# UK Security Expo

# 60 Seconds with Andy Blackwell

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**Q1. What are the particular challenges facing security in the transport sector?**

In my view the biggest challenge facing security in the transport sector is how they assure themselves that their management of security is effective. The persistent targeting of transport by terrorists drives a need for the sector to have agile intelligence gathering and robust threat assessment to ensure informed security judgements can be made. In addition to keeping known security risks under review, it's also important to consider what new attack methodologies may emerge and the potential mitigation opportunities.

The increased uptake of Security Management Systems (SeMS) within the aviation sector is a positive. SeMS helps improve security culture, encourages a risk-based approach and shows security as an enabler not constrainer of business activities.

The Aviation SeMS framework facilitates security performance measurement and helps that industry assure themselves that their security delivery is fit for purpose. We know that those with sinister intent will invariably seek the path of least resistance therefore we need to make transport undertakings a hostile environment for them. The more the sector can identify weaknesses in their security delivery, the greater the chance that remedial measures can be implemented and vulnerabilities reduced.

SeMS provides an assurance solution to help the transport sector enhance the integrity of security and ensure that incident response is the best it can be.

**Q2. How much does the geopolitical climate affect transport security?**

The geopolitical climate can have a significant impact on transport security and needs to be routinely monitored as part the sector's threat management and risk assessment processes. The air transport industry is a global network and weaknesses in any part of it can

compromise the whole system as terrorists and other criminals will exploit vulnerabilities. We also need to be mindful that terrorist tactics in conflict areas could also be used in attacks against the sector. The impact of military intervention in the Middle East and risks posed by returning foreign fighters are all further considerations for sector risk managers. The need for effective collaboration and information sharing between key security stakeholders has never been greater.

**Q3.  What are the key lessons you would identify when working with public bodies and private enterprises to deliver a coherent security environment?**

The importance of working to a common framework, removing complexity and developing trusted relationships are all lessons I would identify when working with public bodies and private enterprises to deliver a coherent security environment. Collaboration is key.

**Q4.  Are there any upcoming technologies that will help security in the transport sector?**

Software platforms supporting intelligence management, assurance and incident response offer significant benefits to the transport sector. There are many systems of varying complexity on the market. Of these, those platforms which are relatively simple and intuitive are more likely to be used to their full potential.

**Q5. Are there any security lessons from the transport sector that you think could be transferred easily to other sectors?**

The UK aviation sector's voluntary uptake of the CAA's Security Management Systems (SeMS) framework is indicative of the value that industry places on SeMS. Extensive research is ongoing looking at the benefits SeMS frameworks could bring to other sectors.