BORDER SECURITY
REPORT

COVER STORY
REVISITING STRATEGIC ASSUMPTIONS AT THE BORDER

Preparing for a Mass Refugee Crisis

As Putin's war in Ukraine drags on, the human cost in misery and suffering continues to grow. According to the UNHCR the UN Refugee Agency, to date, more than four million refugees from Ukraine have crossed borders into neighbouring countries, and many more have been forced to move inside the country.

At this moment (29th April), we don't know when or how the war will end. Which is not surprising given that Putin himself probably doesn't know exactly how it will end. His original war aims are clearly beyond the capability of his military forces, and so he has been forced to change them on the hoof, so to speak. My best guess is that he will continue his attempt to gain control of the Donbas region and secure the southern corridor to the Crimea along the sea of Azov, then declare himself the winner and try to impose a peace that excludes a "neutral" Ukraine from NATO and EU membership.

But who knows, it wasn't rational to start the war, it was ambition and opportunism. So, applying rational thought to how it will end may be pointless. A victory in the Donbas may once again fuel his ambition and opportunism despite the facts on the ground and the wider economic and

geopolitical considerations.

However, whatever the outcome of the war, the human cost will continue to be counted for decades. It is assumed that the four million refugees in neighbouring countries, largely women and children, will want to go home to the Ukraine to rebuild their lives.

But many will be from the Donbas region and may not be able to go home, and many others will be from devastated parts of the country where the housing and infrastructure have been destroyed. Plus, the area is littered with land mines, and cluster munitions that will take years of painstaking and dangerous work to clear.

So, it must also be assumed that most of the four million plus refugees and internally displaced people will be unable to go home for some time, and some will never go home.

It is against this background of yet another unforeseen refugee and border crisis that the global border community will meet again for the annual World Border Security Congress, May 22, this time in Lisbon.

Whilst the agenda for this year's Congress was set before this crisis started, the general issues generated by it are not necessarily new, but, every crisis has its own unique set of circumstances that create new problems and issues.

For example, arrivals in the Schengen countries bordering Ukraine were registered, but for obvious reasons, the EU waived the requirement for biometric passports. The UNHCR estimates that large numbers of those people, have now moved onwards to other EU countries. So, establishing where these people are, will be problematic, because among them will be undesirables that will not want to be found.

It is also true that every crisis will be seen as an opportunity by organised criminals. Large numbers of tired, frightened refugees in strange countries where they do not speak the language are vulnerable to human traffickers and other forms of exploitation.

In a statement on 12 April, Gillian Triggs, Assistant High Commissioner for Protection with UNHCR, , noted that "while the generosity and solidarity towards

Ukrainian refugees has been inspiring, states must prevent predatory individuals and criminal networks from exploiting the situation."

"We are on high alert and warning refugees of the risks of predators and criminal networks who may attempt to exploit their vulnerability or lure them with promises of free transport, accommodation, employment or other forms of assistance," she added.

It is impossible to know how many refugees from Ukraine have already fallen prey to traffickers and abusers, but Nadia Abu-Amr, who is coordinating UNHCR's efforts to prevent sexual exploitation and abuse in Poland, says the risks are clear.

The most obvious one is the high proportion of women and children, who make up 90 per cent of all those fleeing Ukraine.

Another red flag is the lack of controls at border points like Medyka where, as of late March, there was no system for registering volunteers or monitoring the different groups and people accessing the border area.

Chaos at the border over such a wide area will stretch resources beyond their limit, and so provide the environment in which bad actors will be able to move drugs, contraband, weapons and illegal migrants and even nuclear materials and returning foreign terrorist fighters. But as we have seen so many times before, these are not just problems for today and Ukraine, they are global issues.

Criminal organisations, terrorists and rogue states have the resources and freedom of action to move quickly to exploit situations that offer them advantage, at a speed that most government agencies can only aspire to.

How we address these challenges, along with other important issues such as health at our borders, wildlife and heritage trafficking and digital borders will again be the focus at this year's World Border Security Congress. So, I hope you can join the conversation!

Tony Kingham
Editor

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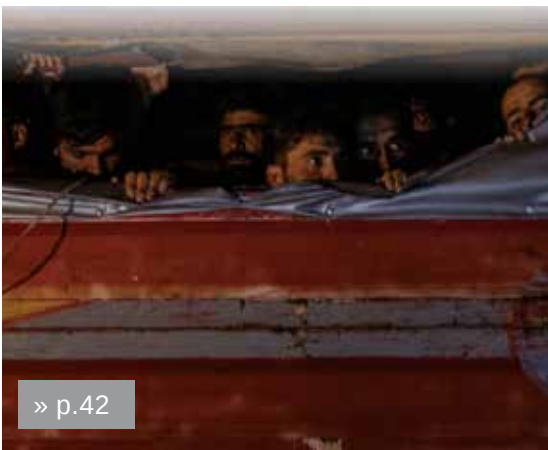
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Dismantled one of the most active criminal organizations in Europe dedicated to the introduction of cocaine from South America

Agents of the Spanish National Police, in a joint operation with EUROPOL and the police authorities of Germany, Austria, Belgium and the Netherlands, have developed a macro operation that has led to the dismantling of one of the most active criminal organizations in Europe dedicated, allegedly, to to the introduction of cocaine in Spain from South America for its subsequent distribution throughout the rest of Europe. The dismantled group was responsible for shipping more than 23.5 tons of cocaine, exported from Paraguay. A total of 39 people have been arrested, twelve of them in Spain, specifically in Barcelona, in whose port more than half a ton of this narcotic substance was seized.

The arrests have been carried out by means of a simultaneous device in Spain, Germany, the Netherlands, Belgium, the United Arab Emirates and Paraguay. They are historical criminals wanted by Europe and who formed a very experienced and violent organization.

First phase: 59 searches in Germany and 32 arrest warrants

The main target of the police investigation was a Spanish citizen born in Germany who served a prison sentence in his country for more than ten years for crimes of attempted murder. He was currently being investigated for serious crimes of drug trafficking, criminal organization and money laundering. Within the framework of the Belarus operation, a first phase was carried out in Germany that led to the materialization of

more than 59 home searches and 32 arrest warrants in the month of March 2021.

Since then, the investigation focused on the two main leaders of the organization, who were also the main organizers of the cocaine trafficking operations, which they did through a third person.

The operation began when the illegal importation of 16 tons of cocaine was detected in the port of Hamburg, which led to the arrest of five known members of the organization, the drug coming hidden in paint cans that had been exported in three containers from Paraguay. . Subsequently, and once the route used by the organization was known, the Dutch authorities were able to locate and intercept another container in the port of Antwerp (Belgium), in which seven tons of cocaine were transported inside, being arrested in those moments two people.

As a result of those interventions, the analysis of all the available intelligence began, being able to detect how the group itself was a user of various encrypted platforms, identifying their users and the people involved. Through the analysis of this information, it was possible to verify who were the real investors and "brokers" of the illicit importation. It was such an extremely active and sophisticated organization that when they detected how their exports were falling in the ports of Europe, they began to clone and duplicate the containers. They even made use of bona fide companies with proven solvency in the commercial field.

Exploitation of research

Due to the pressure that had been exerted in Germany and Belgium, part of the organization that had not been able to be arrested decided to move to Spain to establish its base of operations. Among the members who moved to Spain was one of its leaders. From that moment, the agents subjected him to a close follow-up, starting the Lobo operation, which allowed his location after arduous investigative work.

In the surveillance devices, it was possible to observe that this person was trying to establish himself in Spain, and that he was looking for the necessary logistics that would allow him to receive his cocaine in the peninsula. Along with him, several subjects from Albania, Colombia and Spain were detected. Subsequently, movements by the leader of the organization were detected that indicated that he was imminently going to receive or was waiting for a shipment of cocaine, for which the surveillance and controls around the organization were intensified.

During the following weeks, the remaining individuals were identified, who had extensive experience in the world of drug trafficking, some of them having an extremely violent background and residing in the vicinity of the city of Barcelona, where they reside regularly. Among them, there were two German citizens with valid European Arrest and Surrender Warrants, wanted and claimed for serious drug trafficking crimes.

These people used forged documentation that they carried with them and exhibited in case they were identified. The knowledge that they had been wanted for years for their extradition, together with their extensive experience in the development of criminal activities, made these people adopt excessive security measures in their daily lives that made it difficult for investigators when carrying out permanent control over them. Similarly, an individual was identified, a truck driver by profession and a member of the criminal organization, who provided his services to, if required, extract the organization's containers from inside the port of Barcelona using his own vehicle.

At the same time, it was detected how the criminal organization even had an industrial warehouse that they frequented sporadically in the province of Tarragona and a commercial premises in the town of El Prat de Llobregat. This last place was used for the indoor cultivation and storage of marijuana, a system with which the organization financed part of the cocaine import operation. On occasion, it also served as a meeting place for members of the organization.

The investigative methods used allowed to determine the place where the criminal organization wanted to store the narcotic substance, a ship located in a small town in the province of Tarragona. When those investigated intensified their activity, the surveillance devices made it possible to certify the role of each of the detainees, the places of habitual residence, the floors used as security places in which to store money and documentation, and the cars usually used.

Finally, the operation was exploited, being able to detect how the narcotic substance intended to be introduced into the criminal organization's ship, and proceeding to the arrest of four subjects in charge of receiving, storing and later transporting the drug. Special mention deserves the fact that the organization had a security camera inside a car recording live the moment of arrival and entry of the drug, confirming the logistical capacity of the criminal group.

After locating and securing the narcotic substance, the rest of the members of the network were arrested in the city of Barcelona, registering six homes and a commercial premises located in Prat de Llobregat, in which an indoor cultivation of marijuana was found. The investigation not only allowed the organization's logistics network to be dismantled, but also the top leaders, responsible for the importation and distribution of the 477 kilos of cocaine, were arrested.

Similarly, the operation made it possible to directly attack the financial muscle of the organization, seizing more than 510,000 euros in cash and completely dismantling the network. Several of the seized vehicles had different hidden compartments for the safe transport of the substance without being discovered.

This intervention has turned out to be the largest seizure of cocaine carried out so far this year in Tarragona, and has proven that criminal organizations, as a result of continuous police pressure, are using locations very different from those usually used, moving away from the most hot and opting for more discreet towns and not traditionally linked to the storage and distribution of narcotic substances.

REVISITING STRATEGIC ASSUMPTIONS AT THE BORDER

By by Dr John Coyne,
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Border agencies have long faced a complex and evolving operational context. Today, however, they're facing an increasingly uncertain strategic environment. The dual impacts of technology change and innovative threat actors have forced operational border agencies to evolve rapidly. The long Covid pandemic, the changing geopolitical environment, and climate change result in profound strategic challenges to border agencies strategic context. These challenges continue to force border agencies to rapidly respond to rolling strategic change with incomplete data support and little time to bed down change.

Despite facing significant challenges, most border agencies worldwide have, over the last three

decades, improved dramatically in performance and in doing so have reduced vulnerabilities. Moreover, most border agencies have performed well in the face of the first two years of Covid-19. Within the limitations presented by geography and resourcing, most were able to shut borders and improve border control. So, what's the problem?

In a media interview Musician, Richard Melville Hall, known to most as Moby, was once asked about his success, to which he responded:

"Whenever I've had success, I never learn from it. Success usually breeds a degree of hubris".

Border agencies' irregular migration and later Covid-19 related successes, especially for those agencies able to seal their borders all but hermetically, are significant achievements. However, there is a risk associated with governments and policymakers interpreting this success as a guarantee of their

border agencies being future-ready.

John Maynard Keynes, one of the most influential economists of the 20th century, convincingly argued that in thinking about the future:

"The difficulty lies not so much in developing new ideas as in escaping from old ones".

Border agencies will need to be far more agile and forward-leaning in checking the assumptions underpinning their strategic strategies if their success is to continue.

Assumptions necessarily underpin much of our strategic thinking about borders and border security. Given our Covid-19 experience, shouldn't we be challenging our confidence in the accuracy of many of these assumptions? For this article, let's consider eight broad assumptions as examples.

For more than three decades, there has been an overwhelming belief that globalization was a prevailing

way of thinking. Offshoring, centralization of production and concepts such as just in time supply chains are accepted by many as the way of the future. Covid-19 has shown that globalization and market forces don't always create the resilience needed in times of crisis.

For several decades, national security and economic policies have been seen as separate areas of national endeavour in many countries. Unfortunately, some nations' increasing use of economic coercion has meant that this is no longer the case. The combined impact of this and the previous point are that governments in the freest of markets are looking at greater synchronization of economic and national security policies.

Hybrid warfare involves using a mix of conventional and unconventional instruments of power and tools of subversion. The grey zone is a mainly non-military domain of human activity. In this zone, states use national resources to coerce other states deliberately. The increasing use of both from Ukraine to the South China Sea is changing the nature of conflict and security. Border security agencies can no longer assume they will be excluded from this calculus.

Trade itself is changing in response to a range of factors. Covid-19 and supply chain weaknesses have, for example, resulted in all-new trade routes. The rapid redirection of trade routes to mitigate risk and vulnerability and respond to crisis

seems likely to increase.

There will also be greater economic and bio health value in supply chain certification in the not-so-distant future. This value will only be realized by systems that allow for traceability and ensure provenance of goods, especially for food protein. It only seems logical that border agencies will become a critical element in this national function in many cases.

Change is a common theme in these first few points. In the past, successful strategic leaders of border agencies have proactively identified and monitored the environment for change indicators. The accelerated rate and broadening scope of change itself reduces the strategic warning time for border agencies. Of course, some border agency leaders will seek solace from new technology. Still, the improvement provided by such new technology is offset by the shortened warning time for the cascading risks presented by everything from pandemics to climate change. This reduced warning time will have a broad impact on planning assumptions.

Transnational serious and organized crime is becoming increasingly amorphous in structure and technologically capable. This is resulting in an increasingly resilient crime threat. The illicit drug market illustrates the impact of these changes on our assumptions. In general, border agencies and

their law enforcement colleagues have become increasingly adept at inter and intra government cooperation. This has led to the increasing frequency and scale of illicit drug seizures in front of, at and behind our borders. Despite this success, these crime groups continue to operate and make profits. The concept that increased seizures on their own will reduce the impact of organized crime or deter its activities clearly needs to be revisited.

While it seems inevitable that border agencies will always have to strike a balance between facilitation and enforcement roles, the scope of border agency responsibilities, especially for facilitation, seems set to increase. If this occurs at the same time that border agencies will have an increased role in national security, this will bring resource challenges.

There are no universal answers regarding the strategic assumptions that should be part of border agencies' strategic planning. The accelerated level of social, climatic, geopolitical and technological change means that agencies will need to regularly revisit their assumptions if they're to be future-ready. Two things are almost inevitable, the future will be increasingly unpredictable, and border agencies, and their officers, will need to be increasingly agile.

SEACOP, Jamaica Minister sign MoU

SEACOP Team Leader Dominique Bucas signed a Memorandum of Understanding with the Ministry of National Security of Jamaica.

The Memorandum of Understanding marks the continuation of a long-standing collaboration in the fight against drug trafficking in the Caribbean

Speaking during the ceremony, Permanent Secretary

in the Ministry of National Security, Courtney Williams, said the signing was a key aspect in building consensus among stakeholders and agencies critical to enhancing border security.

He said the MOU will be an amalgamation of efforts of the Jamaica Defence Force, the Jamaica Constabulary Force, the Jamaica Customs Agency, the Ministry of National Security, and the SEACOP project.

For his part, Dominique Bucas emphasised the key role of Jamaica in the framework of SEACOP, stating "the country has been providing trainers to deliver high level courses in other countries of the region, which is a key principle of SEACOP. Furthermore, a woman Jamaican trainer is currently delivering a course in Guyana, a proof of SEACOP's commitment to gender equality."
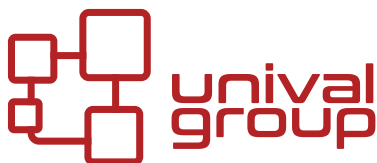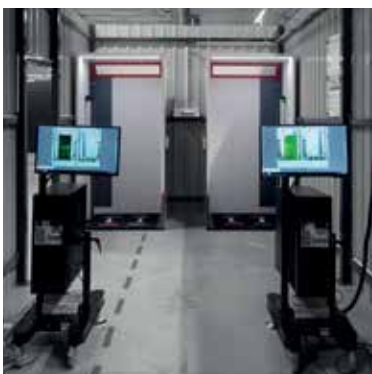
SECURING THE BORDER: AIR DOMAIN

by Tristam Constant, International Mission Operations, Anduril

Recent advances in the manufacturability, sophistication, and affordability of small unmanned aerial systems (sUAS) – "drones" in more colloquial parlance – have complexified the border security mission. On one hand, unmanned – even autonomous – aerial systems can radically expand the situational awareness of border security forces, a particular boon for those agencies experiencing manpower shortages and those tasked with patrolling austere environments. On the other hand, the government hardly has a monopoly on the use of these drones: drone users range from low-level hobbyists to sophisticated criminal organizations. The most sophisticated actors have demonstrated an ability to conduct surveillance missions with drones to discern the operational schedules, inventory, and practices of government agencies, as well as to transport goods (e.g., narcotics) across borders in clandestine fashion. The power of small drones to shape the battlefield has become readily apparent in recent years, but the threat they pose in a border environment has more recently come to light.

The drone threat is made especially pernicious by a variety of factors, including:

• **Attritability**: sUAS are inexpensive, unmanned, and hence attritable. A good quality small DJI will set you back a thousand pounds or less, a trivial sum compared to the value they can provide. This means that the threat can be near-constant and the value of detecting and disabling an individual drone only minor. It also means that malign actors might utilize large numbers of drones simultaneously for a given purpose, even in the understanding that even a large fraction of those drones will be detected and potentially destroyed, to stretch their adversaries' resources.

• **Adaptability**: Commercially available drones, which come in a large variety of shapes and sizes, can be customized with relative ease by technically savvy actors. As a result, the capabilities of the unmanned aerial systems with which a border force may have to deal may evolve on a monthly, weekly, potentially daily basis.

• **Resistance to legacy technology**: The small form factor, low-altitude flight, and manoeuvrability of small drones renders most traditional air defence systems, designed for larger targets at higher altitudes, relatively ineffective. Even when traditional systems succeed in defeating a drone threat, it is often at asymmetric expense: several hundred thousand pounds for a surface-to-air missile versus a few thousand pounds for a drone. Of course, border forces are typically not equipped with nor legally authorised to use exquisite military systems like surface-to-air missiles, but this underlines the ineffectiveness of existing technology in neutralizing the threat.

United States Marine Corps General Kenneth F. McKenzie Jr. expressed the gravity of the threat when he lamented to the U.S. Congress that "For the first time since the Korean War, we are operating without complete air superiority."

Border security entities wishing to keep up with the drone threat are left with one solution: leverage emerging technology. Thankfully, while drone technology has improved in recent years, so has the technology capable of neutralizing it: advanced software. Specifically, advances in artificial intelligence and sensor fusion have radically expanded our ability to manage a multifarious, evolving threat.

Because much of this technology is new, government entities are grappling with complex regulatory questions governing its use. Industry and government alike should welcome such conversations and work collaboratively through them. Our shared mission – to empower border forces to regain control over the air domain – will benefit from mutual understanding of the technological possibilities available to governments, not in some abstract future, but today.

Artificial Intelligence: More Than a Buzzword

Artificial intelligence (AI) enables the most effective solutions to the drone threat available today. AI is a term used to mean many things in many contexts, but most fundamentally, an artificially intelligent system is one that learn or be trained to carry out tasks without direct human intervention (i.e., autonomously). An example of highly sophisticated artificial intelligence would be a self-driving
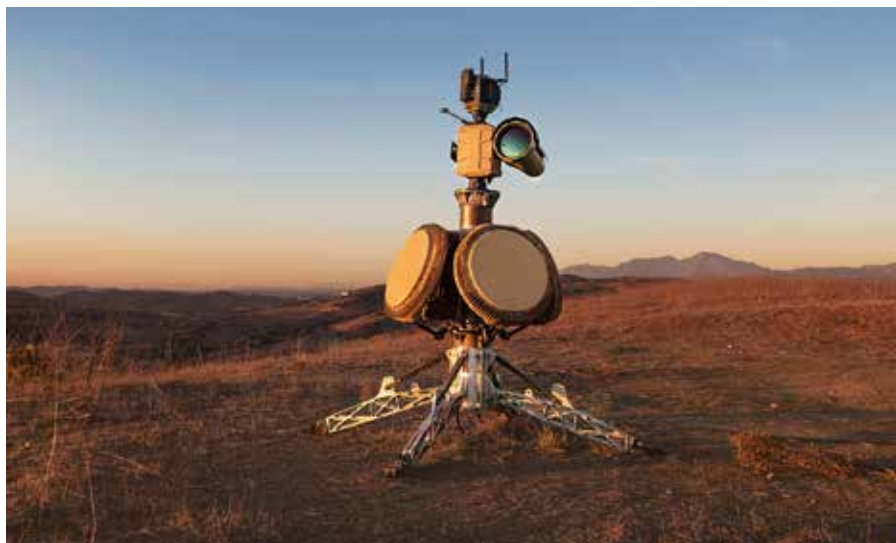
car, while a more rudimentary piece of AI might be a software program that can "read" basic handwriting. AI has come an incredible distance in recent years: in 2012, Google was celebrated for teaching a neural network to correctly guess whether a video of a cat was, indeed, a cat. Today, AI can wipe the floor with human beings at complex games like chess and Go, recognize objects at a far greater degree of fidelity than human beings, and conduct highly complex tasks like piloting planes. In the context of the drone threat, an example AI system might be able to "see" and "recognize" a drone in the distance and alert a human operator to the drone's presence. A complex AI-enabled system might be able to differentiate between different types of drones.

The value of AI in combating the drone threat is staggering. Consider, for example, the aforementioned problem of attritability. The attritability of

small drones might embolden a criminal actor, who figures that she can launch a dozen drones at once to deliver narcotics. She might even include decoy drones that aren't carrying a "payload" to distract the border force and waste their resources. Without artificial intelligence, the challenge of manually detecting, following, and neutralizing a dozen simultaneous threats would be extremely difficult, not to mention manpower-intensive. AI can take on virtually the entire burden: noticing, tracking, and warning of drone threats. As long as it is fed by ample sensor data, tracking a dozen or even a hundred drones simultaneously would pose no issue to an AI-enabled system. Such a system would not get tired nor bored: it would vigilantly scan the skies with the same level of hawkish resolve by day, night, heat or cold.

This is but one example of how AI can shape drone defences. Private companies, ranging from social

media giants to defence start-ups, are pumping billions of pounds of research and development into building artificial intelligence every year. Just as drone technology is improving rapidly, so is AI. And those improvements don't require expensive installations. One of the most powerful aspects of a software-first, AI-enabled system – e.g., a Tesla car – is its ability to receive software updates remotely and continuously. A developer in London can push software updates to systems deployed in Dover with the push of a button.

Hardware Shaped by Software

AI has not only reshaped how we think about the capabilities of advanced software – it has prompted a revolution in hardware design, too. The commercial sector has realized this far more rapidly than the government. Take any significant commercial technology from the past ten years, and chances are that you will find that everything from sensor selection to control surface design is optimized for software-driven capabilities, such as distributed computing, data collection and analytics, machine-to-machine command and control, autonomy, and sensing.

Why is this? Take our AI-enabled system above, for example. It is autonomously detecting drones – but how is it doing this? It is presumably imbibing sensor data and spitting out predictions as to whether the data it sees corresponds to what it knows about

a drone. There's no licking your finger and holding it to the wind: it is a highly-calibrated system trained on huge volumes of raw data. Because of this, it needs substantially lower quality data than a human being to make the same determination. A camera running an advanced computer vision program, for example, might need a fraction of a second's glance at a drone a mile away to correctly identify it. A human operator – even assuming they are not tired or distracted – might need an extended look with a high-definition camera to determine if that little blip in the distance is indeed a drone threat. In a time sensitive situation with a drone delivering contraband, that time delay could be extremely costly.

But even this scenario is putting humans and machines on an artificially "fair" playing field, one sensor vs. one sensor. In reality, whereas a human being might be able to look at two, possibly three data feeds at once, an AI-enabled system can ingest data from dozens, hundreds, thousands of sensors at once. And because the costs of high-end sensors scale super-linearly vis-à-vis capability (i.e., a radar three times better than another radar will be more than three times as expensive), networks of cheap sensors are cost-savers compared to exquisite systems. These sensors can be of different kinds, too: an AI-enabled system could algorithmically corroborate a radar reading with a computer vision hit, a radio frequency

detection, and an infrared reading all at once. Such a system could completely relieve a border force of the need to have humans staring at sensor feeds at all and empower them to reallocate human beings where they are most effective.

Thinking Software-First

To manage a rapidly evolving hardware threat in the sky, border forces must think software-first. That isn't just a matter of buying software and AI-enabled systems – it goes to the core of how governments procure technology. There is a reason that commercial technology companies are running laps around companies building technology for the government: they can fluidly change how they develop, price, and deliver new systems. Hence, just as the ways in which technology is developed have changed, so must how the government purchases it. Manifold improvements could be made to antiquated acquisition processes, which by and large cross geographies and government entities, including:

• Experimenting with pricing and delivery models in line with commercial standards (e.g., rewarding continuous delivery of software updates, using subscription and "as-a-service" pricing, discouraging "cost-plus" contracts, and more);

• Designating software companies as prime contractors on large programs;

• Modernizing intellectual property requirements to account for how software is developed;

• Most importantly, taking software seriously. The most innovative companies in the world, which hoover up our brightest science and engineering students, are software-first. Building world-class software that can manage a complex UAS threat is an engineering challenge equivalent to building exquisite hardware systems – the government should price it as such.

Indeed, the AI and other advanced software developed in the commercial sector is capable today of managing the UAS threat. Industry is eager and ready to respond to the call. The government, however, must show it is willing to learn. Falling back on the hardware-centric model of the 20th century cannot address a 21st century threat like drones.

Cocaine lords targeted in Belgium, Germany and the Netherlands

Joint actions of the Belgian Federal Police Antwerp (Federale Politie Antwerpen), the Dutch National Police (Politie) and the German Regional Police (Landeskriminalamt Niedersachsen) and Federal Police (Bundeskriminalamt / BKA), coordinated by Europol, led to the identification and indictment of major European High Value Targets importing large amounts of cocaine from South America to the EU. The operation also involved the Paraguayan National Antidrug Secretariat (SENAD - Secretaria Nacional Antidrogas).

This operation targeted the European and South American drugs and money-laundering infrastructure of a large scale trafficking network, which had already taken a massive hit in February 2022. Europol facilitated the exchange of information and produced large amounts of intelligence based on criminal analysis, enabling Europol to unveil a detailed picture of the networks' operations across countries and continents.

Human trafficking gang exploiting South American victims busted in France and Spain

The French Border Police (Police National/Police aux frontiers) and the Spanish National Police (Policía Nacional), supported by Europol, dismantled a criminal network involved in human trafficking for sexual exploitation. The investigation resulted in a simultaneous action day in France and Spain.

French Border Police initiated the investigation in January 2021, although investigators suspect that the network was already active for some time before that.

The members of the criminal network, predominantly of Spanish nationality, exploited mainly Colombian nationals in Spain and in the area around the French city of Nantes. The suspects recruited clients via websites and controlled the accounts advertising the victims. The network transported the illegal profits from France to Spain themselves or by using money mules. The criminals laundered their proceeds through investments in real estate and cash-intensive businesses such as bars and clubs in Spain.

More than 5 million potentially dangerous toys seized in 21 countries

Europol coordinated operation Ludus II targeting trafficking of counterfeit toys and other goods. Ludus II, led by the Spanish Civil Guard (Guardia Civil), Spanish National Police (Policia Nacional) and the Spanish Customs authorities (DAVA) and co-led by the Romanian Police, involved law enforcement authorities from 21 countries in total.

The seizures made during the operation include counterfeit and illegal puzzle games, video games and related characters, board and card games, dolls and puppets from famous TV series, bricks for children and clothing and accessories from famous brands. The seized goods contain risks such as chemical exposure, strangulation, choking, electric shock, damage to hearing and fire hazards.

During the operational phase of Ludus II, law enforcement authorities performed checks and inspections to detect illegal shipments and storage. A number of raids followed online investigations initiated on e-commerce platforms. The majority of fake toys were imported from East Asia to the EU, UK and US.

52 arrests in operation across 28 countries targeting trafficking in cultural goods

A global operation targeting illicit trafficking in cultural goods has led to 52 arrests and the seizure of 9,408 cultural artefacts across the world. These priceless items include archaeological objects, furniture, coins, paintings, musical instruments and statuettes.

Operation Pandora VI, the operational phase of which ran from 1 June to 30 September 2021, saw law enforcement authorities in 28 countries carry out checks and controls in airports and at border crossing points, as well as in auction houses, museums and private homes.

Special focus was placed on the monitoring of online markets. To that end, a cyber patrol week was organized by the National Police Force of the Netherlands (Politie) to identify suspicious sales online.

Over 170 investigations are still ongoing, as a result of which more seizures and arrests are anticipated as investigators around the globe continue their pursuit of those spoiling and destroying cultural heritage.

Detecting fraudulent identity documents focus of INTERPOL training

Some 20 border control and immigration officers from Abu Dhabi have been trained in the latest security document examination techniques to help enhance border security checks.

Instructors from INTERPOL's Counterfeit Currency and Security Documents (CCSD) unit and its partner IDNow delivered the three-day course hosted by the Ministry of Interior.

Participants were trained on the latest security features embedded in official government identity documents and provided practical exercises for identifying fraudulent documents including counterfeits, forgeries, and fraudulently-obtained documents.

Tracking a suspected migrant smuggler from Senegal to Brazil

Brazil's Federal Police have arrested a 42-year old Senegalese national suspected of running a transatlantic smuggling ring. The group's activities involved smuggling migrants by air from Senegal to Brazil, often via Bolivia.

In August 2020, authorities shared case details, including the group's modus operandi, with INTERPOL's Human Trafficking and Smuggling of Migrants unit, as well as the INTERPOL National Central Bureaus in Brasilia and La Paz.

Brazilian authorities tracked down the suspect a few weeks later. INTERPOL then worked closely with Senegal to secure the publication of a Red Notice on charges of migrant smuggling, money laundering and identity document fraud.

No extradition agreement

With the suspect identified and located, authorities in both countries, with the support of INTERPOL, got to work on obtaining the documents required by Brazilian law for his arrest. Without an extradition agreement

in place between Senegal and Brazil, however, these documents had to be sent through diplomatic channels, a much longer and complicated process.

For 18 months, INTERPOL closely followed the case and coordinated meetings in order to facilitate information sharing and mutual assistance.

In late January 2022, with all the necessary documents in hand, Brazilian police were able to obtain an arrest warrant based on the Red Notice, and proceed with his arrest. He is now in police custody awaiting extradition to Senegal.

OSCE and UNODC support Albania to disrupt terrorist financing by implementing targeted financial sanctions regimes

Strengthening Albania's capacity to designate and impose targeted financial sanctions against individuals and entities associated with terrorist groups was the focus of a three-day training course in Durres, Albania. The training course was jointly organized by the OSCE's Transnational Threats Department, and the UN Office on Drugs and Crime (UNODC), with the support of the OSCE Presence in Albania.

Twenty-two participants from Albania's General Directorate for the Prevention of Money Laundering, the

State Intelligence Service, the Albanian State Police and the Special Prosecution Office learnt about the sanction regimes pursuant to UN Security Council Resolutions 1267 and 1988 and its derived procedures, and engaged in exercises to use them effectively through inter-agency co-operation.

The Analytical Support and Sanctions Monitoring Team concerning ISIL (Da'esh), Al-Qaida and the Taliban and associated individuals and entities presented their mandate and work during an online intervention.

Countering risks of human trafficking amid refugee flow focus of visit to Moldova by OSCE Parliamentary Assembly President and Special Representative

Countering the risks of human trafficking amid the humanitarian crisis caused by the attack on Ukraine was at the centre of a two-day visit to Moldova by the President of the OSCE Parliamentary Assembly, Margareta Cederfelt (Sweden), and the OSCE Special Representative and Co-ordinator for Combating

Trafficking in Human Beings, Valiant Richey.

Cederfelt and Richey met with Minister of Foreign Affairs and European Integration, Nicu Popescu, and with interim General Prosecutor, Dumitru Robu. Discussions focused on assessing the risks of human trafficking in the country in light of the flows of people seeking refuge from Ukraine and strengthening Moldova's response to these challenges, including in collaboration with the OSCE Mission to Moldova.

"Risks of trafficking in this humanitarian crisis are huge. No country can handle them alone. There needs to be a comprehensive, OSCE-wide effort to prevent this crisis from becoming a human trafficking crisis. This requires meeting immediate needs, granting access to child care, education, and employment, and investing in anti-trafficking structures to monitor high-risk sectors of the economy," emphasised Richey.

Increasing refugee flow focus of OSCE Anti-Trafficking and Gender Technical Co-ordination Meeting

The OSCE Mission to Moldova held an Anti-Trafficking and Gender Technical Co-ordination Meeting to discuss the impacts of the increasing refugee flow and the risks of trafficking in human beings.

During the meeting, participants discussed how the current humanitarian crisis creates greater risks of gender-based violence, in particular, trafficking in human beings and sexual abuse. Women and girls

comprise a vast majority of refugees and are at risk in the current context.

Voluntary Humanitarian Return Programme Offers Lifeline for 60,000 Migrants in Libya

Since 2015, the IOM has assisted 60,000 migrants in Libya to return to their country in a safe and dignified manner through the Voluntary Humanitarian Return (VHR) Programme. The initiative has provided a critical lifeline to stranded migrants from 46 different countries across Africa and Asia who wish to return home and rebuild their lives.

"IOM has been offering voluntary humanitarian return assistance since 2015. This support is of increasing importance given the alarming reports of human rights violations against migrants in Libya," said Federico Soda, IOM Libya Chief of Mission.

About 47 per cent of returnees assisted through IOM's VHR programme were in detention centres while the remainder were living in urban settings. Since the outbreak of COVID-19 in March 2020, IOM has seen an uptick in requests from people in urban locations.

In the last two years, mobility restrictions prompted temporary suspensions of IOM's operations and created a backlog of migrants waiting to return home. IOM has since scaled up the number of movements to alleviate further delays. Yesterday's milestone charter from Mitiga airport in Tripoli to Lagos, Nigeria marked IOM's 74th humanitarian flight since COVID-19 was declared a pandemic.

At least 70 Migrants Reported Dead or Missing off Libya

At least 70 migrants are missing at sea and presumed dead off the Libyan shore over a two week period, according to the IOM.

A boat reportedly carrying 25 migrants capsized near the Libyan coast of Tobruk. Authorities rescued six migrants and recovered seven bodies while 12 remain missing. The latest incident brings the total number of migrants reported dead or missing in the Central Mediterranean up to 215 this year, according to IOM's Missing Migrants Project.

IOM continues to call for concrete action to reduce loss of life in the central Mediterranean route through dedicated and proactive search and rescue and a safe disembarkation mechanism in accordance with international law.

IOM Warns of Increased Risk of Trafficking in Persons for People Fleeing Ukraine

The IOM is worried about the risk of trafficking in persons as well as sexual exploitation and abuse in Ukraine and the region as the number of vulnerable people fleeing the war continues to rise.

Over 3 million people have fled Ukraine, including 162,000 third-country nationals (TCNs). The deteriorating humanitarian situation and resulting large-scale and complex movements correlate with an increase in threat to personal safety, putting people on the move at heightened risk of exploitation. While cases of human trafficking are less likely to be identified in the immediate aftermath of mass displacement, initial reports from within and outside of Ukraine indicate the potential for traffickers to exploit the vulnerabilities of those fleeing the war.

Instances of sexual violence have already been reported and among the individuals promising onward transportation or services, there have been indications of potential exploitation. Individuals

and community members providing transportation and accommodation assistance should do so in coordination with local protection agencies and should facilitate registration and share contact details, transportation routes, and accommodation locations to enable appropriate oversight and safeguarding.

"IOM reports show that people fleeing Ukraine are predominately from single-headed households including women, children and older persons – some of whom are unaccompanied and separated – and third-country nationals," says IOM Director General António Vitorino.

Frontex starts support for Member States with Joint Reintegration Services

For the first time in its history, Frontex, the European Border and Coast Guard Agency, starts supporting the Member States in providing reintegration measures to migrants returned to their countries of origin. Selected reintegration partners, Caritas Int. Belgium, IRARA, WELDO, ETTC and LifeMakers Foundation Egypt, will ensure to non-EU nationals and their families a number of qualified services, such as long-term housing, medical assistance, job counselling, education, assistance in setting up a small business, family reunification, in 26 different countries.

"The Joint Reintegration Services makes us able to write the next chapter in EU efforts to provide

professional reintegration assistance," said Fabrice Leggeri, Frontex Executive Director.

This initiative will also ensure the continuation of activities provided by the EU-funded European Return and Reintegration Network (ERRIN), established in 2018 and to be concluded in June 2022.

The mandate of the Agency provides for possible support immediately after the arrival of the migrants in their home countries, as well as for long-term reintegration, and aims at making returns more effective, humane, and sustainable to tackle roots causes of illegal migration.

Frontex and INTERPOL launch a platform for document checks

Frontex Executive Director Fabrice Leggeri visited INTERPOL to launch Frontex-INTERPOL Electronic Library Document System (FIELDS). Together with the Secretary General of Interpol Jürgen Stock and the Director of French Border Police Fernand Gontier, he took part in a demonstration of the system at the Lyon Airport.

FIELDS is a system that provides information on travel documents, such as their security features. This information was collected by Frontex and is used directly for border control and document checks by law enforcement authorities of the Member States. The system is designed to display original and genuine documents and the main forgeries detected on that type of document. It will facilitate the work of first-line border control officers, as it is a fast and easy to use search engine to support immediate operational decision making while performing document checks.

Document fraud is recognised as a global challenge for migration management. It is the driver of many other criminal activities, such as migrant smuggling and trafficking, terrorist mobility, smuggling of drugs or weapons.

Frontex signs working arrangement with the European Union Aviation Safety Agency

Frontex and the European Union Aviation Safety Agency (EASA) concluded a working arrangement to establish a framework for closer cooperation between the two agencies. The agreement was signed by Frontex's Executive Director Fabrice Leggeri and EASA's Executive Director Patrick Ky in Brussels.

Under the working arrangement, the agencies will exchange operational experience and may conduct joint capacity building and training related to Frontex's

use of aircraft in its surveillance activities. EASA will assist Frontex in the selection of best providers and equipment, as well as in monitoring the safety of the operations of Frontex aircraft, including unmanned aircraft.

Port of Cleveland Sees Record Number of Drugs & Counterfeits 16,000 Pounds of Narcotics and $252 Million of Counterfeits Seized by CBP

The Area Port of Cleveland oversees major express consignment operations (ECO) in Indianapolis, Cincinnati, and Louisville. U.S. Customs and Border Protection (CBP) officers that work in these facilities seize illegal shipments nightly that are heading to every community in the U.S. and could harm our economy, our agricultural industry or cause death. CBP officers continue to be the first line of defense in stopping these dangerous shipments.

In these past six months officers have been stopping a record number of shipments before they reach their finals destination. One of the main reasons for these increases is the rapid growth of e-commerce. Consumers can search for and easily purchase millions of products through online vendors, but this easy access gives illicit goods more ways to enter the U.S. economy.

Since October 1, CBP officers in Indianapolis have seen an increase across the board in drug seizures, counterfeit interceptions, and agricultural inspections. Officers at this ECO saw an increase of 117% in total seizures that were made in Indianapolis, inspecting, and seizing 738 shipments that contained popular drugs like marijuana, Ketamine, and prescription drugs.

Officers also intercepted 714 parcels of counterfeit items that if real their Manufacturer's Retail Price (MSRP) would have been over $41.6 million. Last year at this time officers seized counterfeit items with a MSRP more than $13.1, a 216% increase. CBP officers in Indianapolis also were stopping pests and disease from entering the U.S. by issuing 497 Emergency Action Notifications (EAN). EAN can alert trade entities of non-compliance with Animal and Plant Health Inspection Services regulations. This year EAN issuance is 148% higher than it was this time last year.

Indianapolis was just one ECO. The other two ECO hubs in Cincinnati and Louisville have had similar increases. In Cincinnati, officers have seized 4,059 packages, a 70% increase from this time last year. Of those seizures 506 contained narcotics. The drugs of choice were marijuana, cocaine, and methamphetamine. In all officers seized 5,044 pounds of narcotics. Officers in a partnership with the Food and Drug Administration also seized 1,039 packages containing FDA unapproved items, a 79%

increase from last year's total.

Cincinnati CBP intercepted 771 parcels containing Intellectual Property Rights violations with a MSRP, if they were genuine, of $60.8 million. CBP Agriculture Specialists (CBPAS) in Cincinnati inspected 13,687 shipments resulting in 5,072 EAN, a 41% increase from this timeframe last year. CBPAS notable seizures so far are 132 pounds of smuggled pork, Bird's Nest hidden in chip canisters and a parcel containing a dried duck carcass.

Louisville CBP takes home the title of most narcotic seizures and total pounds. CBP officers in Louisville have made an astonishing 1,472 seizures of narcotics at their facility. The most popular drugs seized were marijuana, methamphetamine, and steroids. In all, officers seized a whopping 10,436 pounds of narcotics. Of that, 235 pounds was fentanyl, enough to kill 50 million people. That is enough to kill the entire population of New York (8.8 million) six times. Louisville also made a splash seizing 1,311 IPR violations that would have been worth over $149.5 million (more than Indianapolis and Cincinnati combined) and issuing 5,824 EANs.

"These numbers represent the amount of illicit material that comes through these ECO hubs," LaFonda D. Sutton-Burke, Director, Field Operations-Chicago Field Office, pointed out. "These environments that our officers work in and every day they are stopping shipments that are dangerous, harmful to our citizens."

An ECO is a facility operating in any mode or intermodally moving cargo by special express commercial service under closely integrated administrative control. Under Title 19 of the Code of Federal Regulations, CBP officers are stationed at ECOs and other smaller hubs across the nation and work in collaboration with these carriers to stop illegal shipments. The partnership with the ECOs is critical in CBP accomplishing its mission.

"Our officers are highly skilled at identifying packages that represent a higher level of risk through visual examination, based on their knowledge and awareness of ever-changing trends employed by the individuals and organizations seeking to illegally import contraband," said Diann Rodriguez, Area Port Director-Cleveland.

E-GATES FOR VEHICLES - FASTPASS HDF

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Border control is a major challenge for security and mobility. Travellers request minimum delay and a smooth border crossing, while border guards must fulfil their obligation to secure the borders against illegal immigration, smuggling and other threats. Automated border control (ABC) systems, so-called e-Gates, are common installations especially in airports. First installation of e-Gates was done in the mid-2000s in airports. ABC systems use different modalities to verify the traveller's identity against the data stored in the passport. Due to the increased number of e-Gates installed at airports, various studies analysing the performance of such systems have been carried out [2,8,5]. In airports, it is common

to have multiple groups of 2 to 4 e-Gates installed together. Other advantages are the efficiency in passenger profiling, the enhancement of border security and the satisfaction of passengers [6]. While during a manual control the border guard must check all documents, passenger's behaviour and appearance, during the automated control the border guard can focus on the passenger while the passenger is traversing the e-Gate. In contrast to already widely accepted e-Gate installations at airports and seaports, only few attempts to implement e- Gates for vehicles at land border controls were reported. The FastPass Hauts-de-France ('FastPass HdF')

project aims to address border control points where vehicles cross the border, especially at harbours for sea ferries.

A thorough search of the relevant literature yields many results related to Automated Border Control or e-Gates for persons and few related to e-Gates for vehicles. The FastPass EU project was a European Union project funded by the European FP7 program. Its primary goal was to develop a harmonized and modular system for European automatic border crossing (ABC) points. ABC solutions for people crossing the borders at airports or seaports have different names depending on the country where they are

installed: Australia (SmartGate), Canada (CANPASS), European Union (e-Gates, FastPass, Easy Go or Parafe Gates), Korea (Smart Entry Service SeS), USA (MPC) and UK (ePassport gates). Regarding border control points where vehicles cross the border, some projects were launched. These projects focus only on a narrow user group (preregistration is required, only certain citizens are eligible, etc.). In the United Arab Emirates, the project 'Aabar system' was announced a couple of years ago [1]. The system captures passengers' information by scanning special e-cards and by radio frequency identification (RFI) enabling card holders to
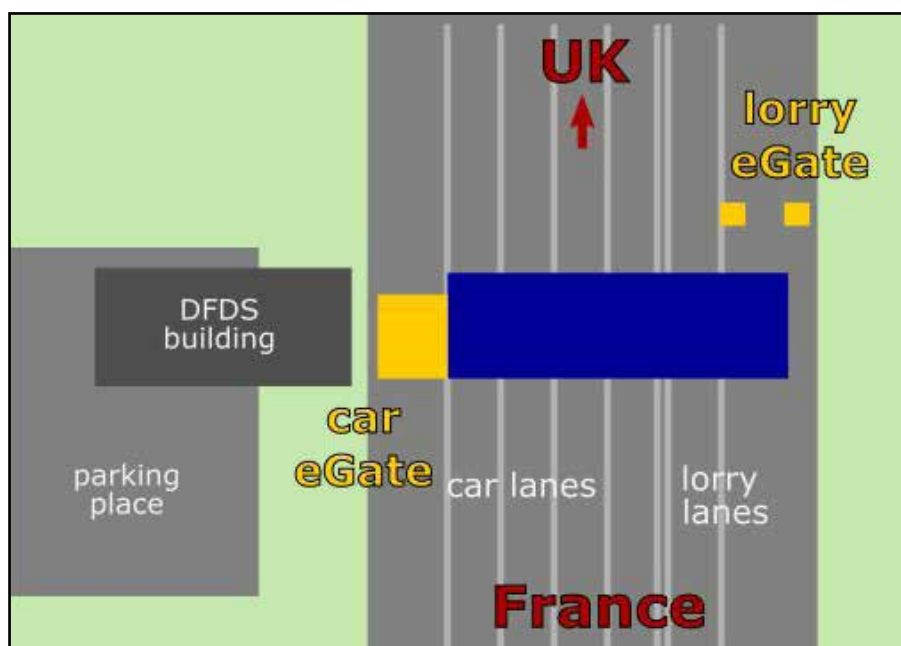
Figure 1. Overview of e-Gate locations at Dunkirk DFDS terminal

cross borders while they remain sitting inside their vehicles. Card holders enter a designated area where the passenger scans his/her card through a card reader machine. Scanned information and immigration details are sent to the emigration official who checks the information and verifies the passengers' identities. After a successful check, the enter/exit is allowed, otherwise the passenger is re-directed to a second checkpoint. Up to our knowledge, no information is available whether the project was finally implemented or not. Also in UAE, a Smart Gate System reports the ability of handling lorries and automatising security functions, such as identification of the driver at the King Abdullah Port [3]. However, no more details can be found describing how the system is implemented. 'Ready Lanes' were

implemented in the United States of America for people entering the country through a land border [4]. Only travellers holding a special RFI card are eligible to use these lanes. At Hong Kong-Zhuhai-Macau Bridge, Chinese authorities tested diverse biometric modalities to speed up the border crossing [7]. They use high-resolution cameras, thermal-scanning technology, and fingerprint devices to acquire data of Hong Kong drivers travelling to mainland. Using facial imaging, fingerprint matching and car license-plate imaging, acquired data are matched against pre-registered information in the immigration database. Clearance machines automatically rise and descend to the driver's position; thus, travellers remain sitting in the car.

Based on the concept of e-Gates as they are already widely used

for passengers at airports, the 'FastPass HdF' project aimed to show the feasibility of applying the same concept in the case of vehicles, especially cars and lorries. Main highlights of the 'FastPass HdF' Project were:

• 'FastPass HdF' is open for every traveller holding a standard biometric EU passport with chip and no pre-registration is required.

• 'FastPass HdF' allows to perform a check in a similar way as the e-Gate process when passengers sit in their vehicle without prior registration nor additional documentation than the ePassport.

• 'FastPass HdF' prototype was installed on a real scenario and live demonstrations were accomplished.

• Although data was not checked against official databases, the demonstrations simulated how the process run showing the feasibility of 'FastPass HdF' prototype

The Prototype

Two installations at the DFDS terminal in Dunkirk were defined, one e-Gate for cars and light vehicles, and another e-Gate for lorries (see Figure 1). Due to legal restrictions, the prototype was not connected to any installation belonging to official authorities (i.e., police or border control authorities). Demonstrations of the current prototype were shown and explained to regional, national and international delegations including representatives from the Préfecture and the region of Hauts-de-France,
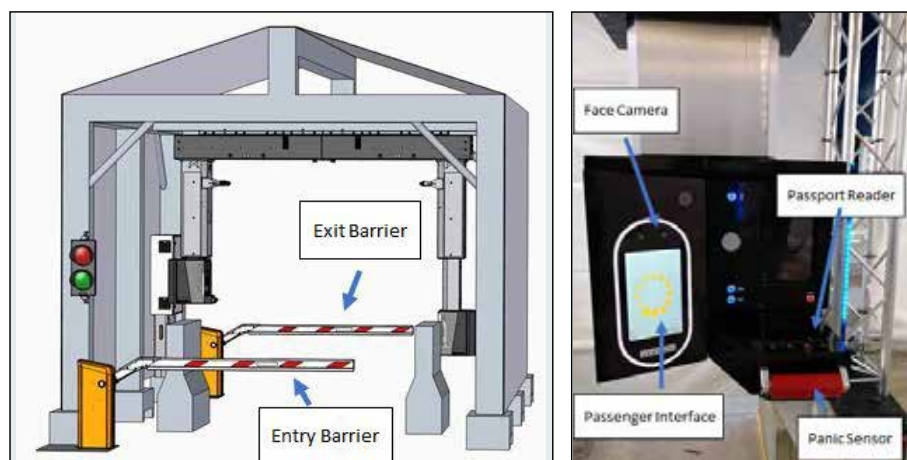
Figure 2. Installation of e-Gates: Illustration of the prototype for cars (left image) and terminal unit (right image).

French border police as well as DFDS and UK officers.

Installed components

For cars

• Traffic light at entry: To indicate whether the e-Gate is free to use.

• Entry barrier with LED and inductive loop: The barrier controls the entry to the ABC equipment inside the gate.

• An inspection unit with (i) ultrasonic sensor and (ii) automatic terminals. While the former is used for detecting the presence of a car, the latter give instructions to the travellers, provide access to a passport reader and carry the face camera. Both travellers (driver and co-driver) interact with the respective terminal in a self-service manner (Figure 2).

• Exit barrier with LED and inductive loop: It controls the exit from the ABC inspection area.

• CCTV near the exit barrier (left and right): It provides video streams for the e-Gate supervisor workplace helping to recognise if there is one person or two people in the car.

• Mounting frame: This frame is used to mount the inspection unit as well as the additional lights and CCTV cameras.

• Tarpaulin: It provides protection against light, wind, and rain.

• Cement blocks: They are used to keep the installation stable in place without the need of additional ground works. So, the whole e-Gate is easy to deploy, even as temporarily solution.

For lorries

• Terminal with control panel (Passport reader, screen with passenger interface, face camera and additional light).

• Traffic light at exit.

• Cement blocks.

e-Gates

e-Gates for cars

The gate was re-designed to meet the specific requirements at Dunkirk having minimal interference with the existing infrastructure (see Figure 3). The terminal units can read passports of passengers without people having to leave the vehicle (see Figure 4). The checking process runs as follows. The vehicle enters the e-Gate and

Figure 3. Installed e-Gates prototypes for vehicles on Dunkirk: cars (left image) and lorries (right image).

Figure 4. Car demonstration. Left image: Barrier behind the car closes the 'FastPass HdF' e-Gate. Right image: operating terminal (view from inside the car).

the back barrier closes behind. Then the terminal units approach the vehicle windows. Due to the terminal units are installed on both sides, the driver and co-driver can be checked simultaneously. Moreover, this configuration allows to check left and right driver cars. After successful identification and positive checks, the terminals move away from the vehicle, the front barrier opens, and the vehicle can pass. In case the identification fails, a message is displayed indicating the passenger(s) has(have) to drive to the manual control which will be done by the border guard in duty.

e-Gates for lorries

The gate for lorries consists of two columns housing the terminals including passport reader and face camera, like the car unit. In case of lorries, the terminals are at a fixed position since lorries have a standard position of the windows. There is one terminal on the left side and another terminal on the right side, so again both drivers left and right can use the e-Gate (see

Figure 3). For lorries, the barriers are replaced by traffic lights as it is easier to be recognized by the driver. Finally, the process for lorries is the same as for cars.

Experimental Study

During the evaluation three cars were used and eight people act as driver or co-driver. Cars were driven by different drivers and both sides (i.e., left driver and right driver) were tested. Three different types of passports were tested: EU biometric, EU non-biometric and third country passports. During the evaluation, the functioning and response of the system was checked and tested and the elapsed time by each car inside the e-Gate was recorded. This time was measured as the time spent between stopping and re-starting the car. When a person presents his/her passport, the passport's data are read, a picture of the person is taken and the whole data are checked. In case of a match, the barrier is opened, and the car can pass. In case of

a negative check, a message is displayed indicating to proceed to a manual control. The same output is expected when a person presents a passport of another person (i.e., the data do not match). When two people sit in one car and they present their documents, each person will be analysed separately. In this case, the barrier will be opened if and only if, a positive match occurs for all passengers. Table 1 lists some of the possible configurations and their expected output.

Legal aspects

The legal framework needed for the experimentation was analysed and coordinated with Hauts-de-France. Questions related to civil liability to cover persons and goods (vehicles and devices) were also clarified. Only volunteers took part in the tests who explicitly agree to process their data. Only the technical team (i.e., in total 4 people present during the tests sessions) had access to the platform (application installed on a PC and protected by log-in).

No data was transmitted to any external system. At the stage of the experimentation, the system was not connected to any external database.

Results and Discussion

In total, 129 valid measurements were done. Therefore, the trends and correlations reported here can be seen as a small experiment with an acceptable sample size. Considering all 129 measurements, an average time of 48 seconds and a median time equal to 46 seconds were obtained for processing a whole car. The minimum measured time was 27 seconds, while the maximum measured time was almost 2 minutes (113 seconds). These times were only observed in few cases, thus such extreme values can be considered as outliers. Therefore, after filtering such outlier cases, 123 measured times remain (Table 2).

For a real operating system a more systematic evaluation and a comparison against processing times of the manual control are required. However, initial results show the feasibility and applicability of current prototype. It is worth noting the measured times were per vehicle. This means, in many cases two people were simultaneously checked which clearly speeds-up the whole checking process per vehicle and the totally throughput.

Conclusion and Future Work

The 'FastPass HdF' prototype is an automated system that aims to address border control points where vehicles cross the border especially at harbours for sea ferries. Two e-Gates for vehicles were installed and tested at the DFDS terminal in Dunkirk. A first evaluation was done that includes experiments simulating vehicles passing the e-Gate and the necessary time taken to pass the e-Gate. Encouraging results were obtained and authorities responsible of the border control process have shown their interest in the prototype. As the President of the Hauts-de-France Region Mr. Xavier Bertrand emphasised: "At a time when the EU and the UK are shaping their future relationship, the 'FastPass HdF' experiment using e-Gates for vehicles have provided interesting perspectives and opportunities. The Hauts-de-France regional council worked hard with the leaders of the 'original' FastPass EU project, other stakeholders and authorities, to design a smart border that will guarantee security and fluidity for people and goods crossing the border." To the best of our knowledge, this is the first work that shows how to apply an e-Gate without preregistration for cars and lorries reporting results measured on a real environment. Future work includes a more exhaustive evaluation. Building on the original FastPass EU project, the current prototype can be the next step in the direction of a smart border concept for the region and beyond.

NAPTIP Collaborates With DAVATOP In The Fight Against Human Trafficking And Violence Against Persons

The Director-General of the National Agency for the Prohibition of Trafficking in Persons (NAPTIP), Dr. Fatima Waziri-Azi unveiled two short movie skits on Gender-Based Violence (Domestic Violence) and Human Trafficking in the Agency's Headquarters, Abuja. In her words, performing Arts, also known as Drama has been found to be a veritable prevention strategy in counter-trafficking and migrant smuggling as it is used beyond entertaining and educating; but also to mirror society. For this reason, Dr. Waziri-Azi said since her assumption of office in September 2021, she has repositioned the NAPTIP Drama Club as part of a reloading initiative for the Agency's awareness creation against human trafficking and Sexual and Gender-Based Violence (SGBV).

Describing Drama as a unique tool in accomplishing socio-cultural and behavioural change in a positive direction in the society; the NAPTIP Director-General reiterated that drama is a formidable force in the transformation of society through the creation of the right values and creating public awareness on a particular issue where change is needed.

Speaking through the NAPTIP Director of the Public Enlightenment Department of the Agency, Mr. Josiah Emerole, who represented her at the event, the DG appreciated the United States Mission in Nigeria which made this project a reality with its kind funding support. Mr. Emerole further commended the leadership of Devatop Centre for Africa Development and their

efforts in combatting trafficking in Persons in Nigeria in partnership with the Agency and invite the public to join forces with NAPTIP to prevent the scourge of human trafficking and Gender-based violence in Nigeria.

The Executive Director of Devatop, Joseph Osagie, stated that these short films are part of his organization's collaboration with NAPTIP under the TALKAM project sponsored by the United States Embassy in Nigeria, Accion Contra La Trata (ACT) and Pamplona City. He acknowledged other partners like Project Pink Blue and Active Voices Initiative for Sustainable Development for being part of the project. He noted that the purpose of the skits is for extensive sensitization on human trafficking and gender-based violence, especially via social media. He also thanked the Agency for her sustaining partnership with Davatop over the past seven years.

In her special remarks, the Political Officer of the US Embassy in Nigeria, Carolyn Ratclaff stated that the United States is committed to supporting programmes on the suppression of human trafficking and related vices. She further highlighted that the US Embassy in Nigeria has been in an active partnership with NAPTIP for several years now and would continue to work together to prevent the crime.

The Coordinator of the NAPTIP Drama Club, Angela Agbayekhai thanked Dr. Waziri-Azi for supporting the NAPTIP Drama Club as a tool to further one of her thematic priority on awareness creation against trafficking in Persons in Nigeria. She stated that all the characters in the two short films were members of the NAPTIP Drama Club. She further thanked the Officers of the Agency who were cast in the short films for their creativity and for putting in their best into the production. The Special Assistant to the Director-General, Kelechi Gary Amadi and the Head of Press and Public Relations Unit (PPRU) of the Agency, Stella Nezan were among the senior officers of the Agency who were present at the event, including all members of the NAPTIP Drama Club.

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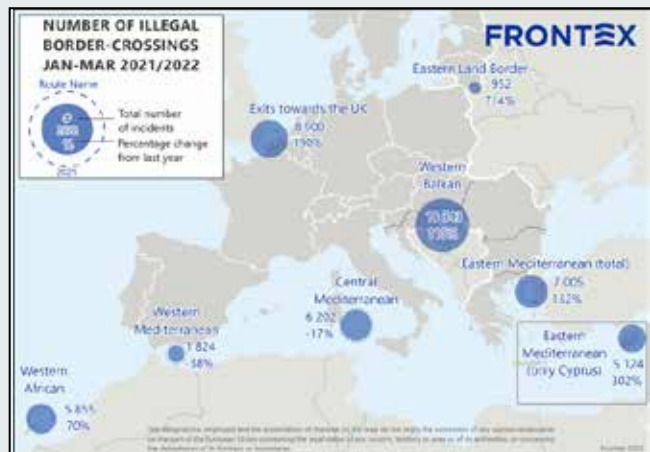
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Q1 illegal border crossings into EU highest since 2016

The first quarter of this year was the busiest in terms of illegal border crossings at the EU's external borders since the migratory crisis in 2016. Refugees fleeing Ukraine and entering the EU through border crossing points are not part of the figures of illegal entries detected. Preliminary calculations by Frontex show that more than 40 300* illegal crossings were detected between January and March of 2022, 57% more than a year ago.

In the month of March, nearly 11 700 irregular migrants were recorded at the EU external borders, 29% more than in the same month of 2021.

Responding to the various challenges at the external borders, Frontex has more than 2 100 standing corps officers and staff deployed in its operational activities.

Most active migratory routes

Western Balkans (+115% in Q1)

The Western Balkan route accounted for nearly half of all the illegal border crossings in the first three months of this year. The total figure for the January-March period more-than-doubled to over 18 300.

In the month of March, the number of irregular migrants detected in the region nearly tripled to 6650.

The main nationalities detected were Syrian and Afghani.

Eastern Mediterranean (+132%)

The Eastern Mediterranean route saw the number of arrivals of irregular migrants more than doubled in the January-March period to more than 7 000.The significant increase was driven by the detections of illegal border crossings in Cyprus, which rose three-fold to over 5 100 (on 7 005 detections for all Eastern Med route).

In the month of March, the total number of migrants detected also doubled to nearly 3 250.

The main nationalities detected were Nigerians and Congolese.

Western African route (+70%)

The number of detections on the Western African route rose 70% in the first quarter to around 5 850, even though the total for the month of March alone fell by two-thirds compared to a year ago to some 360.

The main nationalities detected were Moroccan and Guinean.

Eastern Land Border (+714%)

In the first quarter of the year, the Eastern Land Border saw the largest increase among the migratory routes. This was due to some Ukrainian citizens seeking to cross the border illegally between border crossing points, although a vast majority of Ukrainians arrived legally through regular border crossing points. The total number of detections rose seven-fold to over 950.

In the month of March alone, the number of detections of illegal border crossings in the region rose 12-fold to over 600.

The Channel (+190%)

The number of irregular migrants seeking to cross the Channel towards the UK so far this year nearly tripled from a year ago to more than nearly 8 900, half of them were prevented of departure and half were rescued by British authorities. Land patrols and aerial surveillance activities detected 55% of departures and these assets working together are key factors that enable the early detection and prevention of sea crossings.

New Agreements Foster Regional Cooperation on Migration for Sustainable Development and Migrant Workers Rights in the East and Horn of Africa

Government Ministers from 11 countries in East and Horn of Africa, have signed two agreements in the past week committing to work more closely to realise the benefits of migration for sustainable development and economic growth, while enhancing protection for millions of migrant workers.

Ministers from Burundi, Djibouti, Ethiopia, Eritrea, Kenya, Rwanda, Somalia, South Sudan, Sudan, the United Republic of Tanzania, and Uganda signed an agreement promising to work together to realize the potential of labour migration as a contributor to the region's development at the 3rd Regional Ministerial Forum on Migration (RMFM) in Nairobi, Kenya.

There are over 7.7 million migrant workers in East and Horn of Africa. In 2021 migrant workers from Sub-Saharan Africa sent back an estimated USD45 billion in remittances. According to IOM's Africa Migration Report there are more than 21 million African migrants working in other African countries where they fill skills and labour shortages, do business and provide goods and services.

But labour migrants from the region face various challenges, including a lack of access to human rights, employment rights, and other social protections, such as access to the legal system and healthcare, in countries of origin, transit, and destination. They may also lack access to embassy and consular services on their journeys.

Signatories to the RMFM agreement called on Member States to ratify relevant human rights and labour laws

to create a common approach on the rights of migrant workers, including improved access to protection, and ethical recruitment. They also committed to engaging countries of destination to agree on the same issues when migrants arrive.

The new agreement also seeks to address difficulties some migrants face integrating back home. Ministers agreed on the need to include such migrants in all national development plans.

RMFM technical groups will continue to look at mapping skills gaps and labour shortages, financial inclusion, and remittances, so countries can agree on needs bilaterally, following the signing.

The Chairpersonship of the RMFM also changed hands from Kenya to Ethiopia.

"As the new Chair of the RMFM, Ethiopia will take the lead in facilitating fora on migration, targeting issues regarding bilateral labour migration agreements, ethical recruitment, social welfare of migrant workers, cross-border trade, and human development - with particular emphasis on youth and women empowerment and labor migration data and statistics," said Muferiat Kemil, Ethiopia's Minister of Labor and Skills.

A second Ministerial agreement signed on 31 March in Nairobi, saw Ministers and senior officials responsible for labour, home affairs and immigration from the East African Community (EAC) Partner States, including Burundi, Kenya, Rwanda, South Sudan, Uganda, the United Republic of Tanzania, and newly admitted Democratic Republic of the Congo, endorse the establishment of the EAC Regional Consultative Process (RCP) on Migration.

The EAC-RCP on migration will provide a platform for regular consultations and exchange of experiences of good practices and lessons learned among countries in the region. The EAC-RCP will foster networks amongst officials from different ministries and stakeholders, greater policy coherence and coordination on migration matters in the region, with the aim of enhancing how migration can contribute to national development.

AGENCY NEWS AND UPDATES

4m Worth of Shabu Concealed in Baby Bottle Sterilizer Seized

Almost four million pesos (Php3,998,400) worth of methamphetamine hydrochloride commonly known as "Shabu" were seized and *two* claimants were arrested during a controlled delivery operations jointly conducted by the Bureau of Customs NAIA, Philippine Drug Enforcement Agency (PDEA), and NAIA Inter-Agency Drug Interdiction Task Group in Las Pinas City.

A certain resident of Pasay city together with a Nigerian National were arrested after receiving the package at Marcos Alvarez Avenue Cor Veraville Homes, Talon Singko, Las Pinas City.

The package was initially discovered by Bureau of Customs during x-ray scanning which yielded suspicious images. Subsequently, the package was subjected to 100% physical examination. The assigned Customs Examiner found 588 grams of white crystalline substances wrapped in aluminum foil and concealed inside a baby bottle sterilizer and dryer.

Merger of two most important criminal organizations Aborted

Civil Guard agents, in a joint operation with the National Police, have dismantled the merger of the two most important criminal organizations in Campo de Gibraltar and Seville. There are 51 detained members of these two groups dedicated to drug trafficking and money laundering in Cádiz and Seville. The organizations were led by two important drug traffickers who had considered working together to obtain a greater number of economic benefits. More than 10,000 kilos of hashish have been seized, as well as stolen vehicles, firearms, eight drug boats, 12,000 liters of gasoline and 180,000 euros.

IPR Center seizes $97.8M in counterfeit sports merchandise during annual Operation Team Player

Israeli Police have said that officers The National Intellectual Property Rights Coordination Center (IPR Center), the National Football League (NFL), U.S. Customs and Border Protection (CBP), the Los Angeles Sheriff Department and U.S. Immigration and Customs Enforcement (ICE) Homeland Security Investigations (HSI) announced that more than 267, 511 counterfeit sports-related items, worth an estimated $97.8

million, were seized during Operation Team Player.

Operation Team Player is a year-round effort developed by the IPR Center to crackdown on the illegal importation of counterfeit sports apparel and entertainment merchandise.

In fiscal year 2021, the IPR Center and its partners assisted in the seizure of 2,651 shipments of counterfeit goods worth approximately $822 million by policing the sale and distribution of counterfeit goods on websites, social media, retail stores and pop-up shops.

Thai Customs benefits from WCO guidance on IPR border enforcement

The World Customs Organization (WCO) conducted a National Workshop on Combatting Counterfeiting and Piracy in Thailand. The Workshop was held thanks to financial support from the Customs Cooperation Fund of Japan (CCF/Japan) and in collaboration with the WCO Regional Office for Capacity Building for Asia/Pacific (ROCB A/P).

As part of this mission, the border enforcement system in place in Thailand to protect intellectual property rights (IPRs) was analysed by a WCO expert using the WCO Self-Assessment Tool. The results revealed that Thailand already has a robust system enabling Thai Customs to implement appropriate IPR enforcement at its borders. Thai Customs has, nevertheless, made additional efforts to render its border

enforcement system even more effective through improvements that will come to light in a few months' time.

The IPR experts from the WCO, Japan Customs and the ROCB A/P shared their knowledge with participants on effective risk management techniques and ways of exchanging information among Customs officials from various WCO Members.

Situation at the checkpoints of the western Ukraine border

Almost 69,000 people and about 17,000 vehicles crossed Ukraine's western borders with the EU and Moldova during one day in late April.

39,000 people left Ukraine last 24 hours and almost 23,000 of them crossed the border with Poland, the rest went to Slovakia, Hungary, Romania and Moldova.

Almost 30,000 people has arrived in Ukraine last 24 hours, including more than 26,000 Ukrainians. About 320 trucks with humanitarian aid have been processed.

EMSA contracts satellite communication services to support maritime surveillance operations conducted by remotely piloted aircraft systems

EMSA has recently awarded six contracts for satellite communication (satcom) services to support the maritime surveillance operations of the Agency's remotely piloted aircraft systems. The contracts are intended to provide fast and effective communications both to the Agency's RPAS service providers as well as indirectly to the maritime authorities using the RPAS services.

With these new capabilities, EMSA will have access to a large pool of satellites to guarantee accessible, secure and autonomous satellite communication services not just for this generation of RPAS services but also for the next.

EMSA has also signed framework contracts for satellite connectivity services for land-to-land communication services with: Viasat Netherlands, Telespazio France and SES Techcom as well as framework contracts for satellite connectivity services for ship-based operations with SES Techcom and Telespazio France. The wideband satellite internet connection under these contracts, up to 10Mbps, will be used to stream the payload data to the RPAS Data Centre allowing end users to follow the RPAS operations remotely.

Malaysians rescued from human trafficking syndicate in Cambodia

Sixteen Malaysians, who were held by a human trafficking syndicate in Cambodia, have been rescued.

Bukit Aman CID director Comm Datuk Seri Abd Jalil Hassan said the Malaysians, aged 19 to 43, were rescued by the Cambodian National Police with the cooperation of Malaysian Police, Interpol, Aseanapol and the Foreign Ministry. They were rescued from Preah Sihanouk province in Cambodia.

"The victims claimed that they were duped by a job offer of working as customer service representatives with lucrative salaries for a Cambodian company. They had stumbled upon the job listing on Facebook," he said.

Once the victims reached Cambodia, Comm Abd Jalil said their personal documents were seized and their movements were restricted. They only realised that they were duped once they reached Cambodia.

"We believe they were forced to work as scammers," he said.

Gendarmes detect a parcel with 1,283 illegally transferred ammunition

Members of the "Colastine" Road Safety Section, dependent on the "Santa Fe Norte" Core Squadron, stopped the march of a vehicle belonging to a parcel company that was traveling from the capital city of Santa Fe to the city of Paraná, Entre Ríos.

When inspecting the load of the vehicle, on kilometer 10.4 of National

Route No. 168, the uniformed officers were alerted by the weight and size of a package, for which they reported the fact to the Attorney General's Office of the Public Ministry of the Accusation .

Consequently, the officials proceeded to open the parcel, verifying that it was moving two boxes with a total of 1,133 caliber 22 Long ammunition, as well as three other boxes with 150 caliber 22 Magnum ammunition.

Mexican army intercepts 300 kilograms of cocaine

The Mexican Army arrested 2 probable persons responsible for transporting drugs and suppliers of a criminal group that operates in the states of Nuevo León and Tamaulipas, seizing approximately 300 kilograms of cocaine.

When carrying out the planning and intelligence work to strengthen the rule of law in the country and detect members of criminal organizations with a presence in these entities, information was obtained on a drug transfer from the south of the country that used 2 tractor-trailers as a front, with feed for cattle whose final destination would be the state of Nuevo León.

Through the monitoring carried out, the personnel of the Mexican Army implemented a land interception operation on the transfer route identified so that the reference trucks would go to the Strategic Security Military Post located in the municipality of Jaumave, Tamps.

The aforementioned vehicles were taken to the non-intrusive gamma ray inspection area, where it was confirmed that they were transporting 300 packages containing possible cocaine, weighing approximately 300 kilograms

(subject to expert confirmation of the type and amount of the same), thus constituting the detention in flagrante delicto of 2 individuals.

Criminal network involved in labour exploitation in the UK and Romania dismantled

Supported by Eurojust and Europol,

judicial and law enforcement authorities in the United Kingdom and Romania have dismantled a criminal network involved in human trafficking, labour exploitation and money laundering. During an action day, five suspects were arrested and twenty-five locations searched across the two countries.

Believed to be active since at least 2018, the organised crime group (OGC) lured vulnerable people in unstable financial situations in Romania by offering them jobs in the UK. The victims were transported to the UK, where they had their ID documents and phones removed. They were forced to work 16 hours a day, 7 days a week without sufficient food or basic health care.

The suspects established a wide network for the recruitment, transportation, accommodation and exploitation of victims. They formed links with local companies, such as factories and commercial car valeting sites, which forced the victims to work in return for little or no remuneration.

More than 200 people apprehended and 12 firearms results of Operation Genesis

Some 542 people were apprehended by security forces during a 24 hour "Operation Genesis 2022" nationwide in Panama.

Of these 122 were for trades, 57 for administrative offenses, 14 for flagrancy and 12 for micro-trafficking.

During these operations, 60 raids were carried out in various sectors of the country, achieving the seizure of 12 firearms, 363 ammunition, B/. 870.00 money seized, 2 vehicles and 1 boat recovered.

Some 17 foreign citizens who did not meet the immigration requirements were placed under the orders of the corresponding authorities.

Also as part of this operation, the units of the National Directorate of Traffic Operations placed a total of 1,996 infractions for breaching the traffic regulations, among which, 651 for speeding and 33 for inadequate lights stand out, also They made 5 evacuations.

Migrant smuggling network in the Republic of Moldova and Romania dismantled

Eurojust has assisted the Moldovan and Romanian authorities in dismantling an organised crime group (OCG) that was involved in migrant smuggling. During an action day, nine suspects were detained and 66 locations were searched in the Republic of Moldova. Eurojust provided financial support and assisted the authorities in setting up a joint investigation team (JIT).

It is suspected that a cross-border OCG set up in the Republic of Moldova had been illegally transferring migrants, mainly of Asian origin, to Austria and Germany via the Republic of Moldova and Romania since the summer of 2021.

The OCG was organised in clusters, part of which was assigned to Turkey where its members identified and recruited most of the migrants destined for Western Europe. After being provided with transport to the Republic of Moldova, the migrants were brought into the country by other members of the OCG, who subsequently ensured their fraudulent border crossing into Romanian territory and finally into Austria or Germany.

The migrants were transported in small groups of six to ten people in modified vans with hidden compartments specially arranged for their concealment. The criminal group often used additional automobiles as forerunners, to prevent the transports from being discovered.

Detection and seizure of large quantities of drugs on the islands of Rhodes and Megisti'

During a patrol carried out by the Hellenic Coast Guard, two sacks were found and collected at distance of about 100 metres between them, by the Officers of the regional drug

prosecution team of the security office of the Central Port Authority of Rhodes. The two sacks were found and collected in the coastal area of "Kato Petries" of the island of Rhodes, a total of 90 plastic packages with pills type ''CAPTAGON'', possibly drugs. Some of them have been damaged due the influx of seawater. Their total quantity is estimated at 181.000 pieces.

The Central Port Authority of Rhodes was informed by the Port Station of Megisti that 40 packages of pills, possibly drugs, were also found with an estimated total quantity of 80.000 pieces.

It is noted that the above packages bore an external logo with 'swastika' symbol.

Neighbouring countries and UNHCR to step up efforts to support displaced populations

A three-day ministerial conference in Cameroon, which ended Wednesday, saw the UNHCR and seven central African states vow to come up with additional solutions for those who've fled their homes because of crises.

The new regional coordination mechanism plans to impact the nearly 1.4 million displaced Central Africans.

Deaths at sea on migrant routes to Europe almost double, year on year
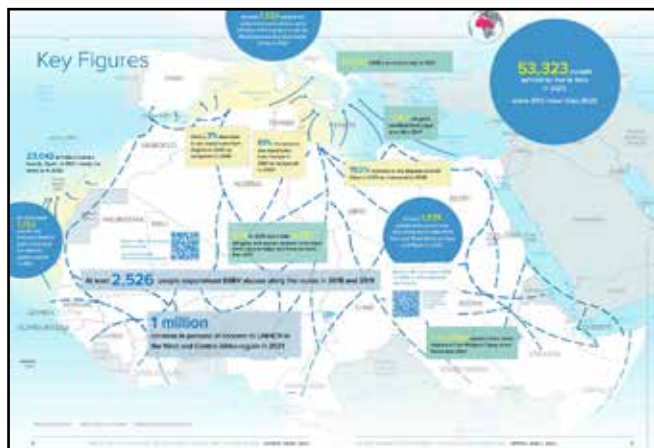
Of the 2021 total, 1,924 people were reported to have died or gone missing on the Central and Western Mediterranean routes, while an additional 1,153 perished or went missing on the Northwest African maritime route to the Canary Islands, according to UNHCR's newly published report: Protection, saving lives, & solutions for refugees in dangerous Journeys.

More than 3,000 people died or went missing while attempting to cross the Mediterranean and the Atlantic last year, hoping to reach Europe, the UN refugee agency, UNHCR, said on Friday, appealing for $163.5 million to assist and protect thousands of refugees and asylum seekers.

Fatalities for 2020, stood at 1,776 for the three routes – reflecting an increase of 478 people since the beginning of this year.

"Most of the sea crossings took place in packed, unseaworthy, inflatable boats – many of which capsized or were deflated leading to the loss of life," UNHCR spokesperson Shabia Mantoo told journalists at a regular press briefing in Geneva.

Dangerous crossings

The sea journey from West African coastal states, such as Senegal and Mauritania to the Canary Islands, is long and perilous and can take up to 10 days.

"Many boats drifted off course or otherwise went missing without trace in these waters," she said.

Land routes also continue to be highly dangerous, where even greater numbers may have died on journeys through the Sahara Desert and remote border areas, in detention centres, or while being held by smugglers or traffickers.

Extrajudicial killings, arbitrary detention, sexual and gender-based violence, and forced labour and marriage are just some of the abuses reported by people traveling these routes.

Other challenges

COVID-related border closures impacted movements towards North Africa and European coastal countries, with many desperate refugees and migrants turning to smugglers.

"Continued political instability and conflicts, deteriorating socioeconomic conditions as well as the impact of climate change may increase displacement and dangerous onward movements," Ms. Mantoo warned.

Plea for help

In launching an updated protection and solutions strategy for refugees on dangerous journeys along routes towards Europe across the Central and Western Mediterranean Sea and the Atlantic, UNHCR is appealing for support in providing meaningful alternatives to these dangerous journeys and prevent people from becoming victims of traffickers.

The approach calls for increased humanitarian assistance, support and solutions for people in need of international protection and survivors of gross human rights abuses.

It covers some 25 countries across four regions connected by the same land and sea routes used by migrants, asylum seekers and refugees, and includes countries of origin, departure, first asylum, transit and destination.

Much-needed actions

To address protection and solution challenges, UNHCR is also urging States to strengthen humanitarian, development, and peace action.

Additionally, it is calling on regional States in both Africa and Europe to enhance legal frameworks and operational capacities at land and sea borders and in urban centres while also guaranteeing inclusion, youth programming and local community-based development as credible alternatives to dangerous journeys.

"States must ensure unimpeded humanitarian access for the delivery of essential services to people on the move or stranded en route, intercepted at sea, or held in detention centres, and to determine whether they have international protection needs," the UNHCR spokesperson said.

Treacherous alternative

If these important measures are not carried out, refugees, asylum seekers, internally displaced people and others will continue to move onwards in dangerous journeys in search of safety and protection.

Other people, including migrants, will move in search of a better life, hoping to find work or educational opportunities elsewhere in the absence of sufficient seasonal or longer-term legal pathways for safe and orderly migration.

UNHCR 'firmly' opposing UK-Rwanda offshore migration processing deal

In an initial response, UNHCR spelled out that it was not a party to negotiations that have taken place between London and Kigali, which it is understood were part of an economic development partnership.

According to news reports, UK Prime Minister Boris Johnson, has said the scheme costing around $160 million, would "save countless lives" from human trafficking, and the often treacherous water crossing between southern England and the French coast, known as the English Channel.

"UNHCR remains firmly opposed to arrangements that seek to transfer refugees and asylum seekers to third countries in the absence of sufficient safeguards and standards," said UNHCR's Assistant High Commissioner for Protection, Gillian Triggs, describing the arrangements as shifting asylum responsibilities

and evading international obligations that are "contrary to the letter and spirit of the Refugee Convention."

Stand in solidarity

UNHCR urged both countries to re-think the scheme, warning that instead of deterring refugees from perilous journeys, the externalization arrangements would only magnify risks, causing refugees to seek alternative routes, and exacerbate pressures on frontline States migrants are seeking to pass through.

While Rwanda has for decades generously provided a safe haven to refugees fleeing conflict and persecution, the majority live in camps with limited access to economic opportunities.

UNHCR underscored that wealthier nations must show solidarity in supporting Rwanda and the refugees it already hosts, and not the other way around.

"People fleeing war, conflict and persecution deserve compassion and empathy," underscored Ms. Triggs. "They should not be traded like commodities and transferred abroad for processing".

UNHCR said in its statement that the UK has an obligation to ensure access for asylum seekers – integrating those deemed to be refugees and safely returning to their country of origin, people with no legal basis to stay.

MARITIME PASSENGER TARGETING

By Manu Niinioja, Law Enforcement Expert, WCC Group

A drug unit has been investigating organised crime groups smuggling drugs from the Netherlands to Finland. The investigation has just started when one potential female smuggler takes a flight from Helsinki to Amsterdam. National Passenger Information Unit (PIU) is alarmed to provide information when she flies back to Finland. In Bussum,

a small town some 30 km from Amsterdam, she receives two kilos of cocaine, which is worth EUR 200.000 - 300.000 in the streets of Finland, depending on how pure it is. Instead of taking a flight back to Helsinki, she takes a flight to Tallinn (Estonia) and continues to Helsinki by ferry, trying to avoid detection at the airport. Unlucky for her, Finland has a passenger targeting

system covering also maritime and investigators are notified on time. After 200km long surveillance, lasting a few hours from Helsinki harbour to the streets of Tampere, the female smuggler and a man receiving the drugs were arrested with the drugs. The investigation continues…

Passenger targeting

UN Security Council Resolutions 2178 (2014), 2396 (2017), and 2482 (2019) mandate that UN member states build their capabilities to detect passengers connected with terrorism and serious crimes using Advance Passenger Information (API) and Passenger Name Records (PNR). API is essentially a biographical dataset found in the machine-readable zone of the passport, while PNR includes the information collected by the air carrier to carry out a booking, such as information about the travel itinerary, contact details, payment methods, and so on. To simplify further, API data is considered 'confirmed' data as it's collected by the carrier during check-in but PNR on the other hand is 'declaratory' information provided by the passenger and therefore unconfirmed.

The collection of API data is complementary to border controls. It provides information about the passengers in advance, allowing the authorities more time to cross-check the API against watchlists of known targets, make additional

checks on databases if needed and prepare for the arrival of high-risk passengers at the border. It might be that the arriving passenger is on a watchlist for intelligence collection purposes, for example, therefore information regarding the arrival is needed in advance to ensure that a surveillance team is ready. API data is often shared with the authorities at the time of departure, but if it is shared before, it will also provide the possibility of intercepting outbound passengers.

PNR data is the information that the carrier has in its systems for business purposes. It contains lots of valuable information about the passenger's journey, which can be used to crosscheck against different criteria or profiles to detect passengers who require specific attention. These passengers could be previously unknown high-risk targets fitting a drug smuggling

profile but also potential victims of crimes like human trafficking.

Lack of similar processes to the airline industry

The airline industry is already familiar with the use of API and PNR data. WCO, IATA and ICAO have created international guidelines for API and there is also ICAO's Annex 9 to the Convention on International Civil Aviation to provide similar guidance to the use of PNR, specifically amendment 28 from the year 2020.

From a law enforcement perspective, the maritime industry is lacking similar standard processes for the collection and use of passenger and crew data as those seen in the airline industry. There are regulations for the maritime industry around the provision of information in advance to different authorities including border control entities, but most parts of these

regulations are related to the cargo and much of the reasoning behind the regulations is related to safety, not security.

Data collected from maritime traffic

The Facilitation Committee (FAL) of the International Maritime Organization (IMO) deals with matters related to the facilitation of international maritime traffic. The collection of passenger and crew data using IMO's FAL 5 and FAL 6 forms provides a good starting point for the use of maritime data for law enforcement purposes, providing similar data as API in the air industry. Even though the maritime industry has relied on paper copies of the documents, the requirements for national governments to introduce electronic information exchange between ships and ports came into effect in 2019 under the IMO's FAL Convention.

At the same time, the use of the single window concept was recommended, which is the same

approach as that used for air traffic. The main point regarding the single window, whether it concerns air or maritime traffic, is that the mandatory data is sent once to the relevant government authority and then it is up to the government to share it with the different agencies that require the data.

Again, in the airline industry this single window concept or Passenger Data Single Window (PDSW), as named by the ICAO, is well adapted. New countries adapting the collection of API and PNR data are establishing PDSW for air travel to avoid duplications. Where they have previously had several agencies collecting the data, they are now looking to change this to follow the PDSW concept.

In maritime on the other hand, this concept had been also proposed before 2019. For example, in 2010 the European Commission imposed the directive "2010/65/ EU on reporting formalities for

ships arriving in and/or departing from ports of the Member States, repealing Directive 2002/6/ EC," where the single window is mentioned as the place where all the information is reported once and made available to various competent authorities and relevant Member States. On the contrary, this led to a bigger burden for the maritime industry and now the EU is looking to harmonise how the data is shared under new regulation (EU) 2019/1239 to establish a European Maritime Single Window environment and repeal Directive 2010/65/EU.

As we can see, there are efforts to use a similar approach in maritime as that already used in air traffic. The data identifying the passenger and crew members are available through FAL formats and the person-related information is the same as the API used for the air industry. The difference is in the transportation-related data shared, for example, in FAL formats, where there is the IMO number of the ship, and its call sign, which replaces similar data related to the flight in air API.

This data related to a specific vessel is an interesting feature as besides targeting the passengers and crew, it might be interesting to target the vessel, depending on its previous ports. This will also add the need to focus more on the crew than passengers of some vessels, such as cruise ships, as the passengers might change but

the crew stays on board for longer periods travelling around the world. Cruise ships are huge floating hotels - currently the biggest cruise ship "Wonder of the Seas" has a capacity of almost 7000 passengers and some 2300 crew members.

Still, looking at the data specifically on the passengers, we must remember that cargo vessels are also carrying passengers. Again, if one wants to try to avoid detection by authorities, choosing a cargo vessel might be a good option.

Additional data

Besides the data from FAL 5 and FAL 6 forms, cruise lines and ferry companies can provide additional information. As said, FAL 5 and FAL 6 forms provide the biographical details but nothing more regarding a person itself. Cruise lines and ferry companies might be able to provide lots of other details that are close to or the same as PNR data in the air industry. They also need to collect contact details like phone numbers and details of payments. Ferry companies do have loyalty programmes similar to the frequent flyer information maintained by air carriers. There are no seats, but vessels have cabins and, similarly, there can be several persons included within the same booking as in the PNR collected by air carriers.

In addition to this data, ferries often carry vehicles, and this provides an interesting data source for law enforcement. This data can be very useful, especially when tackling
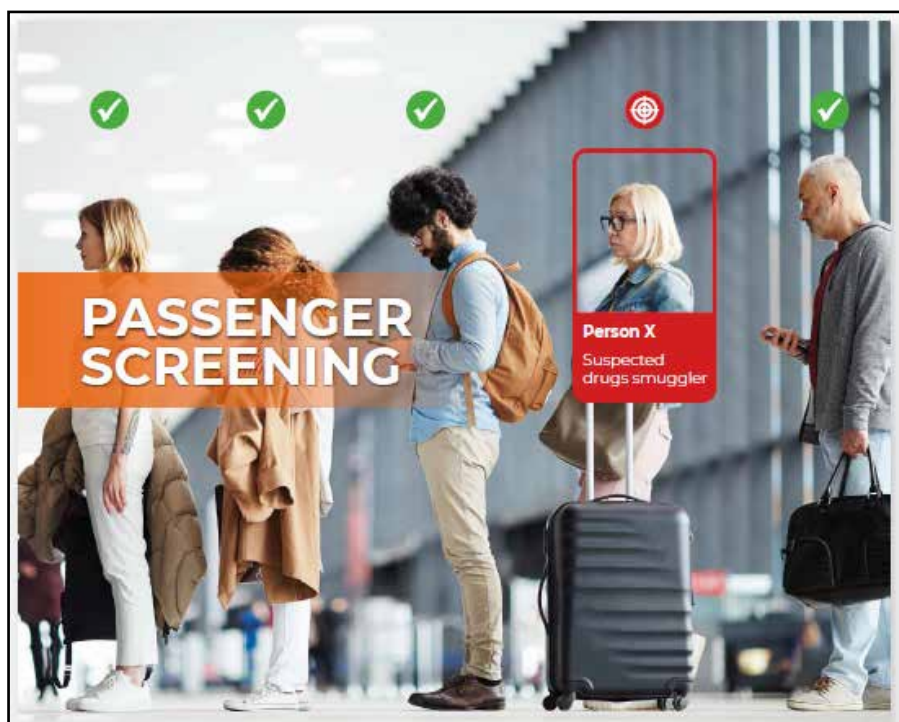
mobile organized crime groups (MOCG). It takes two hours to travel from Helsinki to Tallinn across the Baltic Sea, 90 minutes from the UK to France. Renting a car or using one that is already available to carry out criminal activities are things for criminals to assess, with both having pros and cons. Tracking vehicle movements using the data from ferry companies can be helpful in smuggling cases whether related to drugs, other illicit goods, or people.

How to ensure that mandatory data is received?

One of the challenges in maritime data collection is compliance monitoring. This might require cooperation with the navy or coast guards as tracking vessels can be challenging. Vessels could stay in

international waters, but passengers and illegal goods might be moved to shore using smaller boats.

Of course, air traffic has the same challenge when verifying if all the data has been pushed at the right moment, but still, this is easier than with the maritime sector. Aeroplanes cannot stop in the middle of the air and wait for days or longer like maritime vessels can.

Data from national authorities who are surveilling the waters could be useful, but there are also other means to track the movements of vessels. An Automatic Identification System (AIS) provides information using the transponders of a maritime vessel and these data feeds could be integrated into national targeting systems to check that all data has been sent.

Experiences from law enforcement

The use of maritime data has proven very useful to joint operations supported by Europol. During the years 2014 - 2015, Sweden led an operation called "Turnstone," supported by Europol. The main other participating countries were Finland and Estonia. Among these three countries, there is regular high volume ferry traffic, and Operation Turnstone used passenger data from ferries to tackle specifically mobile organized crime groups in the Baltic Sea Region. During 10 operational action weeks, 200 suspects were arrested, and EUR 2.5 million worth of items were seized.

This operation provided excellent results, highlighting the importance of cooperation between maritime companies and law enforcement agencies in different countries. Operation Turnstone, as well as Europol's EMPACT Operation TRIDENT (2018-2019), were

explained in detail during Finland's EU Presidency (the second half of 2019), with Finland sharing a proposal that aimed to widen the scope of the EU PNR Directive to forms of transportation other than air traffic.

Globally, INTERPOL has also noticed the added value of collecting maritime data during international operations like NEPTUNE III summer 2021. This international operation aimed at strengthening passenger controls at several seaports and airports linking North Africa to Southern Europe and yielded 29 arrests for a variety of offences, including one on terrorism charges. Large amounts of drugs, guns, and cash were also seized during the operation.

As mentioned previously, vessels carry sizable numbers of people and this creates challenges for cross-checking data. With short ferry routes, the technical capacity of the systems to cross-check the data but also to have enough time

for the manual assessment of the matches is a challenge. When the passengers are then embarking, detecting targets is a challenge if there are no passport controls, as in the Schengen area for example.

The use of CCTV, facial recognition and other methods can help to detect targets but also provide additional information, for example, regarding their travel companions. While using the passenger data for targeting, we must always keep in mind that it is only data and might not show all the details or links between the individuals concerned. Therefore, we should always look at other sources to support law enforcement action and keep in mind that it might be possible to confirm the identity of a passenger only when he or she is actually intercepted by the authorities.

One way to see how passengers are behaving, and how they are interacting with each other, is to deploy plain clothes law enforcement officers on board vessels to observe the passengers. They might be able to detect potential targets before embarking and provide valuable information.

Towards a national targeting centre

The combination of maritime and air travel is something that criminals are using to avoid detection by law enforcement as we saw in the fictional story at the begin of this article. The collection and processing of passenger and crew

data should be done by the same national targeting centre so there is a possibility of detecting these so-called "broken travels", using data from different travel modalities. Few countries globally are already processing all passenger data using the same system and many more, especially in Europe, are now looking at possibilities around creating a targeting centre collecting data from all travel modalities, not only air. Typical challenges faced when working with passenger data from multiple sources is that it is hard to create a passenger centric view, especially when a travel document is not (yet) available which often is the case with PNR data or maritime passenger data. This challenge can be solved with advanced commercially available software solutions.

Visa applications and pre-departure screening like ESTA for the US or the incoming ETIAS for the EU also provide valuable information for passenger targeting. When combining this information with API and PNR data from all travel modalities, alongside other methods like CCTV and facial recognition at the port of entry, the detection of potential terrorists or serious criminals can be supported. This is a challenge for the interoperability between different systems, but it is also the future of passenger targeting and securing the borders.

Three arrested as part of international drug importation investigation

Three people have been arrested as part of a Taskforce Icarus investigation into the importation of methylamphetamine into Melbourne.

The arrests followed the attempted importation of approximately 40kg of methylamphetamine, which was seized and detected offshore in the United States.

The consignment was collected and transported to a residential property in Doncaster East, when Victoria Police, Australian Federal Police and Australian Border Force members made the arrests.

Police searched three vehicles the men were travelling in and seized a number of items including over 3kg of methylamphetamine, drug paraphernalia including scales, a firearm, knuckle dusters, tools, passports, radio equipment and mobile phones.

The trio were interviewed and subsequently charged with attempting to possess a commercial quantity of border controlled drugs.

The arrest formed part of a four-month Taskforce Icarus investigation into the importation of drugs into Melbourne from the United States.

In total, about 40kg of methylamphetamine has been seized as part of this investigation, which has a street value of approximately $20M.

MONEY LAUNDERING AND TERRORIST FINANCING RISKS ARISING FROM MIGRANT SMUGGLING

The latest FATF Report focuses on the financial component of migrant smuggling: the nature of the money laundering and terrorist financing threats and vulnerabilities, how to identify the financial flows related to this crime, and how the associated risks are and can be mitigated.

Over the last decade, regional conflict, political instability and repression, poverty, and the impact of climate change have led to increasing numbers of migrants and refugees seeking to move elsewhere. This has led to numerous crises associated with the illegal smuggling of migrants and resulting in thousands of

deaths. Every year, millions of migrants in search of a better future put their lives in the hands of migrant smugglers who see them as an opportunity to make huge financial gains. While it is difficult to quantify the exact amount of the proceeds generated, recent increases in migration may mean proceeds currently exceed USD10 billion per annum.12

This report aims to update the understanding of money laundering and terrorist financing (ML/TF) risks associated with migrant smuggling to help countries mitigate the risks, and disrupt and recover the proceeds – an important driver of this crime. It focuses on several relevant parameters associated with the ML/TF risks, in particular the geographical routes, structure of migrant smuggling organisations and networks and, to a lesser extent, the impact of COVID-19. The report also considers the mitigating measures in place.

Key findings of this study include:

• Migrant smuggling has grown in recent years but the number of smugglers arrested remains very low. Many countries do not consider migrant smuggling a 'high risk' crime for money laundering and only very few investigations or prosecutions are initiated or concluded. This is due to a range of factors including a lack of effective international cooperation and often a lack of focus and resources to support a 'follow the money' approach.

• An informal money transfer system, known as hawala, is the most common method of transferring funds generated from migrant smuggling between jurisdictions. This makes it extremely hard for law enforcement agencies to perform financial investigations. Other methods include the physical transportation

of funds via cash couriers or money mules.

• In recent years, smugglers have started to widely use social media and encrypted digital communication services in their operations for recruitment and coordination. This provides opportunities for smugglers to enhance their efficiency, but also opportunities for law enforcement to detect and trace the activity of smugglers including financial flows.

• Migrant smuggling groups also appear to increasingly outsource their money laundering activities to professional laundering networks.

• Overall, there is limited information available on the connections between terrorist financing and migrant smuggling. However, there is evidence of terrorists receiving money from smugglers along various African migration

routes in the form of 'tolls' for safe passage through the territory they control, and links with facilitation of FTFs.

• Many countries face difficulties in understanding the ML/TF risks they face from migrant smuggling. While some countries have access to qualitive information and case studies, a large percentage of countries were unable to provide complete statistics on aspects of the performance of their AML/CFT systems in relation to migrant smuggling.

• Migrant smuggling is a transnational crime, yet national and international collaboration between relevant authorities has been challenging for many countries. To prevent migrant smuggling, countries need to proactively follow the money linked to migrant smuggling. The report identifies a number of good

practices and recommendations. These include strengthening inter-institutional, international and regional cooperation, with a particular focus on supporting countries that are directly affected by migrant smuggling.

• The report also highlights the importance of strengthening cooperation with the private sector and providing them guidance and information on the specific methods that the smugglers are using to transfer and conceal proceeds. Financial institutions and in particular banks and money or value transfer services have an important role to play in providing accurate and targeted suspicious transactions reports that can help authorities profile migrant smugglers' financial behaviour.

Migrant smuggling might not yield as high sums compared to other major transnational crimes, but it often causes significant physical harm and suffering. Countries need to take action so that they are more

effective in pursuing, disrupting and recovering the illicit profits that incentivize criminals to smuggle migrants.

Migrant smuggling is a crime that has an often significant consequence on the lives of millions of civilians, with criminals taking advantage of the sometimes desperate plight of individuals seeking to escape nature disaster, conflict, persecution or poverty, or looking for economic opportunity. It is an issue that is high on the list of priorities for many governments and has been subject of a number of resolutions adopted by the United Nations Security Council.3

As with other major proceeds generating crimes, identifying pursuing and disrupting the proceeds and instrumentalities, and sanctioning those in laundering them, can play a key role tackling the crime itself. Since the FATF last focused on migrant smuggling in 20114 there have been significant changes that have affected both

migratory patterns, and the financial flows associated with the facilitation of irregular migration5 around the world. A number of factors has driven these changes, including the continuing advancement of globalisation through the reach and influence of global communication tools such as social media; a series of economic crises and political events, affecting the employment opportunities of young people in particular; and the increasing presence of online market places that are facilitating the sale of, and payment for, smuggling services.

Under its German Presidency (2020-2022), the FATF made it one if its priorities to update the understanding of the money laundering and terrorist financing risks associated with migrant smuggling. This report represents the conclusion of that work, bringing together key intelligence from competent authorities around the world on what is inherently a cross-border risk, and drawing on the findings of research conducted by partner organisations such as Europol, INTERPOL, UN CTED, UNODC and FATF-style regional bodies such as CFATF and MENAFATF.

In accordance with the FATF Recommendations, all countries must apply the crime of money laundering to all serious offences including migrant smuggling.7 Article 6 of the abovementioned Protocol against the Smuggling of Migrants provides a set of

measures on the criminalisation of smuggling with intent to generate a financial or other material benefit. It is also important to note that the offence of migrant smuggling has several distinct aspects that differ from other offences, and in particular human trafficking.8 Firstly, migrants have consented to be transported, whereas the victims of human trafficking have not; secondly, the smuggling ends with the arrival of the migrant in the destination, whereas human trafficking often involves ongoing exploitation in some other way; and thirdly, migrant smuggling is always transnational whereas human trafficking may not be. In addition, the routes and amounts of proceeds that are generated are often different. Nevertheless, there are some linkages between the two crime types, for example the same criminal networks may be involved in both migrant smuggling and human trafficking.

The key objective of this project is to strengthen and update the understanding of ML/TF risks arising from migrant smuggling at a global level. The target audience is both competent authorities, in particular financial investigators and experts responsible for assessing and monitoring national ML and TF risks, and the private sector. Ultimately, this project should help countries and the private sector to align their national and institutional controls and strategies through an enhanced understanding of ML/TF risks from this criminal market.

These objectives are delivered through three parts:

• Part one provides an overview of migrant smuggling routes and flows, and the structure of migrant smuggling organisations and networks.

• Part two analyses cases studies and responses of the countries to the questionnaire, drawing insights on ML/TF risks, investigations, and international cooperation.

• Part three identifies good practices for countries to consider.

The Financial Action Task Force (FATF) is an independent inter-governmental body that develops and promotes policies to protect the global financial system against money laundering, terrorist financing and the financing of proliferation of weapons of mass destruction. The FATF

Recommendations are recognised as the global anti-money laundering (AML) and counter-terrorist financing (CFT) standard.

© FATF (2022), ML/TF Risks Arising from Migrant Smuggling, FATF, Paris, France,

https://www.fatf-gafi.org/publications/methodsandtrends/documents/migrant-smuggling.html

World Travel & Tourism Council reveals massive increase in global international inbound travel

The World Travel & Tourism Council (WTTC) and its knowledge partner ForwardKeys, forecast a major increase in global international flights bookings as international travel takes off.

News of the strong recovery highlights a promising prospect ahead for summer holiday travel, with sun and sea destinations, such as the Caribbean and Latin America, leading the international inbound bookings.

According to ForwardKeys, leading travel and analytics company, the country's leading the ranking of top 20 best performing destinations for the summer are Costa Rica, Aruba, Dominican Republic, and Jamaica, all of which rely heavily upon international travel.

These destinations lead the pack with bookings already surpassing pre-pandemic levels.

Last year, the industry's gradual recovery was significantly slowed by the surge in Omicron cases. However, the future is looking brighter for 2022 with positive booking data worldwide.

Julia Simpson, WTTC President & CEO said: "WTTC 2022 booking data from ForwardKeys is a firm signal of the strong recovery of the global Travel & Tourism sector.

"Travel to the Asia-Pacific region shows impressive signs of improvement as destinations gradually reopen their borders to visitors, in line with customer demand."

Olivier Ponti, ForwardKeys Vice President Insights, said: "It is very encouraging that Asia has finally begun re-opening, which is driving the return of both travel to Asia and within the region, both of which are clearly going to

be instrumental in driving the global economic recovery."

According to the data, Q1 and Q2 figures for this year are showing triple-digit growth for inbound flight bookings around the world, compared to last year, including the Americas, Europe, and Asia.

Travellers are eager to spend more on travel following the loosening of restrictions, with heightened demand for premium cabin classes in 2022. Other trends seen include stronger last-minute bookings.

Further evidence of the resurgence in travel is shown in arrivals in Europe, with a massive 350% surge in international arrivals for Q1 in 2022 compared to last year.

Asia-Pacific countries also saw an increase in arrivals for Q1 of this year compared to 2021, with bookings for the region up 275%.

In Q2 we see further acceleration of the continuing recovery with a significant rise in international bookings, which have soared by 264% on the year before.

This acceleration is particularly notable in Asia where travel restrictions are being removed. Host to the WTTC Global Summit, the Philippines is the fastest growing single destination in South East Asia, 29% up in Q2 this year compared to Q1.

The summer travel outlook is led by the resurgence of travel to the Caribbean and Latin America, which includes seven out of the top 10 travel destinations.

India and Pakistan are also highly popular, thanks to travel mainly for visits to family and friends.

Meanwhile in Europe, destinations such as Iceland, Greece, Portugal, Spain and France are showing a strong resurgence with travel bookings just slightly behind pre-pandemic levels.

Africa and the Middle East also feature in the top 20 list with Tanzania, Qatar and Egypt also reaching close to pre-pandemic levels of travel.

The continued recovery of the Travel & Tourism sector in the Asia-Pacific region looks set to accelerate as destinations gradually reopen throughout 2022.

How Artificial Intelligence (AI) can help Customs in automating HS Classification

As the awareness among Customs agencies about the importance and the interest in its application grows, the BACUDA expert team with the support of CCF-Korea continues to deliver state of the art methods and training material to meet the demands of Members.

Complementing the development of the neural network model to support the classification of goods in Harmonized System, an online advanced Data Analytics course including a practical module on the HS recommendation algorithm was published on CLiKC!, the WCO e-learning platform. The BACUDA team of experts collaborated on the development of an AI model to recommend HS codes, which aims to support commodity classification for Customs officials by using historical data to predict HS codes upon the entry of the commercial descriptions of goods.

An accompanying tool provides a demonstration on the functions which the model offers. Upon entering commercial descriptions into the search bar, the corresponding HS codes and their probabilities are given. You can check the recommendations, the corresponding goods descriptions in the nomenclature and statistics on importers, customs agents and exporting countries. It also visualizes the functions of the model in a two-dimensional and three-dimensional plane, including the relationship between the HS nomenclature chapters and the recommendation results. A summary of the recommendation is also provided in a separate tab to give an overview of the explicit value it provides.

Overview of the online advanced Data Analytics course

The advanced online course on the model and recommendation service is now available for instant use by Member administrations. The course consists of four chapters that holistically guide the user through all necessary requirements and steps to learn theoretical aspects, train, and evaluate the AI HS algorithm based on Customs data voluntarily provided by the Nigerian Customs Service. You can download the model's source code and experience the referral service firsthand through the online course uploaded to the CLiKC! platform.

Starting with an introduction to the Harmonized System and some practical challenges faced by importers and customs officials, the importance of developing an automated module to support the classification phase in terms of facilitation, resource savings and compliance is highlighted.

The fundamentals of the theory behind the algorithm, including natural language processing and text embedding, are thoroughly explained to supplement the knowledge required to understand the inner workings and derivation of the machine learning model.

A separate course guides the learner step-by-step through the instructions for running the algorithm with Python, pointing out the libraries used, the preprocessing steps required, and how to evaluate the performance of the model.

Finally, the functions and instructions for using the AI HS recommendation service to its full extend are presented in the final chapter of the course. We highly encourage interested parties to try the tool and experiment with it.

BEFORE USING THE BEST TOOL & TECHNIQUES

By Martin Igwe, The Director Media & Advocacy, West African Action Network on Small Arms (WAANSA Nigeria)

On behalf of member of the network of non-governmental organizations that partners and collaborates with West African Action network on small arms Nigeria I welcome all delegates to this year world border security congress meant to continue Advancing Border Security Strategies through co-operation and Technology development.

Yes, the Corona Virus outbreak has certainly highlighted the

need for more secure border management sharing of intelligence and international co-operation in dealing with crossborder crimes. For all delegates to maximize this annual Global opportunity, we must be objective, rational on issues knowing fully well that the cause of Border Insecurity in Mali may be different from Turkey, Greece, Morocco and Mexico.

Generally Borders are important

resource for local population who take advantage of difference in price & taxes or production between different countries. Example can be seen in the case of Mali which has been historically connected at economic level with Algeria (Schedule 2011) Fuel and several food products like Semolina Floor and pasta are heavily subsidized in Algeria before 2012 Coup. This cross border transaction stood about 150 million dollars while legitimate of import between Algeria & Mali stood at only $2m (Bensassi et al 2017).

This illegal transborder trade most times are accompanied by the presence of armed groups who are manipulated in most times by international interest to target Resources in some African Countries, since the confirmation of National availability of Gold in commercial quantity in northwest Nigeria. This zone has been made a war zone by conflict entrepreneurs.

There are alleged policy diversity that exist between three regional political entities like economic community of West African State, African Union and Gs Sahel – Mali Historically has been hostile to any coercive approach to migration (DEMBELE 2010) (Trauner and Deimel 2013) during Ben Ali Regime in Tunisia, smuggling was "tolerated" by the Central authorities because it allowed population in the south of the country to create income and employment.

Spanish government is a great beneficiary of historic trafficking of

WEST AFRICA ACTION NETWORK ON SMALL ARMS NIGERIA CHAPTER, GLOBAL PEACE AND OTHER PARTNER NONGOVERNMENTAL ORGANIZATIONS DURING ADVOCACY VISIT TO THE CHAIRMAN, NATIONAL DRUG LAW ENFORCEMENT AGENCY, GEN. BUBA MARWA (RTD) IN ABUJA

contraband merchandise through Northern Morocco hence to address the status of Ceuta and Melilla has lingered. This contraband economy has made Morocco loose funds that could have been used to overhaul their economy, upgrade infrastructure and strengthen its competiveness at regional and global level thereby directly affecting the reduction of migrants from Africa to Europe.

Despite the America backed alliance for prosperity (A4P). the northern triangle has remain among the poorest in the western hemisphere, decades of Civil War and Political instability have planted seed for the complex criminal ecosystem that encourage the emergence of Mara Slavatruch (MS13) Eighteen Street Gangs (M-18). Movement of unaccompanied children from Honduras,

Guatemala, El-Salvador, Mexico to United States continue to increase. United States policies of "Remain in Mexico, Title 42, "Metering" has multiplied the number of migrants at Mexico border. While 2022 World border Security Congress offers another opportunity to confront issues challenges and solutions. Our appeal is for extraction of commitment from concerned state adhere to the new tool, techniques management options and organizational model capable of solving existing border insecurity situation as threats differ from states to states. As we make another quantum step to advance the course of our Border Security. Great kudos to organizers, may the Global Economy be the greatest beneficiary of this initiative towards sustainable development.

Welcome to LISBON

2022 WORLD BORDER SECURITY CONGRESS:

LISBON, PORTUGAL

17ᵀᴴ-19ᵀᴴ MAY 2022

The World Border Security Congress moves to Lisbon, Portugal on 17th-19th May 2022, for the next annual gathering for the border security, management and protection community.

World Border Security Congress
17ᵗʰ - 19ᵗʰ May 2022
LISBON, PORTUGAL

As greater resources are put into stemming the flow of migrants and combatting human trafficking activity in other parts of the Mediterranean, the Portuguese Algarve coastline is increasingly being seen by illegal immigrants, especially those transiting through Morocco, as a gateway to the European continent, and this trend continues to rise.

According to a report in The Portugal News: with its geographical location and historical connections to Latin America, the

Director of the National Unit to Combat Drug Trafficking at the Polícia Judiciária warned that Portugal continues to be a gateway to Europe via it's maritime and air borders, for the transit of significant quantities of cocaine produced in Latin America.

When the first trans-Atlantic narco semi-submersible carrying approximately three tons of cocaine, was seized off the coast of Spain back in 2019, it became clear that with its 1,794 km of west facing Atlantic coastline, that Portugal as well as Spain are the prime

targets for these types of trafficking operations.

In the wider world, climate change will mean that subsistence farming communities and populations depending on grazing animals for their living, in the marginal environments of West Asia and Africa, will find it increasingly difficult simply to survive, and starvation will set large numbers of people on the move, and they will be heading for the prosperous temperate Northern hemisphere.

It is entirely possible that in the coming years we will see people on the move in unprecedented numbers, that could make the 2015 migrant crisis simply seem like a dress rehearsal for what was to come.

The World Border Security Congress is a high level three day event that will once again 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.

The Congress looks forward to welcoming you to Lisbon, Portugal on 17th-19th May 2022 for the next gathering of border and migration management professionals.

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

Registration is now open to apply for your delegate pass to attend the Congress.

Congress Programme

Tuesday 17th May

1:30pm - 3:30pm - MINISTERIAL OPENING KEYNOTE AND WELCOME

Minister of Internal Administration, Portugal

Senior Representative, Organization for Security & Co-operation in Europe

Vasco Malta, Head of Mission, International Organization for Migration Portugal

Senior Representative, European Association of Airport & Seaport Police

National Directorate, Immigration and Borders Service (SEF) / National Director, Policia de Segurança Publica (PSP) / Commander, Guard Nacional Republicana (GNR), Portugal

Deputy Executive Director, Operations Directorate, Europol

Migration & Border Security, Improvement on Human Rights
- Ambassador Abraham Harrison, Secretary General-Africa, UN–International Human Rights Commission

4:00pm - 5:30pm - Plenary Session - Latest Threats and Challenges at the Border: Serious Organised Crime - Trafficking & Smuggling

Bad actors are always seeking new ways to circumvent border security systems and outsmart immigration services or customs. In this session, we will look at some of the new challenges and the latest modus operandi that organised criminal groups are utilising for Human Trafficking or smuggling of illicit or counterfeit goods.

Alvaro Rodriguez Gaya, Head of Operational Coordination (EUROPOL-EMSC) and EMPACT Support Manager, EUROPOL

THB and Smuggling in the Balkans - Sashko Kocev, Director, Migration, Asylum, Refugees Regional Initiative (MARRI)

Smuggled through the Net: Responding to smuggling as a service online - Sophie Kenneally, Researcher and Project Manager, Agenfor International Foundation

Carlos Dettleff Beros, General Director for Borders, The National Department of State Borders and Boundaries, Ministry of Foreign Affairs, Chile*

7:00pm - 9:00pm - Welcome Reception (invitation only)

Wednesday 18th May

9:00am - 10:30am Plenary Session - Latest Threats and Challenges at the Border: Serious Organised Crime - Drugs & Weapons

A major event of 2021 was the US and coalition withdrawal from Afghanistan, the world's largest producer of opium, and the Taliban are deeply involved in the trade. Therefore, in the near future, we should anticipate a significant increase in opium-based drugs finding their way onto the international market. As illicit drug use in the US and Europe shows no sign of dropping, the continents will continue to remain the primary markets for organised crime groups involved in drug trafficking and associated trafficking in weapons. Criminal actors continue to be incredibly creative in developing new methodologies, vehicles, and techniques. This session will discuss some of the evolving threats facing the enforcement community.

Trafficking in the Golden Triangle - Jeremy Douglas, Regional Representative, United Nations Office on Drugs and Crime (UNODC) for Southeast Asia and Pacific

Project Sagamore: The Chemsex context and cross border drugs trafficking - Allen Davis, Co-lead of the London Chemsex Working Group and MPS Operational Lead for Chemsex, Met Police, UK

Illicit Arms Trafficking and Seizures: The Nigeria Customs Phenomenon - Sadiq Misbau Murtala, Superintendant of Customs & Sanusi Tasiu Saulawa, Chief Superintendent of Customs, Nigeria Customs Service

Gonzalo Lafita Becerril, Commander in the Coordination Centre for Maritime Surveillance of Coasts and Borders, Guardia Civil, Spain

Femi Babafemi, Spokesperson, National Drug Law Enforcement Agency Nigeria

Sh Pankaj Kumar Singh IPS, Director General, Border Security Force, India

9.00am - 10.30am Technology Workshop

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

Commercialisation of EU funded research for border security: obstacles and opportunities - Guido Ferraro, Project Manager, European Commission (Joint Research Centre)

Project FOLDOUT - Detecting Illegal Cross Border Activities - Urszula Młodziejowska-Seredyn, Border Management Dept., Polish Border Guards

Mobility in biometrics is key – but does it work? - Roberto Wolfer, CEO, Jenetric

DNA-based biometrics for human identification and verification purposes – use case for border control and migration management - Stefan Sauter, Senior Product Manager, Veridos GmbH

Why governments should adopt Digital Travel Credentials to Accelerate Border Controls - Nesan Jegasothy, Senior Product Manager, SITA

Solve the problem before it appears at your borders. With biometric self-identification of travelers - Alan Henderson, Business Development Manager, Innovatrics

How Latest Biometrics Innovations address 21st Century Transnational Border Problems? - Juan Manuel Segura, Director of Innovation, Securiport LLC

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11:15AM - 12:30PM WORKSHOPS

BREAKOUT WORKSHOP - HEALTH AT OUR BORDERS

The global COVID pandemic remains with us and is likely to remain with us for the foreseeable future. It is now also obvious that border control is the first and best option when it comes to controlling the international spread of pathogens, which gives the medical community the time to create the vaccines necessary to protect the global population from the worst effects of the disease. Whilst the World Health Organisation (WHO) takes the lead in developing the new protocols required to contain new COVID variants and other future pandemics, this session will look at the adoption and implementation of new protocols, health certification systems and associated technologies on land, sea and airport borders.

Health Certification - Visible Digital Seals ("VDS-NC") for Travel-Related Public Health Proofs - Christiane Dermarkar , Aviation Security and Facilitation (ASF), ICAO*

Addressing crisis at the border - Inesa Nicolescu, Associate Border Security Officer, OSCE Transnational Threats Dept

Senior Representative, Guardia Nacional Republicana (GNR), Portugal

COVID-19: Its Effect on Contact Identity Solutions - David Gerulski, Integrated Biometrics

Medical Support in High Risk Scenarios - Sandra C. Ejekwu, Superintendent Pharmacist, H Medix Abuja, Nigeria

CLOSED AGENCY WORKSHOP - INFORMATION SHARING AND INTER-AGENCY COLLABORATION IN THE NEW DIGITAL AGE

Moderator: Rocco Messina, Programme Management Officer, United Nations Center for Counter Terrorism, Border Security & Management

The importance a sharing information and collaboration across borders in the digital age is lost on no one. But in implementation, it is developing the methodology and culture of cooperation that is key to making sharing information work. And, it is not just about digital information systems, it is about developing professional contacts with counterparts in other agencies both at home and around the world. The advent of remote meeting systems like Zoom and Teams make it entirely practical and financially viable for agency personnel around the world to hold regular meetings with other stakeholders to share practical information about new trends and techniques employed by traffickers, that they are seeing on the ground. This session will focus on practical ways in which digital and operational information sharing can be implemented.

Interagency collaboration, cooperation and management of Nigeria's border: The role of Nigeria Customs Service - Olomu Babatunde, Deputy Comptroller/Enforcement, Nigeria Customs Service

Cooperation in the Balkans - Vladimir Pivovarov, National Coordinator, National Coordinative Centre for Integrated Border Management, North Macedonia & Blerim Gashani, National Coordinator, Kosovo

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Wednesday 18th May

2:00pm - 3:30pm   Plenary Session - Countering Terrorism & Cross Border Crime

The Taliban's clear inability to stamp out the terrorist groups within Afghanistan means it is probable that the country will once again become a safe haven for terrorists. The continuing conflicts in the Middle East will also continue to provide a fertile breeding ground for terrorism and cross border crime. Cross border criminal activities also continue unabated worldwide, as organised gangs handsomely profit. The UN mandated adoption of API and PNR, in combination with the more widespread use of watchlists, will be a key factor in countering the movement of FTF's. This session will discuss detecting and countering terrorists and cross border crime through techniques and technologies.

Information Sharing Through Creation of a Terrorist Watchlist to Improve Border Security – David Guerrero, Watchlisting Assistance and Support Program Advisor, ICITAP/US Department of Justice and the Counterterrorism Bureau/US Department of State

Operation Neptune III - Karel Pelan, Assistant Director, Terrorist Networks Sub-Directorate, Counter-Terrorism Directorate, INTERPOL*****

Combating terrorism in the airport environment. What Airpol does and some examples of new challenges - Peter Nilsson, Head of AIRPOL

Esther Zubiri, Coordinator, United Nations ISIL-Al-Qaeda-Taliban Analytical Support and Sanctions Monitoring Team

ROBORDER Autonomous Border Surveillance System - Pedro Miguel Marques Videira, Guarda Nacional Repubilcana (GNR)

The Involvement of Border Communities in the Management of Kenya-Somalia Cross Border Terrorism: A Case of Garissa County Kenya - Constance Ayabei, Lecturer, Rongo University

2.15PM - 3.30PM Technology Workshop

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

Promoting and Sustaining Innovation: The Critical Interface Between Government and the Private Sector - Kay Olive, Founder & Technical Advisor, Border Security Technology Consortium

What You Are Seeing Is not Exactly What Was Scanned: The Challenges of X-ray Image Analysis and the Value of Training - Sara Bracceschi, Head of Consulting Services, Customs, CASRA

Enhancing security at the border with biometric technology and automation - Jean-Francois Lennon, Vice-President Strategic Sales and Global Partnerships, Vision-Box

Border clearance new paradigm - Nicolas Phan, Market manager, Border Control, IDEMIA

Leveraging Technology & Data for Smarter Border Security - Thierry Ball, Ports and Borders, Global Business Development Manager, Smiths Detection

Passenger screening in the new normal: advance health and security risk assessment for greater facilitation and secure borders - Renaud Irminger, CEO, Travizory

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4:15PM - 5:30PM   WORKSHOPS

BREAKOUT SESSION - COMBATING CULTURAL HERITAGE & WILDLIFE TRAFFICKING

UNESCO reports that the illicit trade in cultural goods – of which antiquities trafficking is just a part – is worth $10bn a year and, according to UNODC, wildlife crime is worth between $8-10 billion annually, ranking both alongside human trafficking, and arms and drug dealing in terms of profits. But the damage to the worlds cultural and environmental heritage is far beyond any financial valuation. This session will discuss what tools and techniques are important in the suppression of this transnational crime and, how awareness and training are key in recognising trafficked goods and spotting the associated fake provenance documents and export certificates. And finally, the importance of sharing information and intelligence across borders about the traffickers and their methods.

Trafficking in Cultural Property - Cameron Walter, Border Security and Management Unit, OSCE

Azzedine Downes became President and CEO of the International Fund for Animal Welfare (IFAW)

Senior Representative, Policia de Segurança Publica (PSP)

TBC

CLOSED AGENCY WORKSHOP - BIOMETRICS, TRAVEL DOCUMENT SECURITY & ID FRAUD

Moderator: Angelisa Corbo, Border Adviser, OSCE Transnational Threats Department

Increasing document fraud continues to hinder border agencies speedy approvals of legitimate travellers. Biometrics is one technological development that can help reduce document fraud whilst improving traveller ID. How can agencies develop systems, build capacity and provide appropriate training to better identify document and ID fraud.

TBC

THURSDAY 19TH MAY

9:00am - 10:30am PLENARY SESSION - MARITIME CHALLENGES AT THE BORDER AND BEYOND

Coastlines are the most difficult and dangerous borders to police. From waves of migrants in unseaworthy rubber boats to drug traffickers on jet skis, in speedboats, on yachts and even ocean-going semi-submersibles. Managing maritime borders has multiple challenges, from surveilling and securing extended coastlines, to managing busy and bustling ports. Even jurisdiction between agencies including Coastguards, Navies, Customs, Border Police, Port Police, National Police, and Immigration can be problematic. Especially when these agencies have their stand-alone Command and Control systems and operational procedures. This session will discuss the challenges and how stakeholders can work together to achieve the best outcome.

Senior Representative, Guardia Nacional Republicana (GNR), Portugal

Chris Chant, Director, Joint Maritime Security Centre, UK

Senior Representative, Indian Coast Guard*

Ana Cristina Jorge, Director Operational Response Division, FRONTEX

Senior Representative, US Coast Guard*

Benefitting from iAPI - Case Study -Jonas Oijevaar, Product Manager ID & Security, WCC Smart Search

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11:15AM - 12:30PM   WORKSHOPS

BREAKOUT WORKSHOP - DEVELOPING DIGITAL BORDERS - OPPORTUNITIES AND RISKS

2022 is something of a landmark year for the implementation and adoption of key digital borders, including the UN mandated adoption of Passenger Name Record (PNR) systems and Europe's ETIAS - European Travel Information and Authorisation System. This session will look at the role of border control and the influence of fighting serious crime and terrorism through API/PNR, ETIAS, Europol /Frontex Interoperability and specific case studies for the roll out of these programmes, and how they can be used for both facilitating legitimate travellers or identifying and targeting criminals.

Chair: Cameron Walter, Border Security and Management Unit at OSCE

David Sanchez, Assistant Director, U.S. Customs and Border Protection's Office of Field Operations (OFO)

Willem Mudde, Head PIU Netherlands, Ministry of Justice and Security

ETIAS - Olivier Onidi, Deputy Director General, Directorate-General Migration and Home Affairs, European Commission & Luca Tagliaretti, Deputy Executive Director, eu-LISA

How technology can help mitigate and control inter/trans border challenges - Paul Igbinere, Director, African Young People Support Centre

CLOSED AGENCY WORKSHOP - HUMANITARIAN BORDER MANAGEMENT

When facing sudden and massive cross border flows, how do we carry out border control and registration while ensuring proper, secured and safe border management?

Chair: Moderator: Baptiste Amieux, Immigration and Border Management (IBM), International Organization for Migration (IOM)

TBC

2:00pm - 4:00pm   PLENARY SESSION - FUTURE MIGRATION & TRAFFICKING CHALLENGES

As many as 1.75 billion people worldwide (about 38% of the rural population) live on marginal agricultural areas. A U.N. report in August 2021 warned that global warming due to greenhouse gas emissions could breach 1.5C in the next two decades. Agreements made at the COP26 conference failed to make any significant impact on those projections. Major flooding in some parts of the world, and droughts in others, as well as more intense and frequent storms will all make marginal agriculture much more difficult in some areas and untenable in others, which is likely to set millions of people on the move. As global temperatures rise it will directly lead to agricultural and economic crises and mass migration, possibly on a scale that will exceed 2015. This session will discuss how the global border community can be better prepared for mass irregular migration events.

Maj General Shakil Ahmed, Director General, Bangladesh Border Guards

Displaced Person and Irregular Migration: A Malaysian Perspective - Dato' Sri Khairul Dzaimee Bin Daud, Director General, Immigration Malaysia

Damien Thuriaux, Head, Immigration and Border Management Division, IOM - UN Migration

Tony Stefan Mihaitoaia, Senior Border Management and Security Adviser, International Centre for Migration Policy Development (ICMPD)

Ever Seething Balkans: Effects of The Irregular Migration On Border Security - Iliuta Cumpanasu, Deputy Head for Border Security and Migration Management, Border Police Regional Inspectorate Timisoara

Human Rights at borders: Collection, processing and sharing of personal data and the use of new technologies in the counter-terrorism and freedom of movement context - Sofia Botzios, Migration, Freedom of Movement and Human Contacts Adviser, OSCE Office for Democratic Institutions and Human Rights/ODIHR

4:00PM   CONGRESS ROUND UP AND CLOSE

Supported by:

African Young People Support Centre / AU-ECOSOCC Workshop

Education; Dialogue and Youth inclusiveness in Governance: As multidimensional strategy to checkmate irregular migration

Tuesday 17th May 9.30am-12.30pm

Young people in governance speaks to the active participation of youth inclusiveness in the activities leading to decision making of their country and by extension contribute to national development as well as address youth and young people related issues through the instrumentality of Education. Functional education can be exploited as a veritable tool in curbing/checkmating irregular migration which occurs especially in the third world countries where statistics has shown that youth are marginalize in the governance process of their countries. The youthful population of Africa present challenges and opportunities for African governments; the engagement of young people in the decision making processes on issues that affect them directly is key to maximizing the opportunities and addressing developmental challenges.

It is increasingly imperative to create the necessary space for young people to participate in national and regional dialogues to bring youth issues and concerns to the front burner; this is critical to ensuring that national and regional development activities are all inclusive and caters for different groups of young people. The need to strengthen good governance practices and promoting social inclusion through affordable and functional education as means to realizing the rights of marginalized youths and young people in general.

A growing number of young people in Africa are taking to irregular migration to Europe and other developed countries as an escape from the marginalization they feel from system of governance in operation across several countries across the World. However, others who are dogged are taking up leadership roles in government as members of the Houses of Representatives both at the States and National level, public service, private sector and civil society organizations. This presents a unique opportunity to strengthen the participation and inclusiveness of young people in governance and using legislative mechanisms to advance youth development as well as curb the irregular migration trends.

Enhancing Border Security through the Establishment of National Terrorist Watchlists

Workshop jointly facilitated by U.S. Department of State and U.S. Department of Justice, ICITAP

Thursday 19th May 9.00am-10.30am

Chaired by: Timothy Tschida, Watchlisting Advisor & Daniel Guerrero, Watchlisting Assistance and Support Program Advisor, ICITAP/US Department of Justice and the Counterterrorism Bureau

Foreign terrorist fighters pose an acute and growing threat to international peace and security. It is often challenging to identify and track terrorists as they travel through and between borders, but when arranging or conducting travel, they supply biographic and biometric information at borders, through airlines, or upon encounter.

If a nation establishes a watchlist of foreign terrorist fighter identities that is accessible by border authorities, this information allows for the ability to confirm an identity against the watchlist, develop additional intelligence, and stop any terrorist activity.

In United Nations Security Council 2396, the development of a comprehensive national counterterrorist watchlist to support screening and investigative activities is one of several security obligations for member states to pursue. Border security is on the front line of this effort and operates most effectively with accurate, complete and accessible data provided in a national terrorist watchlist.

In this Workshop you will:
• Gain an understanding of terrorist watchlisting and how such programs fit within border security.
• Recognize the importance of terrorist watchlisting as well as obligations under UN Security Council Resolution 2396.
• Be introduced to the Global Counterterrorism Forum's Watchlisting Toolkit.
• Learn how Advanced Passenger Information/Passenger Name Record (API/PNR) data and biometrics can be integrated into the watchlisting process.
• Appreciate how an effective watchlisting system can enhance interagency and international cooperation and information sharing.

BORDER SECURITY REPORT

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Closed Agency Workshops

FOR BORDER AGENCIES, AGENCIES AT THE BORDER AND GOVERNEMTN 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 years Closed Agency Only Workshop topics (TBC) are:

Wednesday 18th May 2022 - 11.15am - 12.30pm
Information Sharing and Inter-Agency Collaboration in the new Digital Age
Moderator: Rocco Messina, Programme Management Officer, United Nations Center for Counter Terrorism, Border Security & Management
The importance a sharing information and collaboration across borders in the digital age is lost on no one. But in implementation, it is developing the methodology and culture of cooperation that is key to making sharing information work. And, it is not just about digital information systems, it is about developing professional contacts with counterparts in other agencies both at home and around the world. The advent of remote meeting systems like Zoom and Teams make it entirely practical and financially viable for agency personnel around the world to hold regular meetings with other stakeholders to share practical information about new trends and techniques employed by traffickers, that they are seeing on the ground. This session will focus on practical ways in which digital and operational information sharing can be implemented.

Wednesday 18th May 2022 - 4.15pm - 5.30pm
Biometrics, Travel Document Security & ID fraud
Moderator: Angelisa Corbo, Border Adviser, OSCE Transnational Threats Department
Increasing document fraud continues to hinder border agencies speedy approvals of legitimate travellers. Biometrics is one technological development that can help reduce document fraud whilst improving traveller ID. How can agencies develop systems, build capacity and provide appropriate training to better identify document and ID fraud.

Thursday 19th May 2022 - 11.15am - 12.30pm
Humanitarian Border Management
Moderator: Baptiste Amieux, Immigration and Border Management (IBM), International Organization for Migration (IOM)
When facing sudden and massive cross border flows, how do we carry out border control and registration while ensuring proper, secured and safe border management?

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

Workshops also being held during the Congress will be hosted by the African Union ECOSOCC and US ICITAP/DoD - further details available on the website www.world-border-congress.com.

Watch the latest webinar recordings at **www.border-security-report.com/webinar-library**

See more Videos on the Border Security Report YouTube Channel >>

Project Sagamore: The Chemsex context and cross border drugs trafficking

View directly at www.border-security-report.com/webinar-project-sagamore-the-chemsex-context-and-cross-border-drugs-trafficking

Combatting Wildlife Trafficking, Contraband and Smuggling

View directly at www.border-security-report.com/wildlife-trafficking-webinar

Implementation of a Human Rights-Based Approach to Border Management in the Fight against Terrorism: Challenges vs Opportunities

View directly at www.border-security-report.com/webinar-human-rights-at-borders

The Migration Crisis in the Digital Age: How the Use of Smartphones and Technology has Impacted Migration and Trafficking

View directly at www.border-security-report.com/migration-crisis-webinar

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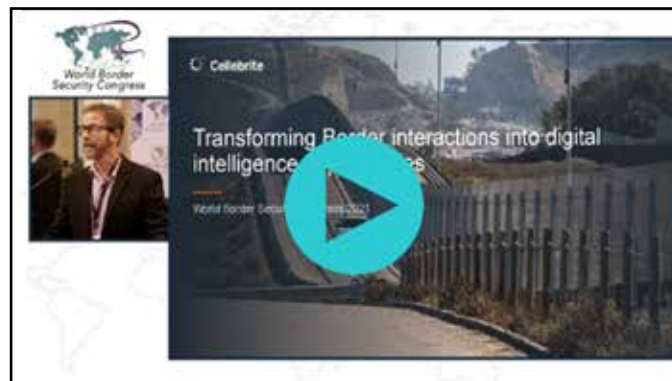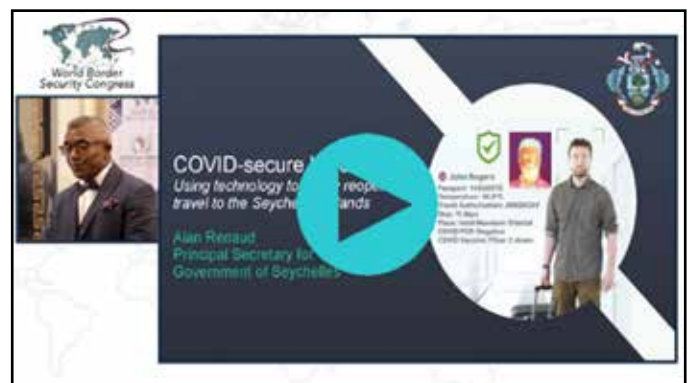
Teledyne FLIR helps to keep airspace surrounding Swedish critical infrastructure free of drones

Teledyne FLIR successfully completed an installation of a long-range drone detection system for a critical infrastructure site in Sweden. A smart slew-to-cue system, combining radar, thermal imaging and visual sensors, makes sure no unmanned aircraft system goes undetected.

As drones are becoming commercially available to a wider audience, effective drone detection and monitoring has become increasingly important, especially for critical infrastructures and sites, such as power plants, utility centers and airports.

However, effective and accurate drone detection is challenging. In contrast to land-based monitoring and detection, aerial detection has a much wider, dome-shaped area to cover, with no real reference points. In addition, today's drones are fast and small, and they can demonstrate erratic flying behavior. Visual detection systems have an additional challenge, in that they need to detect objects in variable sky and weather conditions.

Teledyne FLIR recently provided a robust drone detection system for a Swedish critical infrastructure customer. The project – completed early 2022 – was also made possible by Teledyne FLIR's longtime distributor and integration partner CCTV-Systems AB, a company which has been in the video surveillance systems business since 1982. Just like Teledyne FLIR, CCTV-Systems AB has vast experience in providing threat detection systems for industrial and security sectors all over the world.

Smiths Detection equips Tokyo International Airport with intelligent technology solutions for a seamless and safe check-in experience

Smiths Detection, a global leader in threat detection and security inspection technologies, today announces that it has supplied Tokyo International Airport with 12 sets of HI-SCAN 6040 CTiX carry-on baggage screening systems, iLane smart automatic tray return systems, and UV-C tray disinfection systems.

Smiths Detection's products will support the "JAL SMART SECURITY" addressed by Japan Airlines at Tokyo International Airport Domestic Terminal security checkpoints and utilize cutting-edge technology to realize more advanced security inspections. It will be introduced from April 2022 and is scheduled to be completed in August 2022.

Smiths Detection's HI-SCAN 6040 CTiX is a computed tomography (CT) X-ray scanner producing high-resolution volumetric 3D images for quicker baggage assessment and low false-alarm rates. It allows electronics and liquids to remain in bags, speeding up passenger screening and reducing touchpoints. The next generation fully automated tray return system, the iLane, delivers high throughput and efficiency, streamlining the screening process and eliminating passenger bottlenecks. The UV-C, an ultraviolet light tray disinfection kit, which is seamlessly integrated into the iLane tray return system, eliminates up to 99.9% of microorganisms, including coronaviruses, helping to protect passengers and staff from tactile transmission of contagious diseases.

ADL Inc. introduces New Motorized Zoom lens with 80x Zoom Ratio with 5 Mega Pixel Resolution

ADL Inc. has released the HZ80X1235DPFIR, a Motorized Zoom Lens with one of the industry's biggest Zoom Ratio up to 80X, and also one of the industry highest Resolution up to 5 Mega Pixel.

The lens is an ideal solution for camera systems which need to monitor a long distance using a visible light camera, including border control, harbour/port monitoring, city surveillance, critical infrastructure protection, etc.

The lens is design based on 1/1.8" format size, with a focal length from 12.5mm to 1000mm, and a very bright F-Stop F3.5.

Basic features like Preset, Fog-Free, IR Correction, plus user friendly features like Boresight Adjustment and Back Focus

Adjustment functions, all came in one as a standard function.

The Iris can be either a DC Auto Iris or Remote Manual Iris (Override Manual) according to the user's preference.

The lens also has a special additional function called TFC (Temperature Focusing Control), which compensates the focus shift and keep focus (*Wide End only) between operating tempratures of -10°~+50°, eliminating the need to readjust the Back Focus in this temprature range.

DedroneRapidResponse can be deployed in under 30 minutes to ensure uninterrupted airspace protection

Dedrone has announced the launch of its first portable detection unit, DedroneRapidResponse. Dedrone detects, identifies, locates, and analyzes nearly 300 drone types. The new solution offers Dedrone's AI-powered technology in a mobile platform attached to a tower, anywhere from 30-50' high, that can be easily towed and maneuvered on a trailer using an SUV or truck.

Using cloud-enabled software, DedroneRapidResponse pinpoints the drone, providing insights into its load and the pilot's location as soon as a drone is turned on, giving security teams a significant headstart on a pilot about to fly into a "no-fly zone." The tower is deployable in under 30 minutes and offers a range of 5km detection through a multi-layered solution with two cameras to track multiple drones

simultaneously. Additionally, Dedrone can easily network multiple trailers to deliver optimal drone security for large public safety events.

"Most police departments and city administrations know they have a significant public safety risk from malicious drones, having seen the issue at either an airport, stadium or public event in their jurisdiction," said Aaditya Devarakonda, CEO of Dedrone.

Silent Sentinel has announced the expansion of its EVO2 range of Uncooled LWIR thermal sensors to complement more of its existing platforms

The EVO2 range of uncooled Long-Wave Infrared (LWIR) thermal sensors, formerly only available within the Oculus and Aeron platforms, can now be installed on the Osiris and Jaegar camera platforms. EVO2 represents the very latest in both thermal core and lens technology, providing advanced detection capabilities in the most extreme conditions.

The introduction of EVO2 to the Osiris and Jaegar platforms means that all of Silent camera platforms are now capable of capturing thermal images either in 640×512, 1024×768 (XGA resolution) or 1280×1024 (HD resolution), all with 12μm pixel pitch as standard. The range also offers zoom lenses from 25-75mm up to 28-300mm, providing full-spectrum surveillance at both short and long ranges. These lenses are all paired with a secondary HD visible sensor with lens options up to 1000mm.

Veridos and GSI Sertracen provide Costa Rica with a state-of-the-art ePassport solution

Veridos and the Latin American systems integrator GSI Sertracen have announced the signing of a major contract with Costa Rica.

The General Department of Migration and Immigration of the Republic of Costa Rica has entrusted Veridos and GSI Sertracen with the supply, installation, and implementation of next-generation electronic passports and the personalization system. Veridos will also supply its CLIP ID solution for outstanding color image performance.

The contract between the Costa Rican government and Veridos along with GSI Sertracen will allow the country to elevate its ID technology thanks to the delivery of ePassports with a polycarbonate data page as well as the software and hardware for personalization.

World Border Security Congress

27TH–29TH APRIL 2023
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Developing Border Strategies Through Co-operation and Technology

SAVE THE DATES

The Republic of North Macedonia is a landlocked country in the Southeastern region of Europe known as the Balkans. It gained independence in 1991 as one of the successor states of Yugoslavia.

In March 2020, North Macedonia acceded to NATO, becoming the 30th member state and accession process to join the European Union remains ongoing.

Ranked as the fourth "best reformatory state" out of 178 countries ranked by the World Bank in 2009, North Macedonia has undergone considerable economic reform since independence. North Macedonia has witnessed steady, though slow, economic growth and has implemented policies focused on attracting foreign investment and promoting the development of small and medium-sized enterprises (SMEs).

The country has a rich and diverse history and Skopje, the capital has been inhabited since at least 4000 BC; remains of Neolithic settlements have been found within the old Kale Fortress that overlooks the vibrant modern city centre.

By virtue of its position North Macedonia sits on the Balkan route for illegal migration into the European Union and therefore faces border challenges that require a collective, collaborative, and holistic response, making it the ideal place for the next meeting of the World Border Security Congress.

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 look forward to welcoming you to Skopje, North Macedonia on 27th-29th April 2023 for the next gathering of border and migration management professionals.

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for the international border management and security industry

To discuss exhibiting and sponsorship opportunities and your involvement contact:

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