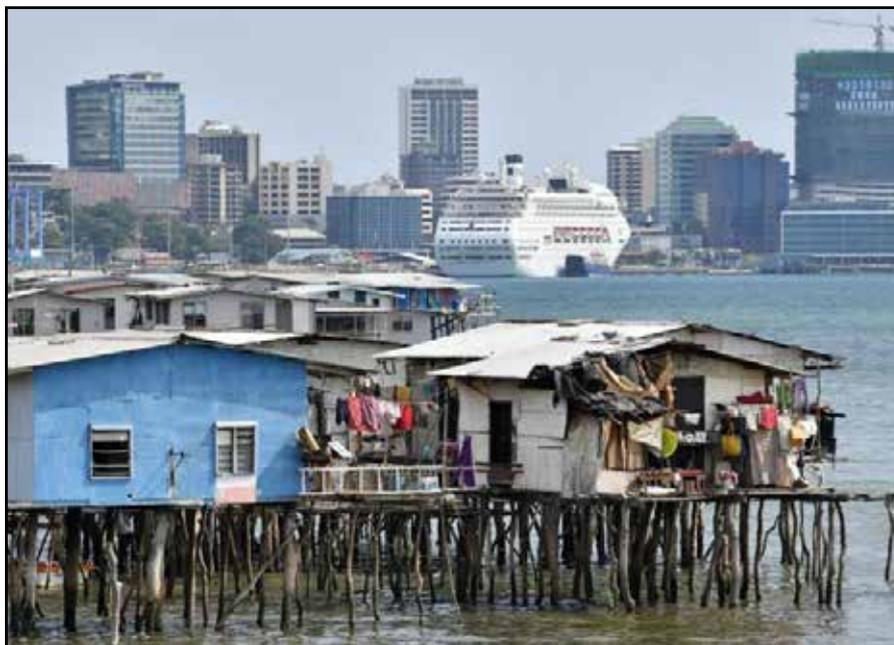
By Melyana R Pugu

State borders are an important part of national sovereignty in maintaining integrity. To recognize a nation state it is necessary to know the boundaries of the country. State borders indicate ownership of a sovereign state including the potential within it and the threats that may arise over the territory of a country. Borders, especially state borders

are one of the important aspects in geopolitics that separates people from two countries, namely natural, river, mountain and ethnic and linguistic boundaries and geometrically based on longitude and latitude (Marwasta, 2016). The country's borders are undergoing many concept changes in their management due to globalization which raises many possibilities

both economic revival and various threats including the spread of viruses in addition to drug smuggling, human smuggling and weapons.

The state in relation to border management in the midst of the outbreak of the Covid-19 virus has tightened guarding of the country's border areas. Various national border entrances around the world are tightened guarded including the traffic of people and goods in the country's border lanes. American Border in a Reuters release (Reuters, 2020) states that the Pentagon will send about 500 troops to the US-Mexico border to help federal border agents amid the corona virus pandemic, the United States has maintained an average of 5,000 troops on the southwest border to support Patrol Border with carrying out law enforcement duties. To reduce the likelihood of border officers being exposed to the Covid-19 virus in addition to American concerns that the pandemic will suppress the Mexican economy and encourage illegal immigration from Mexico to cross into America. While the Mexican government declared a state of health emergency and issued stricter rules aimed at tackling the corona virus that spreads rapidly after the number of cases rose past 1,000 and the number of deaths rose sharply. This is different from the American and Canadian borders where Canada does not agree if the US sends troops to the country's borders and is considered as an unnecessary step and will damage



bilateral relations between the two countries where the borders of the two countries have been managed with soft management or different safeguards. with the American-Mexican border applying a hard management model or strict border guarding. The Trump administration has increased its response to the corona virus outbreak this month because infections have spread across the country. For the first time last Tuesday, the United States recorded nearly 700 new deaths in one day. The country now has a total of more than 3,800 deaths and more than 185,000 cases so it must close its North and South border since March 20 to limit the spread of the Covid-19 Virus.

Indonesia at the time of this writing the latest corona virus positive (Covid-19) case data in Indonesia continues to show an increase in the number of patients. the number

of positive cases of Covid-19 in Indonesia already exists at 7135 people. With the addition of new patients as of April 3, as many as 5000 people, the number of positive cases of Covid-19 in Indonesia on April 21, 2020, reached 7135 patients. This figure is based on the latest update released by the Task Force for the Acceleration of Covid-19 Handling. Referring to the same data, the number of positive Covid-19 patients in Indonesia who are still undergoing treatment is 7135 people. While 842 Covid-19 patients were declared successful. The number of patients who recovered was increased by 708 compared to April 3 data. On the other hand, the death rate due to Covid-19 is also still increasing. Until April 3, 2020, there were 616 Covid-19 patients who died. To date, positive cases of Covid-19 have spread in 34 provinces



(Idhom, 2020). Indonesia's border with several countries bordering on the land such as Papua New Guinea, where the government of Papua New Guinea since January 30, 2020 has closed its border in Wutung which borders Skouw Papua Indonesia due to fears of the spread of the Covid-19 virus and then the Indonesian border in Skouw Papua also closed so that citizens of these two countries cannot cross this temporary border (Evarukdijati, 2020).

The position of the Indonesian government in managing borders amid the outbreak of the Covid-19 virus is to close its borders as did other countries in the border region. This is done so that the spread of the covid-19 virus can be minimized and not spread because the spread of this pandemic is through humans who contact each other through direct interaction. So that

human mobility at the border of a country needs to be limited or even eliminated to close its distribution.

The global spread of the Covid-19 virus shows that the international community that has moved from one country to another through national borders as if those borders do not appear to restore the border position of the countries in the world with various treatments of borders his country to close the spread of this virus. The position of the country's borders becomes very important to save the lives of the citizens of their citizens who directly have an identity as a certain citizen and remove the symbol of the identity of the world community. The community with the symbol of the nation's identity again became stronger with the spread of this infectious disease. Each country sets health standards for prevention and prevention of this disease according to standards set by the UN health agency - WHO.

Infectious diseases have in fact strengthened the basic bases of the country both the borders of the country, maximum protection of citizens by each country and indirectly strengthen the identity of the country's people. The intended community identity is self-reflection or self-reflection originating from the family, gender, culture, ethnicity and socialization process. Identity basically refers to the reflection of oneself and other people's perceptions of individuals, including the strengthening of religious values. With identity able to distinguish one citizen from

another citizen and on the other hand identity as a unifying tool of a country's society in dealing with the spread of this epidemic.

Infectious diseases that spread globally are able to withstand the flow of globalization in an extraordinary way and have a negative impact on the economies of all countries in the world so that many people lose their jobs for some jobs that cannot be done from home such as factory workers and others due to social restrictions imposed by every country and the other result is hunger lurking behind this plague. The readiness of each state government to be responsible for the lives of every citizen is a measure of the country's success today.

Learning from historical experience from time to time related to the spread of various globalized viruses, each country needs to continue to improve the standard of management of the country's borders so as to provide a sense of security to its border communities. With the spread of the Covid-19 virus, it shows that globalization has a devastating effect on the spread of epidemics that are easily spread due to the high mobility of the world community, so that the country needs to reposition itself so that it can inhibit the spread of epidemics as it is today. By strengthening national borders, it will strengthen the identity of the people of each country.

Flight Departures
Gates G, H

Delivering Augmented Identity at borders

Helping you protect your borders while easing the legitimate movement of travelers



Secure and automated physical borders with multi-biometric technology



Manage the movement of travelers at all entry and exit points



Anticipate threats and assess risks using smart data analytics

AGENCY NEWS AND UPDATES

Top Iranian, Pakistani Commanders express resolve for enhanced border security: ISPR



It said the recent terrorist attack on Pakistani security forces resulting in the killing of six security personnel near the Pak-Iran border also came under discussion.

“Both Commanders resolved to enhance security measures on either side of the border,” the statement further said.

According to the statement, the Army Chief said that Pakistan has started fencing the border but will require mutual bilateral cooperation to ensure border security and stem smuggling activity which is also used by terrorists and Narco traffickers for covering their movement.

“Both also discussed Covid-19 and need to improve border terminals to address such issues,” it added.

the eyes of the Turkish border guards known as “Janderma” and amid lack of restrictions from the Syrian side.

Smuggling breaks Coronavirus preventive measures in northern Syria



The closure of the border crossings with Turkey, which came as a preventive measure to prevent the spread of the novel coronavirus (COVID-19) pandemic, has not stopped the smuggling activity between Turkey and the opposition factions-held areas in northern Syria.

On the contrary, the “illegal” activity on the Syrian-Turkish borders continue through smugglers between the two countries. These smugglers, who charge exorbitant fees for their services, are still operating far from

Officers seize over \$920K in marijuana within commercial shipment at World Trade Bridge



Officers intercepted a shipment containing narcotics with an estimated street value of over \$920,000 at the World Trade Bridge, according to U.S. Customs and Border Protection.

Officials said the seizure occurred Thursday when an officer referred a freightliner trailer hauling a shipment of motor vehicle parts for a secondary examination.

Following a canine and non-intrusive imaging system examination, officers

found 198 packages containing about 4,600 pounds of alleged marijuana concealed within the shipment, officials said.

Highlands trying to distribute 700 cartons of illegal cigarettes valued at RM900,000.

RTBA Malaysia urge government to tighter border security to thwart illegal smuggling

The Retail and Trade Brand Advocacy Malaysia Chapter (RTBA Malaysia), today commended the Malaysian Armed Forces and relevant enforcement agencies on their effectiveness in tightening Malaysia's borders during the Movement Control Order (MCO).

"Since our Prime Minister Tan Sri Muhyiddin Yassin, called for stricter control along Malaysian borders, we have seen an uptick in enforcement action against illegal entry and smuggling activities," said RTBA Malaysia managing director Dato' Fazli Nordin.

"The illicit trade situation remains serious but the hard work and dedication shown by our front-liners including the Royal Malaysian Police, Malaysian Armed Forces, Civil Defence Force, Royal Malaysian Customs Department and Immigration Department of Malaysia, amongst others, are both heartening and inspiring," Fazli added.

RTBA Malaysia's comments came following news reports of the success of the Royal Malaysian Customs Department in seizing 21.7 million sticks of illegal cigarettes in total, which amounted to RM14.5 million in uncollected tax.

The Royal Malaysian Police also recently announced its success in busting a syndicate in Cameron

Smuggling, border infiltration almost nil in Tripura during lockdown



Smuggling and cross border infiltration along the Indo-Bangla border in Tripura has come down almost to nil during the coronavirus-induced lockdown.

"When infiltration took place in Khowai or Sidhai areas earlier this year, people and police caught them, not BSF. Even the police and TSR haven't been able to apprehend anyone as well in the last few weeks. It means there is no cross border movement in the area," a BSF Public Relations Officer (PRO) told reporters.

He added that Tripura State Rifles (TSR) is deployed as second line of defence in bordering areas after the BSF. District Magistrates are also responsible for looking after border areas as volunteer and inform the administration, he informed.

Govt stepping up border security, traffickers nabbed, says Ismail Sabri

The government has consolidated all of its enforcement agencies to monitor illegal routes into the country, says Senior Minister Datuk Seri Ismail Sabri



Yaakob.

The Defence Minister, in his daily briefing on the updates of the conditional movement control order (MCO) Monday (May 11), said for the first time, the government had created a special task force comprising enforcement agencies headed by the armed forces to monitor porous borders on sea and land.

"We have closed off our borders to foreigners and having a family here is no excuse for them to come into the country. As for the illegal routes, a special task force headed by the armed forces comprising uniformed enforcement agencies is monitoring these routes used by migrants.

Commission Invites Member States to Prolong External Border Closure Until June 15

The Schengen Member States and the Schengen Associated States may remain closed to non-EEA nationals for another month as the European Commission has invited these countries to extend the temporary restriction on non-essential travel to the EU until June 15.

As the ban on non-EEA nationals comes close to marking two months ever since the EU decided to shut its borders to foreigners for the first time since its existence, the Commission

has seen it necessary for the ban to remain in force for another month.

Despite that some of the member states and the associated states are taking preliminary steps towards easing the measures for fighting the spread of the pandemic, the situation remains fragile both in Europe and worldwide, the Commission asserts in a press release issued.

Border Security Force headquarters fully functional now

Border Security Force (BSF) said that after following all protocols, the Force Headquarters in New Delhi is functional today. While performing operational and essential duties, 85 more BSF personnel have been infected with COVID-19. BSF reiterated that all Standard Operating Protocols are strictly being followed in each establishment of the force.

3,000 guards on China-Russia border block illegal entries



Northeast China's Heilongjiang Province has assigned 2,850 guards to the 3,000-kilometer China-Russia border in the province to address the pressure of imported cases, especially illegal crossings, given the closure of all passenger channels between the two countries and the worsening of the

epidemic in Russia.

Heilongjiang's border inspection force recently beefed up controls, having investigated 36 cases and punished 45 people. About 2,400 ships were inspected and 2,850 border guards deployed, the National Immigration Administration said on its WeChat account on Tuesday.

The province has established more than 100 temporary police checkpoints and inspection stations along the border to check waterways and land channels to crack down on illegal behavior. The hard-hit border city Suifenhe has seen its police force doubled.

Seize COVID-19 test kits seized by Border Patrol at Rochester airport

Hundreds of counterfeit COVID-19 test kits have been seized by U.S. Customs & Border Patrol officers at the Greater Rochester International Airport in the last two months.

Officers said they were inspecting express consignment shipments Tuesday when they found 25 COVID-19 test kits. When they pulled a package for further examination, they determined the kits were not FDA approved.

Since March, CBP officers stationed at the airport in Rochester have discovered more than 600 non-FDA-approved COVID-19 test kits.

Spike in migrant boats in part due to Covid lockdown, Home Office says

A spike in migrant boats making the



dangerous crossing of the English Channel is linked to lockdown road restrictions at the border, the Home Secretary has said.

Priti Patel had a "very positive" call with her French counterpart about border security, the Home Office said.

Ms Patel and interior minister Christophe Castaner discussed their joint work in dealing with migrant crossings.

It comes as 11 more migrants aboard an inflatable boat were intercepted by Border Force.

Since lockdown began, at least 609 migrants have been brought to the UK, according to data gathered by the PA news agency.

Gangs producing drugs to get around border closures: Vancouver police



Gangs may be turning to producing illegal drugs in an effort to get around pandemic border closures and scrutiny on shipping routes, Vancouver police

say.

Police say they seized millions of dollars worth of drugs, including 20 kilograms of suspected fentanyl, from five locations around Vancouver and neighbouring Richmond as part of a four-month long investigation.

“This is probably the most fentanyl I’ve seen in one spot in my 24 years of drug enforcement,” said Inspector Bill Spearn, with the department’s organized crime section, at a news conference on Wednesday.

Police also seized guns, methamphetamine, cocaine and cannabis...

Border Police uncover three pipe bombs in Barta’a

Border Police forces uncovered three concealed pipe bombs in the Israeli section of Barta’a, according to a police press release. The town has a Palestinian section and an Israeli one as it is on the Green Line.

The forces were operating after receiving information about the area. Originally authorities only found an ammunition clip, but later they uncovered the bombs.

Bomb disposal officers were called on the scene and they defused the bombs.

U.S. Border Patrol agents seize methamphetamine at checkpoint east of El Paso

U.S. Border Patrol agents arrested a male subject and seized

methamphetamine at U.S. highway 62/180 checkpoint east of El Paso.

Agents working the checkpoint encountered a vehicle with one occupant. A routine immigration inspection confirmed the driver as a U.S. citizen. A subsequent canine search resulted in a positive narcotic alert.

Agents continued their exam and determined that the driver had a prior criminal history. The vehicle inspection revealed bundles of a clear crystal like substance in a tire. The substance tested positive for methamphetamine.

Agents seized 42.5 pounds of the drug with an estimated street value of \$1,360,000 dollars. The driver and drugs were turned over to the Drug Enforcement Administration for prosecution.

“Specialty Units such as our canines are an integral part of our day to day operations” said Chief Patrol Agent Gloria Chavez. “Our canines are highly trained and paired with Border Patrol agents they become a valuable team enhancing our border security mission.”

Libya transfers 200 stranded Egyptians to border crossing over coronavirus



The Interior Ministry of the Libyan interim government started to secure the movement of stranded Egyptian

nationals to the Musaid border crossing in eastern Libya, which links the country to Egypt.

In a video obtained by Egypt Today, a Libyan Interior Ministry official said the authorities secured the movement of 200 Egyptians to the border crossing. He added that a security force will be tasked with gathering stranded Egyptians in Al Uqaylah city to be transferred to the Musaid crossing.

On April 22nd, Egyptian President Abdel Fattah El-Sisi noted that around 3,500 Egyptians are stranded abroad over coronavirus, affirming that authorities are committed to bringing them back despite “hard circumstances”.s.

Border Patrol and Sheriff’s Office Seize Stolen Weapons

El Centro Sector Border Patrol Special Operations Detachment (SOD) and Imperial County Sheriff’s Office executed several search warrants for stolen weapons that led to the arrest of two men and a seizure of multiple dangerous weapons, ammunition, and gun magazines.

Agents successfully recovered 11 firearms, including a .50 caliber rifle and a short-barreled shotgun. Agents also recovered large amounts of military grade ammunition, and several high capacity magazines. Upon the execution of the search warrants, agents successfully recovered 11 firearms, including a .50 caliber rifle and a short-barreled shotgun. Agents also recovered large amounts of military grade ammunition, and several high capacity magazines.

SMARTER BORDERS - TECHNOLOGY TRENDS IN A TIME OF CRISIS

By *Serge Hanssens and Andreas Braun*

The COVID-19 crisis is an unprecedented global event that will shape our world for many years to come. The human and economic impacts of this crisis have been severe and the interruption to global travel and migration have been near total. In the past years, Smart Borders have already played a significant role in enabling the

movement of people and goods on a global scale, while ensuring the security and safety of nation states. But can they also play an integral role in overcoming the worst aspects of the COVID-19 crisis?

In our view, the answer is an unequivocal yes. Smart Borders will play an increasingly important role in this, to mitigate risks for



particularly the 2013 SARS epidemic, have already led some countries to adapt additional technology at the borders. Airports, in particular in SE Asia have been applying thermal cameras to identify persons that may have a fever to administer additional checks. Already in the first months of the COVID-19 crisis, we have seen initial technology initiatives that may provide a first view on borders post-COVID-19. In our view, there are three key technology trends in the near future that can help us regain trust and create even Smarter Borders.

safety and health. They can enable our globalised economy to recover and to fulfil the human need for experiences on a global scale. However, providing this contribution is not a self-serving prophecy. To play this role, the processes and technologies of our borders need to rebuild the trust in the travellers crossing the borders and at the same time reduce the need for mandatory quarantines around the world. This will require further refinement and upgrade of our current approach - in short, our borders have to become even smarter.

In this article, we want to focus on some of the key enabling technologies that may support this in the future. It is worthwhile to first take a look back. Two drivers of the smart border paradigm have been biometrics and integrated border IT systems. The integration of biometrics into travel documents and during entry and exit checks

significantly reduce the risk of malicious parties crossing borders with faked or fraudulent travel documents. This is supported by strong cryptography infrastructures that protect not only the integrity of the information between travel documents and border IT, but also the privacy of the traveller. A second key technology is the continued integration of border IT systems. Modern border posts can query, in fractions of a second, the presented travel documents against national and international systems that may have flagged this particular traveller. The collected information supports the border guards in taking more informed decisions at the front lines. Notably, there was only a limited focus on the global health crisis in the deployment of these systems. So what are the up and coming technologies that would enable borders to fulfil their role in overcoming the COVID-19 crisis?

Previous global health events,

At first we shall look at biometric scanners. Currently, primarily cameras are used for face recognition at eGates or border posts. The main type of fingerprint scanners are four-finger flat scanners. We see a trend towards contactless and multi-sensory biometric scanners. Due to hygienic reasons, speed and user preference, not only face, but also fingerprints and iris will be increasingly captured over a distance, thus significantly reducing the risk of contamination. A handful of vendors already have contactless fingerprint scanners on the market and many more are in active research and development, including handheld devices for mobile-border guards. Travellers are likely to prefer the contactless options and they should become a more common sight. The second factor are multimodal devices that not only focus on capturing the biometrics, but include additional

sensors, e.g. thermal imaging to detect body temperature, or wider field cameras to apply behaviour analytics. An analysis of press releases between March and early May of 2020 shows that more than 10 vendors of biometric systems are planning to release or integrate new thermal imaging products in the near future. This will support borders in creating more integrated and cost-effective solutions and further facilitate the efficiency of border controls.

There are concerns when it comes to more advanced sensor technologies, particularly in the scope of data that they can collect, e.g. health information that may lead to discrimination. Regulatory and privacy concerns have to be met, when implementing those systems.

The second technology is the increasing trend towards real-time data aggregation and AI-supported risk assessment. Current travel authorisation systems, such as ESTA, are not sufficiently equipped to deal with fast-paced events, such as COVID-19. Authorisations are valid for long periods, and real-time information, such as travel to a particularly affected area are only considered on a by-case basis. The systems will have to become more agile in this regard, taking into account additional data sources, e.g. from health passes or larger health systems. Taiwan, for example, integrated immigration and health databases, to give clinics and pharmacies



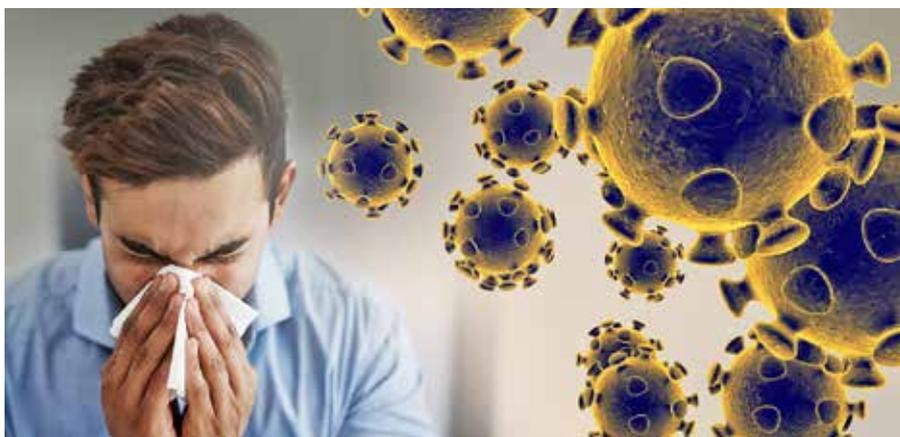
alerts, if a client was traveling to a high-risk zone, to aid in diagnosis and find appropriate containment measures. Increased availability of data requires increased capacities in decision-support systems for border authorities. AI is a key enabling technology that can support experts in assessing this vast amount of information and increasingly complex regulation on risk assessment.

Border agencies, airports and ports may require not only regulatory guidance, but also support in establishing systems and processes that realise the benefits of those technologies, while minimising the risks of abuse. Appropriate design can help balance privacy and efficiency.

The third technology trend is a more advanced integrated border management that increasingly leverages mobile technologies. Currently, there are already more

than 3.5 billion smartphone users in the world. The sensors and connectivity facilities of these devices can be leveraged to prevent the spreading of diseases and to support local regulation that might temporarily restrict movement. A significant talking point of the last weeks has been around contact tracing apps and QR code systems for access to specific areas. Technology-affine South East Asian countries, such as Singapore and South Korea, have rapidly applied those technologies for combatting COVID-19. The increased mobility of border guards should also not be discounted. Mobile terminal systems can be augmented by contactless technologies and additional sensors, to capture the same level of information as stationary border posts.

The potential for abuse of those large-scale information collection systems is however of great



concern. Governments need to ensure that the public's trust in those solutions is warranted. There is a significant risk of abusing these highly detailed movement profiles by malicious actors. Their application has to be carefully considered and must be accompanied by strong regulation and independent oversight. The European Commission takes a careful approach in their regulation on Smart Borders, providing detailed purposes and procedures around the management of personal data, and about detailed monitoring of the systems, to detect potential abuse swiftly. Governments, their agencies, and large organisations should foster the expertise and best practice that has been collected by the practitioners in the field over the last years, to ensure secure and privacy-preserving implementation of those systems.

So when can we expect those technologies to play a leading role? Without consulting a crystal ball this is an impossible question to answer. We can observe a difference in speeds when it comes

to implementation between different global regions. There are certain measures to be taken that may accelerate the adoption in even more territories.

- Embedding technologies and processes is key. Just acquiring new systems, without ensuring that they can contribute as intended, is a major factor for failed technology projects. Simulating the user journeys on the different touchpoints and assessing various scenarios are key factors for the successful integration.
- Evaluating and managing the risks around smarter border technologies requires the close collaboration of regulators, agencies and experts. They should adopt a forward-thinking approach that is not merely reactive, but proactively paves a way for the more complex challenges around those technologies.
- Training and informing the key stakeholders is important as always, new technologies require new skills and an upskilling of the workforce can't start early enough. Travellers

can be provided in advance with information on how to use those new systems, what is expected from them, potentially leveraging the mobile-first paradigm.

- Global cooperation might be the most important aspect of all. The national instinct to close down the borders first and evaluate afterwards, may have contributed to the severity of the crisis. Interoperability is not only needed on the level of technology, but also on the level of processes and regulation.

The COVID-19 crisis is still in its early stages. The long-term effects are still difficult to assess, and we don't know yet how the new normal is going to look like. Smarter borders can and should play a significant role in how quickly and how sustainably we are going to recover. The community needs to play a significant part in taking the opportunity within the crisis and rebuilding the trust of citizens around the world.

Authors:

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New military Operation EUNAVFOR MED IRINI sets sail to enforce the implementation of the arms embargo, monitor illegal oil trafficking and counter human trafficking and smuggling activities



On 4 May, the European Union Operation EUNAVFOR MED IRINI commenced its activities at sea with the French naval vessel Jean Bart and a maritime patrol aircraft contributed by Luxembourg.

Assets such as the French ship Jean Bart are particularly valuable for the Operation as they have the potential

to monitor both the sea lines of communication and the air traffic flow. This double effort is essential for the implementation of the Operation's mandate in full compliance with the Berlin conference, ensuring impartiality and conflict sensitivity.

Operation Irini (named after the Greek goddess for "peace") was planned in a very short timeframe and launched on 31 March, following a decision by the Council of the European Union. The main task is the implementation of the arms embargo on Libya under the relevant UN Security Council resolutions. The Operation also has secondary tasks including monitoring illegal oil trafficking from Libya, contributing to countering human trafficking and smuggling activities (through air monitoring) and contributing to the training of the Libyan Coast Guard and Navy.

FReM III Organises a Remote Project Steering Group Meeting

The ICMPD organised the third project steering group (PSG) meeting in the framework of the EU-funded project Forced-Return Monitoring III (FReM III).

Due to the current COVID 19 pandemic, the project team organised a remote meeting. It gathered project partners from Austria, Belgium, Bulgaria, Croatia, the Czech Republic, Finland, Germany, Greece, Hungary, Italy, Latvia, Luxembourg, Malta, The Netherlands, Norway, Poland, Portugal, Romania, Slovakia and Switzerland. Furthermore, representatives from the Directorate-General for Migration and Home Affairs (DG HOME), the Fundamental Rights Office (FRO), the European Centre for Returns (ECRet) and the Training Unit (TRU) of Frontex, the European Union Agency for Fundamental Rights (FRA), and ICMPD participated in the meeting.

In order to plan upcoming events, especially in light of the current crisis, participants provided an update on planned or foreseeable national measures and restrictions in the partner countries and by the partner organisations. The FReM III project team updated

participants on implemented, ongoing and upcoming activities. Due to travel and other restrictions put in place by national authorities, the project team currently focuses mainly on activities that do not require travel and/or personal meetings and ensures remote meeting implementation whenever possible.

FReM III contributes to a functioning EU Return System in line with the EU Return Directive (2008/115/EC) with two specific objectives namely, to further establish the pool of forced-return monitors in line with the European Border and Coast Guard Regulation 2019/1896 (EBCG), and to further strengthen national forced-return monitoring systems in Member States. The project runs for 30 months from December 2018 until 31 May 2021 with participation of 22 partner countries. ICMPD manages and implements the FReM III project in close cooperation with Frontex and FRA. The Asylum, Migration and Integration Fund (AMIF) of the European Union and the partner countries co-fund the project.

Terrorist IED Kills Border Frontier Officers on Pakistan’s NW Border

On 4 May, the European Union monitoring illegal The North Western frontier of Pakistan has seen an unfortunate spike in fatalities this week, with six Frontier Corps (FC) men were killed on Friday. They all fell victim to an improvised explosive device (IED) near the Pakistan-Iran border when their vehicle was hit by the remote-controlled bomb.

According to Inter-Services Public Relations (ISPR) their assignment was “to check possible routes used by terrorists in the mountainous terrain of Makran”. Earlier in the week two soldiers had been killed in a rocket attack on a security checkpoint in Edek village near Mirali in the

North Waziristan tribal district. The military did not give details on where the rocket could have come from.

While North Waziristan remains a hotspot for sporadic incidents of terrorist attacks on security forces, it is worrying that flare-ups are still seen elsewhere. Although the large-scale military operations of the last decade have had great success in eliminating the terror threat, such incidents are still of serious concern. In North Waziristan alone, at least 10 security personnel were killed in separate attacks by militants.



WorldBorderSecurity.net

World Border Security Network (**WorldBorderSecurity.net**), a global network for agency officials at the borders.

The purpose of the network is to encourage and facilitate inter-agency co-operation and communication. Members of the network will be able to:

- communicate securely
- share information
- share documents
- share best practise
- view past presentations
- keep up-to-date with the latest technology developments
- share training opportunities
- and more...

WorldBorderSecurity.net is open to all World Border Security Congress government agency delegates past and present.

Access is restricted to government and intergovernmental personnel; border, customs, immigration agency officials and specialist law enforcement officers.

Non-delegate agency officials will also be welcome but by member invitation only.



BORDER MANAGEMENTS ANNUAL GATHERING

EVENT PREVIEW



24th-26th November 2020
Athens, Greece
www.world-border-congress.com

The annual gathering of the international border management and protection community will take place in the historic city of Athens, Greece on 24th-26th November 2020.

Supported by the Ministry of Citizen Protection & KEMEA (Center for Security Studies under the Ministry of Citizen Protection), the World Border Security Congress is delighted to be positioned in the heart of some of the most recent migration challenges.

Recent years has seen unprecedented crisis on a global scale, from the Middle East warring factions creating mass refugee movements across Europe, illegal economic migrants from Africa and Asia have created increasing challenges for the international border management and security community.

2019/20 is expected to see a continuation of the migration challenges for the border management and security community, as little sign of peace and security in the Middle East is apparent.

International organised criminal gangs and human and drug trafficking groups exploit opportunities and increasingly use the internet and technology to enhance their activities.

Controlling and managing international borders in the 21st Century continues to challenge the border control and immigration agencies around the world. It is generally agreed that in a globalised world borders should be as open as possible, but threats continue to remain in ever evolving circumstances and situations.

Advancements in technology are assisting in the battle to maintain safe and secure international travel. The border security professional still remains the front line against these threats.

The World Border Security Congress is a high level 3 day event that will discuss and debate current and future policies, implementation issues and challenges as well as new and developing technologies that contribute towards safe and secure border and migration management.

We need to continue the discussion, collaboration and intelligence sharing.

The World Border Security Congress is the premier multi-jurisdictional transnational platform where the border protection, management and security industry policy-makers and practitioners convene to discuss the international challenges faced in protecting borders.

Supported by the Organization for Security & Cooperation in Europe (OSCE), the European Association of Airport and Seaport Police (EAASP), the African Union Economic, Social and Cultural Council (AU-ECOSOCC), National Security & Resilience Consortium, International Security Industry Organisation and International Association of CIP Professionals, the World Border Security Congress remains the premier multi-jurisdictional global platform where the international border management and protection policy makers and practitioners and community gathers to share views, thoughts and challenges.

As well as the 3 day main congress agenda, the event will also have a series of Closed Agency Only Workshops and opportunities for delegates to visit Athens International Airport of Piraeus Seaport during the Site Visits being hosted. Great opportunities to gain insights into how operational and technological aspects combine for successful border security, migration and cargo management.

Register your interest to attend the event at www.world-border-congress.com/registration.

We look forward to welcoming you to Athens, Greece on 24th-26th November 2020.

Further details can be viewed at www.world-border-congress.com.

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Closed Agency Workshops

FOR BORDER AGENCIES, AGENCIES AT THE BORDER AND GOVERNMENT OFFICIALS ONLY

The World Border Security Congress aims to promote collaboration, inter-agency cooperation and information/intelligence sharing amongst border agencies and agencies at the border to better engage and tackle the increasing threats and cross border security challenges that pertain to today's global environment.

Border agencies and agencies at the border can benefit from the 'Closed Agency Only Workshops', hosted by the Ministry of Citizen Protection, Organization for Security & Co-operation in Europe (OSCE) and International Organization for Migration (IOM) with a series of behind closed door discussion and working group opportunities.

This year's Closed Agency Only Workshop topics are:

Challenges of Inter-Agency And International Information Sharing

Chair: Senior Representative, Ministry of Citizen Protection
Legacy information systems, lack of trust, lack of sharing mechanisms, lack of a designated international agency all contribute to a lack of information sharing. Integrated Border Management (IBM) is based on the premise that agencies and the international community need to work together to achieve common aims that benefit all parties. Information sharing becomes increasingly effective as border management agencies gather, collate and share more data, but how is this to be achieved.

Disrupting People Trafficking Routes

Chair: International Organization for Migration (IOM)
Human trafficking is one of the largest criminal enterprises in the world. It is a multi-billion dollar criminal business on a global scale. This is because human trafficking is a high profit, low risk enterprise that is also a low priority for most law enforcement agencies, meaning apprehension of perpetrators is low and sentences are often minimal compared that of major crimes. What can be done to disrupt trafficking routes and gangs?

Biometrics - next steps

Chair: Organization for Security & Co-operation in Europe (OSCE)
Biometrics are here to stay and are an increasingly valuable tool in making borders secure. But what are the next steps and developments and implementation in biometric technology and how biometrics is lawfully used to help on the border, considering aspects such as GDPR and travel document security.

Register online at www.world-border-congress.com/agency-reg

AFRICAN UNION ECOSOCC WORKSHOP

MIGRATION - CREATING OPPORTUNITIES FOR YOUNG PEOPLE IN AFRICA



Tuesday 24th vember 2020 :
9.30am - 12:30pm

The Social Affairs and Health Cluster Committee in conjunction with Committee on Political Affairs of the AU-ECOSOCC, will be hosting a Workshop on the margins of the Congress to understudy the situation and proffer necessary solutions that will address the issues of Migration in Africa.

Africa is continuously losing its young, vibrant human resources and future through irregular migration, leading through the path of death to Europe and other developed Nations. This has continued to lead to loss of thousands of lives, brain drain and depletion of Africa's human resources.

The situation has become a global topical issue with Africa at the receiving end. We believe that the time has come for us to look inwards. The Workshop therefore is expected to identify the root causes, share experience with local and international development partners and civil society organizations with a view to curbing irregular migration of African youths and even families to Europe.

The Side Event with the theme "Migration - Creating Opportunities for Young People In Africa" will be highly interactive with Keynote presentations, Panel discussions centered on a meaningful dialogue among participants and stakeholders.

Delegates of the World Border Security Congress are entitled to participate in the AU-ECOSOCC Workshop "Migration - Creating Opportunities for Young People In Africa".

Register online at www.world-border-congress.com



CONGRESS PROGRAMME

TUESDAY 24TH NOVEMBER

1:30pm - 2:00pm MINISTERIAL OPENING AND WELCOME

2:15pm - 3:30pm OPENING KEYNOTE

Chief of Greek National Police
Chief of Hellenic Coast Guard
TBC

4:00pm - 5:30pm PLENARY SESSION - THE LATEST THREATS AND CHALLENGES AT THE BORDER

With the final collapse of the so-called IS Caliphate, returning foreign fighters are a particular challenge for the next few years, but mass migration, transiting terrorists, cross border organised crime, human trafficking, small arms, weapons of mass destruction and drug smuggling will continue to be areas of major concern for the global border community.

Latest threats and challenges in the Central Asia

Sharipov Zafar, Tajik Border Troops & Abdulloev Khairullo, Tajik Customs Service, Tajikistan

Insider Threats at Ports

Peter Nilsson, Head of Airpol
Wayne Salzgeber, Director, INTERPOL Washington
Senior Representative, Greek National Police
David Bannister, Chief Inspector - Counter Terrorism Border Operations Centre, Counter Terrorism Policing – National Operations Centre (CTP-NOC)
Carlos Dettleff Beros, General Director for Borders, The National Department of State Borders and Boundaries, Ministry of Foreign Affairs, Chile



WEDNESDAY 25TH NOVEMBER

9:00am - 10:30am PLENARY SESSION - CONTINUING EFFORTS AGAINST FOREIGN

TERRORIST FIGHTERS, IRREGULAR MIGRATION AND HUMAN TRAFFICKING

How we deal with foreign terrorist fighters, irregular migration and human trafficking are inextricably linked. Because it is through clandestine trafficking networks that foreign fighters will attempt to return to their countries of origin or to other destinations. They may also attempt to return through conventional travel networks by the use of forged or lookalike documents. Or they may hide among genuine refugees as we have already seen. These experienced fighters pose a real threat to their communities. API and PNR are part of the answer but what else can we do to meet this challenge?

The use of API/PNR data to fight trafficking in Human Beings and people smuggling

James Garcia, Assistant Director, Cargo & Biometrics – Global Targeting Advisory Division National Targeting Center - U.S. CBP & Valdecy Urquiza, Assistant Director - Vulnerable Communities - INTERPOL General Secretariat
Alvaro Rodriguez-Gaya, Head of Strategy, European Migrant Smuggling Centre, EUROPOL

Strengthening National Referral Mechanisms to Combat Trafficking in Human Beings - Tatiana Kotlyarenko, Adviser on Anti-Trafficking Issues, OSCE

Gerald Tatzgern, Head of Joint Operational Office, Public Security Austria

The fight against illegal migrants and corruptions on border crossing points - Ph. D. Vladimir Pivovarov, National coordinator for integrated border management, Ministry of Interior, North Macedonia

AIG Moses Ambakina Jitoboh mni, Assistant Inspector General of Police, Nigeria

Achieving Effective Border Security in Africa through Youth Engagement - Jude Gabriel Imagwe MON, Chief Executive, Advance for World Unity

9.15AM - 10.30AM TECHNOLOGY WORKSHOP

See some of the latest border tech solutions demonstrated and discussed during the Technology Workshop.

The Future of Automated Border Control: Making an Informed Decision - Christopher Gilliland, Director, Innovative Travel Solutions, Vancouver Airport Authority

The Need for Client-Owned Open Source Frameworks for Integration of Sensors - Sean Buckley, PMP, Program Director, Parsons

TBC - Senior Representative, Smiths Detection

Future Technologies for improving Border Security - Radu Pop, Head of Sales, Infrastructure and Frontier Security Solutions, Airbus Defence & Space & Michael Edwards, Director of Business Development & Technical Sales eGovernment, Veridos

How Technology and Collaboration between nations enable focus on detecting Foreign Terrorist Fighters - Kier-co Genritsen, Business Development Director, SITA

Beyond the Passport: Truth, Lies or Threats? - Dr. Enrique Segura, president and CEO of Securiport

11:15AM - 12:30PM WORKSHOPS

BREAKOUT WORKSHOP - CAPACITY BUILDING AND TRAINING IN BORDER AND MIGRATION MANAGEMENT

Enhancing capacity and migration management through by improved technical support and knowledge; administrative ability; promoting mechanisms for co-operation and the exchange of expertise between migration management personnel and the strengthening the monitoring and oversight.

Nélson Goncalves, Immigration and Border Management Training Specialist, International Organization for Migration (IOM)

Capacity Building and Design Thinking - Dr Katerina Poustourli, Scientific/Technical Officer, International University of Greece

Global Border Security and Management (BSM) Programme - Margherita Natali, Associate Programme Officer, United Nations Office of Counter-Terrorism, Counter Terrorism Centre, Border Security and Management Unit

Olasunkanmi John Oba - Nigerian Representative, AU-ECOSOCC

CLOSED AGENCY WORKSHOP - CHALLENGES OF INTER-AGENCY AND INTERNATIONAL INFORMATION SHARING

Chair: Ministry of Citizen Protection, Greece

Legacy information systems, lack of trust, lack of sharing mechanisms, lack of a designated international agency all contribute to a lack of information sharing. Integrated Border Management (IBM) is based on the premise that agencies and the international community need to work together to achieve common aims that benefit all parties. Information sharing becomes increasingly effective as border management agencies gather, collate and share more data, but how is this to be achieved. **BSRBCC - A model for long term cross-border cooperation** - Hans Peter Wagner, National Expert, Senior Chief Inspector, Federal Police

Alvaro Rodriguez-Gaya, Head of Strategy, European Migrant Smuggling Centre, EUROPOL

Delimitation and demarcation of state boundaries as a significant element of improving border security and cooperation between neighbors with a focus on the Balkans, the current situation and challenges - Mile Milenkoski, Senior adviser, Department for borders, passports and overflights, Ministry of Foreign Affairs, Republic of North Macedonia

Trade Facilitation and National Security: The Need for Border Coordination and Cooperation - Sanusi Tasiu Saulawa, Deputy Superintendent, Nigeria Customs

Big Data Strategy - migration trends and risks - Florian Forster, Head, Immigration and Border Management (IBM), International Organization for Migration (IOM)

2:00pm - 3:30pm

PLENARY SESSION - SECURING THE LITTORAL BORDER: UNDERSTANDING THREATS AND CHALLENGES FOR MARITIME BORDERS

Our coastline borders present huge security challenges for the border community. With dramatically varied terrain from mountains and cliffs to beaches and swamps. Tens of thousands of kilometers of extended coastline with multiple lonely bays, inlets, estuaries and islands that can all be exploited by terrorists, illegal migrants, drug and arms smugglers, human traffickers and organised crime. How do we secure this complex and challenging environment?

Rear Admiral Mohammed Ashrafal Haque, Director General, Bangladesh Coast Guard Force

Cristina Gatões, National Director, Portuguese Immigration and Border Service (SEF)

Jim Nye, Assistant Chief Constable - Innovation, Contact & Demand & NPCC Maritime Lead, Devon & Cornwall Police, UK

Rear Admiral Enrico Credendino, Italian Navy EUNAVFORMED

Senior Representative, Hellenic Coast Guard

Vice Admiral Aan Kurnia, Director General, Indonesia Maritime Security Agency

2.15PM - 3.30PM

TECHNOLOGY WORKSHOP

See some of the latest border tech solutions demonstrated and discussed during the Technology Workshop.

Mobile Biometrics: Revolutionizing Border Security and Efficiency

David Gerulski, Senior Vice President, Global Sales & Marketing, Integrated Biometrics

Smart Borders start with AI-powered solutions

Senior Representative, Cellebrite

Addressing the challenge of land and sea borders

Nicholas Phan, Market Manager Border Control and Passenger Flow Facilitation, IDEMIA

Now Is The Time For The Right Kind of RADAR At Borders

Senior Representative, Blighter Surveillance Systems

Border Security – AI and Human Machine Teaming - Paul Hollingshead, Head of EMEA, Anduril Industries, Inc



4:15PM - 5:30PM

WORKSHOPS

BREAKOUT SESSION - PRE-TRAVEL RISK ASSESSMENT AND TRUSTED TRAVELLERS

With a plethora of trusted traveller programs around the world, how can we make legitimate travel more seamless? Is it possible to provide better connectivity between programs? How can API/ PNR play a role on pre-travel risk assessment.

Europe Travel Information & Authorisation System (ETIAS)

Olivier Onidi, Deputy Director General, Directorate General for Migration & Home Affairs, European Commission

EU's Entry-Exit System (EES) - Borders Are Fixed But Identification Must Be Mobile

Rein Süld, Program Manager, Information Technology & Development Center, SMIT (Estonian Ministry of the Interior)

Integrated identification process: The case of Germany

Heiko Werner, Head of Security Group, Federal Office for Migration and Refugees, Germany

CLOSED AGENCY WORKSHOP - DISRUPTING PEOPLE TRAFFICKING ROUTES

Chair: International Organization for Migration (IOM)

Human trafficking is one of the largest criminal enterprises in the world. It is a multi-billion dollar criminal business on a global scale. This is because human trafficking is a high profit, low risk enterprise that is also a low priority for most law enforcement agencies, meaning apprehension of perpetrators is low and sentences are often minimal compared that of major crimes. What can be done to disrupt trafficking routes and gangs?

Border Development, Security and Migration Management in Nigeria: Challenges and Prospects

Asogwa Dominic Obetta, Comptroller, Nigeria Immigration Service

Uche Chukwuma Azuka-Osadebe – Executive Chairman, Oshimili South Local Government Council of Delta State

Gabor Kemeny, OSCE Skopje

THURSDAY 26TH NOVEMBER

9:00am - 10:30am

PLENARY SESSION - THE DEVELOPING ROLE OF BIOMETRICS IN IDENTITY MANAGEMENT & DOCUMENT FRAUD

Formal identification is a prerequisite for effective border control. Document fraud has become an enabler of terrorism and organised crime and is linked to the trafficking of human beings and migrant smuggling. Facial recognition, fingerprinting and iris scan are now maturing technologies with increasing accuracy and performance. What is the developing and future role of biometrics in managing identity and our borders, and how are associated technologies best utilised to bridge the gap and underdocumentation, so widespread in the developing world?

The Malpensa e-Gates Project - A user perspective on e-Gates security and usability at the Malpensa Airport

Guido Ferraro di Silva e Castiglione, Commander (ITA Coast Guard, Res), Transport and Border Security Unit, Joint Research Centre, European Commission

Biometrics on the Move and SEF Mobile

Helio Freixial, IT Expert – Smart Borders PT Project manager, Portuguese Immigration and Borders Service

Angelisa Corbo, Border Adviser, OSCE

Dr Anna Makakala, Tanzania Immigration Service

Nosakhare Igbinere – Executive Director, The Major Resources Nigeria

9.15AM - 10.30AM

AIRPOL WORKSHOP - INSIDER THREAT - SETTING UP AN INSIDER MITIGATION PROGRAM

A step-by-step discussion to setting up an insider mitigation program, including risk assessment/vulnerabilities according to the AIRPOL model and what co-operation is required when setting up the insider mitigation program.

Host: Peter Nilsson, Head of AIRPOL



11:15AM - 12:30PM WORKSHOPS

BREAKOUT WORKSHOP - SMUGGLING & TRADE IN ILLICIT GOODS, ANTIQUITIES AND ENDANGERED SPECIES

The global trade in endangered species, over 1.5million transactions per year, will drive some species to extinction if the trade is not stopped. The cultural damage inflicted by the global trade in antiquities, valued over \$20 billion, cannot be quantified but is all too easily understood. So, what can the border community do to stem the flow and illegal trade of illicit goods, antiquities and endangered species?

Chair: Orfeas-Konstantinos Sotiriou

Antiquities Smuggling as Transnational Threat - Orfeas-Konstantinos Sotiriou, National Centre for Public Administration and Local Government

Trafficking of Underwater Cultural Heritage - Peter Campbell, Assistant Director: British School at Rome

Internet and Dark Web in Antiquities Smuggling Phenomenon - Vassiliki Simi, MSc of Laws, International Law and Legal Studies, National School for Public Administration and Local Government student

Borderline" Exhibitions: Ephemeral Museum Displays as Tools for Raising Awareness Against Trafficking Of Antiquities - Katerina Koukouvaou, Archaeologist, Hellenic Ministry of Culture and Sports, General Directorate of Antiquities and Cultural Heritage, Directorate of Prehistoric and Classical Antiquities

Education and Training Responding to Operational Needs and Practices in Law Enforcement Units : Cultural Heritage Protection - Angeliki Aloupi, Director of the Committee of Prevention and Management of Social Exclusion - Hellenic Community for Behavior Analysis

CLOSED AGENCY WORKSHOP - BIOMETRICS - NEXT STEPS

Biometrics are here to stay and are an increasingly valuable tool in making borders secure. But what are the next steps and developments and implementation in biometric technology and how biometrics is lawfully used to help on the border, considering aspects such as GDPR and travel document security.

Chair: Organization for Security & Co-operation in Europe (OSCE)

Glen Wimbury, Technology & Innovation Lead, Future Borders, Border Force UK*

Gunter Schumacher, Researcher, European Commission, ec - Joint Research Centre (JRC)*

2:00pm - 4:00pm **PLENARY SESSION - THE FUTURE TRENDS AND APPROACH TO ALTERNATIVES FOR SECURING BORDERS**

Brexit, the US/Mexico Wall, Greek/Turkish borders are forcing the debate about future border developments. But could any or all of them really supply the blue print for the future of borders for land, sea and air? Has Integrated Border Management (IBM) proven successful? What's the latest thought leadership in enhancing border protection and management to counter the ever changing challenges?

Senior Representative, Center for Security Studies (KEMEA), Greece

The Role of Gender Equality in BSM

Inesa Nicolaescu, Associate Border Security Officer, OSCE

Health and Humanitarian border management programs

Judith Knöpfli, Project Manager, IOM / Immigration and Border management unit, Niger

Use of Technology for Security and Development of South Asian Borders

Manoj Kumar, Second in Command, Indian Border Security Force

Strengthening Trust and Cooperation at the Eastern Border of the EU. Current and Future trends in the EU Border Management

Rimutis Klevečka, Ambassador, Special Envoy for Border Management, Lithuania

Achieving Effective Border Security in Nigeria: A Sustainable Social, Economic and Infrastructural Development Approach

Captain Junaid Abdullahi, Executive Secretary, Border Communities Development Agency, Nigeria

Non-governmental participation in integrated border management

Iryna Sushko, Executive Director, Europe Without Barriers

Comprehensive Border Governance - Tony Stefan Mihaitoia, Senior Border Management and Security Adviser, International Centre for Migration Policy Development (ICMPD)

4:00PM

CONGRESS ROUND UP AND CLOSE

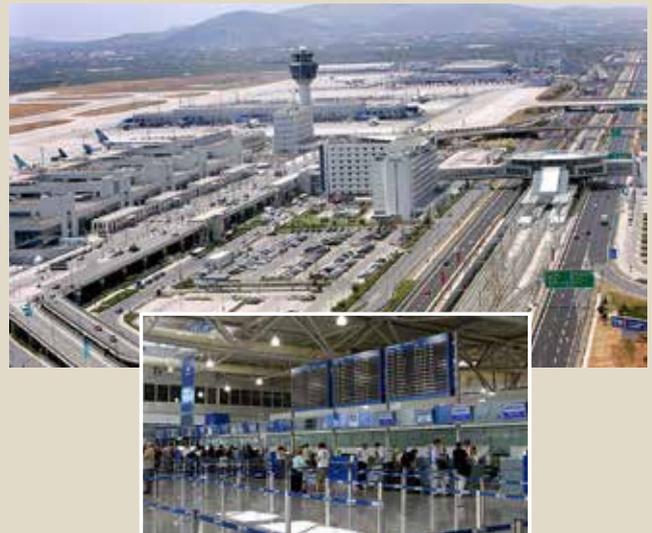
SITE VISITS TO PORT OF PIRAEUS / ATHENS INTERNATIONAL AIRPORT

TUESDAY 24TH NOVEMBER – 8.30AM-12NOON

PORT OF PIRAEUS



ATHENS INTERNATIONAL AIRPORT



The Port of Piraeus is the chief sea port of Piraeus, Greece, situated upon the Saronic Gulf on the western coasts of the Aegean Sea, the largest port in Greece and one of the largest in Europe. With about 18.6 million passengers Piraeus was the busiest passenger port in Europe in 2014. Since its privatization in 2009 the port's container handling has grown rapidly. According to Lloyd's list for top 100 container ports in 2015 Piraeus ranked 8th in Europe. Piraeus handled 4.9 million twenty-foot equivalent unit containers (TEU's) in 2018, an increase of 19,4% compared with 2017 climbing to the number two position of all Mediterranean ports.

Athens International Airport is the largest international airport in Greece, serving the city of Athens and region of Attica. It began operation on March 2001 and is the main base of Aegean Airlines, as well as other smaller Greek airlines. Athens International is currently the 27th-busiest airport in Europe. The airport currently has two terminals, the main terminal and the satellite terminal accessible by an underground link from the main terminal. It is designed to be extended in a modular approach over the ensuing years in order to accommodate increases in air travel. These extensions are planned in a six-phase framework. The first (and current) phase allows the airport to accommodate 26 million passengers per year. In 2004, it was declared European airport of the year.

Spaces are limited so ensure you book your place on the site tour early at www.world-border-congress.com

World Border Security Congress
24th-26th Nov 2020
ATHENS, GREECE
www.world-border-congress.com

REGISTER ONLINE AT WWW.WORLD-BORDER-CONGRESS.COM

Estonia is using live streaming data from unmanned aircraft system to surveil the closed Latvian border

The 2nd Infantry Brigade of the Defense Forces supported the Police and Border Guard Board by monitoring Estonia's southern border with a Stream C unmanned aircraft system (UAS), produced by Threed Systems to enable the detection of illegal border crossing attempts.



Estonian Defense Forces launched Threed's unmanned aircraft near Antsla to conduct surveillance rounds over the closed southern Estonian border due to the spread of the coronavirus pandemic. The flight was conducted in order to test the ability of the Defense Forces, the Police and Border Guard Board to share air footage and act upon the data gathered. "We provide professional assistance to the Police and Border Guard Board to support border guards at the southern border in an emergency situation when the internal border is

closed," said Major Robert Kase, Staff Officer of the 2nd Infantry Brigade. "We use Threed's UAS for observation flights and it's not much different from what can be done with an airplane or a helicopter, the only difference is that the pilot is on the ground."

In order to carry out the operation, a mobile communication center had been set up in the vicinity of the airport in the village of Lusti, from where the aircraft was launched. Then the image and video data gathered by the unmanned aerial vehicle (UAV) was analyzed and processed.

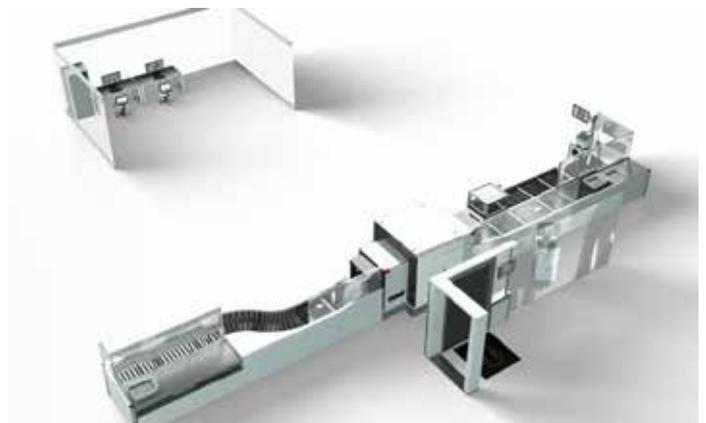
"We use drones in training as much as possible," Kase explained. "When the weather allows, we are in the air and we take the maximum out of this tool. The aircraft has been manufactured in Estonia by Threed Systems and the Defense Forces have obtained a certain number

of them."

The Stream C UAV is able to ascend to a height of over three kilometres, has a petrol engine and can stay in the air for up to eight hours, sending real-time video stream to the control center that is over a hundred kilometres away.

Reducing touch points along the passenger journey

The COVID-19 pandemic has changed expectations of safety and security, with a possible long term impact on previously routine behaviours and processes. For the aviation industry, meeting these expectations will be critical to allow operations to function as efficiently and safely as possible.



Smiths Detection is ready to partner with airports to help restore passenger and employee confidence through the equipment we supply, the partners we work with and the safety measures we can help put in place.

A coherent response

will include preventative measures such as cleaning of equipment, minimising contact between travellers and staff and in the longer term the introduction of new technologies such as biometrics to help reduce the risks further.

COVID detection trials landing at Heathrow

Heathrow CEO, John Holland-Kaye informed the House of Commons Transport Committee today (6 May) that the airport is to trial technologies and processes which could form the basis of a Common International Standard for health screening at all global airports. The aim of the collective measures being trialled is to reduce the risk of contracting or transmitting Covid-19 while travelling.



The package of measures that will need to be adopted will consist of tried and tested processes and technology as well as innovations new to the airport environment. Concepts under review as part of the Heathrow trials include: UV sanitation, which could be used to quickly and efficiently sanitise security trays; facial recognition thermal screening technology to accurately track body temperature; and contact-free security screening equipment to reduce person-to-person contact.

Before any new measures are rolled out across the

airport, they will be reviewed against Heathrow's three tests to ensure that they are medically grounded, build consumer confidence and practical for airports to deliver.

The first of these trials will be a temperature screening technology which uses camera detection systems capable of monitoring the temperatures of people moving through the airport. These passenger-facing trials will first be conducted in the airport's immigration halls. If successful, the equipment will then be rolled out to departures, connections and colleague search areas. The trials will begin in the next

two weeks in Terminal 2. As an international hub airport we will need to follow an international standard and we are already required to carry out temperature checks by some other countries.

Temperature screening was introduced following previous outbreaks of SARS and Ebola, with some countries using thermal checks as a control measure against COVID-19.

NuTech X-ray Security Inspection System has passed the Liquid Explosive Detection System and Explosive Detection System for Cabin Baggage standard tests

The European Civil Aviation Conference (ECAC) recently announced that the NuTech X-ray Security Inspection System CX7555D passed the Liquid Explosive Detection System (LEDS C2) and Explosive Detection System for Cabin Baggage (EDSCB C1) standard tests.



NuTech CX7555D has been put into use in airports, customs, postal logistics, cruise terminals and other industries in more than

10 countries including Germany, Sweden, Russia, China, and Japan.

Greece to lease “Heron” drone for border surveillance

The Greek army is to lease Israel’s “Heron” drone surveillance system for three years, with an option to purchase the system at the end of the period.



The Heron system, equipped with day and night activity radars, maritime patrol and satellite communications, will carry out missions in various areas for a long stay, such as: maritime patrol, protection of maritime and land boundaries, illegal transit of goods and people, search and rescue and management Natural disasters.

The system has been operational in the IDF and many other countries around the world for decades.

Israel hopes to sign additional security agreements with Greece and other European countries to help them meet the challenges Security in the Corona era and in general.

Chinese company Rokid have released their new thermal smart glasses to help in the fight against COVID-19

Chinese company Rokid have just released a newly developed AR glasses with infrared thermal imaging, the T1 Thermal Smart Glasses.



This portable smart glass incorporated infrared temperature monitor enables frontline workers to measure body temperatures in places where public safety is concerned, such as airplane, subway, companies and malls.

The system can measure body temperature with a safe distance about 2 meters (6.6 feet) while avoiding

physical contact.

The module can quickly perform the task with great accuracy in as fast as 0.5 second, outperforming the infrared thermometer’s 2-3 seconds measuring time.

Compared to the traditional measurement methods, Rokid Glass could greatly improve the efficiency and safety of frontline workers.

everis adapts its biometric identity solutions to fight COVID-19

The new reality that the COVID-19 has imposed in society makes it imperative to include new technologies in order to help detect any possible focal point of infection and to ensure the security of employees, customers and citizens at large. In this context, everis Aerospace, Defense and Security (everis ADS) has adapted its highly reliable biometric identity solutions to offer new capabilities to help face the health crisis.



The adaptation of the solutions affects two relevant aspects. On the one hand, everis ADS has integrated temperature control systems in its kiosks, facepods, and biometric and document identification totems, and also in its ABC (Automated Border Control) doors. On the other hand, new certificates have been developed using secure QR codes that can be used as a guarantee in the healthcare field.

The company is integrating into its identity solutions two kinds of contactless body temperature control based on thermographic devices. As a result, facial recognition

devices now allow temperature control without requiring the collaboration of the individual during the recognition process. This system can be used, for example, at airport registration kiosks or automatic border control gates to speed up passenger evaluation.

Additionally, wrist temperature detection has been included. In this case, the user must move their wrist close to a sensor to detect their body temperature with a higher degree of accuracy. This makes it possible to obtain specific data about every passenger or employee in a

collaborative and easy way. These new capabilities are available for implementation in all everis ADS identity solutions, many of which are currently operating at various European airports. These developments, in combination with the use

of mobile applications, facilitate the process without exchanging documents or requiring contact between people, which is especially important in health situations like the one we are currently experiencing.

secunet easygate automates border control – now at a land border for the first time

Four secunet easygates now provide for efficient checking of bus passengers at the Hungary/Serbia border crossing in Rösztke. This installation, which secunet undertook together with its partner Adaptive Recognition Hungary (ARH), represents the first automated border control systems (eGates) at a bus terminal throughout the Schengen area.

The Rösztke border crossing is part of the external Schengen border. The new secunet easygates are used to relieve border control officials: Travellers entitled

to freedom of movement use eGates while officials monitor the process and can otherwise concentrate on passengers requiring further checks.

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Greece lies at the crossroads of East and West, Europe and the Middle East. It lies directly opposite Libya so along with Italy is the primary destination for migrants coming from that conflict zone and is a short boat trip from Turkey, the other principal migrant route for Syrians fleeing there conflict there.

Greece has over sixteen thousand kilometres of coastline and six thousand islands, only two hundred and twenty-seven of which are inhabited. The islands alone have 7,500 km of coastline and are spread mainly through the Aegean and the Ionian Seas, making maritime security incredibly challenging.

The sheer scale of the migrant crisis in late 2015 early 2016 had a devastating impact on Greek finances and its principle industry, tourism. All this in the aftermath of the financial crisis in 2009. Despite this, both Greece and Italy, largely left to handle the crisis on their own, managed the crisis with commendable determination and humanity.

With their experience of being in the frontline of the migration crisis, Greece is the perfect place re-convene for the next meeting of the World Border Security Congress.

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Confirmed speakers include:

- Jim Nye, Assistant Chief Constable – Innovation, Contact & Demand & NPCC Maritime Lead, Devon & Cornwall Police
- Dr Olomu Babatunde Olukayode, Deputy Comptroller of Customs, Nigeria Customs
- Sanusi Tasiu Saulawa, Deputy Superintendent of Customs, Nigeria Customs Service
- Heiko Werner, Head of Security Group, Federal Office for Migration and Refugees, Germany
- Gerald Tatzgern, Head of Joint Operational Office, Public Security Austria
- Peter Nilsson, Head of AIRPOL
- Wayne Salzgeber, Director, INTERPOL Washington
- Tatiana Kotlyarenko, Adviser on Anti-Trafficking Issues, OSCE
- James Garcia, Assistant Director, Cargo & Biometrics – Global Targeting Advisory Division National Targeting Center – U.S. Customs and Border Protection
- Valdecy Urquiza, Assistant Director – Vulnerable Communities – INTERPOL General Secretariat
- Hans Peter Wagner, National Expert, Senior Chief Inspector, Federal Police
- Mile Milenkoski, Senior adviser, Department for borders, passports and overflights, Ministry of Foreign Affairs, Republic of North Macedonia
- Manoj Kumar, Second in Command, Indian Border Security Force
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