BORDER
MANAGEMENT TODAY

WTTC & IBMATA

sign collaboration agreement to develop the "Seamless Traveller Journey"

INVESTING IN SMART BORDERS
the role of effective management

EUROPE 2019 AGENDA
Border Management & Technologies Summit Europe 2019

INSIDE:

BORDERS
The importance of Trusted Trader Programmes

BREXIT
Taking back control of our borders

INVESTIGATE
Rethinking the Indian Frontier

FEATURE: BUILDING A UNIQUE AND GLOBAL PLATFORM FOR BETTER BORDER SECURITY

Message from the Chairman

IBMATA GOES FROM STRENGTH TO STRENGTH

I am delighted to present to you the second edition of "Border Management Today" – our very own publication written by and for members of our ever growing IBMATA family.

Since our first edition was issued in November, the pace of growth and development of IBMATA has been astonishing. I have long advocated the need for greater communication and collaboration between Border Agencies, technology suppliers, academics and transportation companies. Some of you may spot contributions in this edition from veterans of the "International Air Transportation Association Simplifying Passenger Travel Programme" (IATA / SPT) - including Paul Mewett, Andy Smith, Matthew Finn and myself. This programme – probably years ahead of its time when it was first introduced in 2003 – signalled the start of the technological revolution in international travel and automated border controls.

Nowadays electronic booking systems, automated border controls and intelligence led data analytics form the bedrock for the future border. This change is not only beneficial to travellers and traders; if implemented properly, it can enable border agencies to cope with an ever-increasing volume of people and goods whilst at the same time facilitating genuine traffic and enhancing security.

This is a common purpose shared by border agencies and transportation companies alike; so I am delighted to have signed a letter of collaboration on behalf of IBMATA with the World Travel & Tourism Council in January this year (page 4). Work has already begun on our framework

document for the "Seamless passenger journey (STJ)", and I look forward to speaking at the WTTC Global Summit in Seville next month with senior representatives from the travel industry and US Customs and Border Protection (CBP) on how we might achieve this. I am also delighted to welcome Helen Marano (page 6) and Paul Mewett (page 18) to our Advisory Board – both bring a huge depth and breadth of experience from the travel industry to our team.

Of course, border control and politics are never far apart – none more so than in the UK and the EU, where post Brexit border control continues to dominate the headlines. What do we really mean by "taking back control of our borders? My piece on page 26 takes an objective view of this. I am delighted to include an article from my good friend Dr Katy Hayward from Queens University, Belfast on the intricacies of the Irish Border question (page 20); and our very own Lars Karlsson on the value of trusted trader programmes (page 22). Sparing their

blushes, Katy and Lars are probably the leading experts in the world in their respective fields.

Border Security must also be uppermost in our minds; and no two borders are the same. Roshan Iyer gives his thoughts on the future of the "Indian Frontier" (page 32), and our very own aviation security expert and Strategic Director Matthew Finn provides his insight on a global platform for better border security (page 30).

So how can technology help? We have some fascinating insights here from our supplier members including Fujitsu (page 8) and ATOS (page 16) on how the "drive through" border may not be as far away as we think; and from SITA (page 24) and Vancouver Airport (page 28) on how the air traveller experience is being transformed by advances in technology.

Finally, watch out for our upcoming events – our events manager Martyn Hill sets out the agenda for our upcoming Europe Summit in Istanbul, Turkey on 26 – 28 April, and plans for our next Asia Summit in New Delhi, India on page 12.

We look forward to seeing as many of you as possible in Istanbul and New Delhi – and I hope you enjoy reading our second edition of Border Management Today.

Don't forget that you can keep up to date with all our initiatives at IBMATA via our website at www.ibmata.org – and if you are not already members why not join us now, for the very best information and debate on global borders developments.

Tony Smith

Tony Smith CBE,
Chairperson *at* International Border Management and Technologies Association

CONTENTS

WTTC and IBMATA collaborate to promote biometric technology for safe, secure and better travel

The World Travel & Tourism Council (WTTC) and the International Border Management & Technologies Association (IBMATA) have announced a partnership to promote safe, secure and seamless travel across international borders making best use of new and emerging technology, without compromising border security.

WTTC represents the global private sector of Travel & Tourism, and IBMATA is a global non-profit organisation promoting communication and collaboration between border agencies and technology providers worldwide.

WTTC's Seamless Traveller Journey programme envisages a future where the traveller won't need to provide the same information or passport multiple times. Instead, their experience will be seamless, faster and more enjoyable throughout their entire journey. Biometrics will work at every touchpoint of the journey to make travelling easier for the passenger while providing border services with greater security.

IBMATA works with Border Agencies worldwide to help them facilitate the genuine movement of passengers swiftly and easily across international borders making best use of new and emerging technologies, without compromising border security and border control.

Together, both organisations commit to making the best use of new and emerging technology and established border management principles with their respective members to deliver an improved international passenger experience globally across borders.

Gloria Guevara, President & CEO, WTTC said: "Travel & Tourism employs one in ten people on the planet today and over the course of the next 20 years we will witness a doubling of the number of travellers and the creation of as many as 100 million jobs around the world. We have a responsibility to prepare for the future by transforming the traveller experience while increasing security by working together and with governments. Our relationship with IBMATA will help to promote the concept of safe and secure travel across international borders and improved passenger experience."

Tony Smith CBE, Chairman of IBMATA, said *"Border Agencies are dealing with more international passengers at their international borders than ever before, against a backdrop of static or declining resources. It is important that they make best use of new and emerging technology to enable them to facilitate the traveller experience for the vast majority of low risk traffic, whilst at the same time maintain safe and secure borders. Our relationship with WTTC will enable us to maximise collaboration between the travel industry, border agencies and technology providers to help us deliver this important function."*

Helen Marano

**Founder and President,
Marano Perspectives Special Advisor,
World Travel Tourism Council**

Helen Marano launched her new company in January 2019 to further the value and importance of Travel & Tourism for the economic development and social benefits of global communities. Her experience and expertise in policy development, government and industry relations encourages thought leadership and cooperation among stakeholders for improving the environment for Travel & Tourism to flourish sustainably. Helen is a former Executive Vice-President of the World Travel and Tourism Council (WTTC), and now serves as a Special Advisor to them.

She built the Government and Industry Affairs Department for the advocacy efforts of WTTC in presenting the industry perspective to government leaders and organisations.

She also expanded the engagement of WTTC and the T&T industry with the academia, other key tourism stakeholders and non-traditional organisations from the supply chain.

Helen is a seasoned leader, having previously led the National Travel & Tourism Office of the United States for over a decade. This involved industry relations, policy formation, and oversight and interpretation of the statistical system for T & T for the USA. Her key accomplishments included negotiating the opening up of Chinese group travel for the USA, building the first Travel & Tourism Satellite Account, serving as the Chair for the Tourism Working Group of APEC, and collaborating in the formation of the Brand USA Corporation for marketing the USA.

Her career spans key positions in a top destination management organisation, a leading market research firm, and ten years in the financial services industry.

Helen serves on: the High Level Task Force for Child Protection in Travel and Tourism; the Advisory Board for the International Summit on Borders; and the Advisory Board for the University of Surrey School of Hospitality and Tourism Management.

Expanding the Reach for Collaboration

by **Helen Marano, IBMATA Advisory Board lead for Travel & Tourism**

As a former WTTC Director and Founder and President of Marano Perspectives, I am honoured to bring my expertise from years of leadership in the industry to the efforts of IBMATA and this arena.

It is exciting to be part of the inaugural year of the International Border Management and Technologies Association (IBMATA). Understanding the needs and perspectives of the Travel & Tourism constituency is critical to the success of border management. How could that be? Because when policy decisions are made and technologies used to facilitate the flow of travellers, communities gain from the economic and social benefits the industry brings.

Travel & Tourism generates 10.4% of global GDP and most importantly supports 1 in 10 jobs globally. Actually, Travel & Tourism was responsible for one in five new jobs globally in the past five years.

The sector generates 30% of all services exports, with many countries and regions dependent upon Travel & Tourism as one of the top three economic priorities and their engine of growth. Just for clarification, when an international traveller spends money in another country, it is considered an export in the balance of trade, as one cannot ship a country out for purchase as one ships a car. So the traveller brings the money to the product - rather than the product being brought to the traveller.

Even with the economic strength of Travel & Tourism, the industry can be perceived as a "less important" sector, primarily because of its transparent nature. Politicians don't necessarily view it as critical to the economic and social well-being of their community; yet every Main Street carries Travel & Tourism related businesses - from restaurants, to retail, museums, hotels, B

n B's, theatres, cultural and historical assets, events, festivals, meetings and conventions and more. And just consider the transportation infrastructure to move people in and out of communities, from cruise lines to airlines to trains to rental cars, involving airports and seaports as well.

Travel & Tourism tends to be the fabric of a community, because, at its essence, it celebrates the uniqueness of the people and cultures and geographical assets of a country.

It takes the whole community to benefit from (and most of all) to manage Travel & Tourism. This is why coalitions are so important. It takes working together at the highest levels to enable the free flow of travellers while ensuring their safety and the security of the sovereign nation. IBMATA offers this opportunity – to integrate border security requirements with the latest technology and best practices, to accomplish this balance.

During my long term leadership of the National Travel and Tourism Office of the United States of America, it was the operating principle to "be at the table" when national security concerns were being deliberated. We effectively integrated our industry's vitality and capabilities to help with and provide insights into the dialogues with the US State Department and Department of Homeland Security, especially after 9/11. This collaboration has strengthened over time and serves as a model for many other countries. The interagency as well as industry coordination are key to this success.

By setting up the Government and Industry Affairs Department at the World Travel and Tourism Council (WTTC) in London, the UK created another excellent opportunity to ensure the industry's voice was at the table globally. The Council is comprised of the CEO's and Chairpersons of over 160 of the top companies across the many segments of the Travel & Tourism sector, bringing a powerful weight to leverage when needed. By speaking in forums and events of the Border Management officers and community, as well as working one-on-one with governments, the perspectives and insights of the industry were raised in many platforms, using best practices to demonstrate how coordination can be successful.

Working closely with the World Tourism Organisation (UNWTO), the UN agency comprised of Ministers of Tourism across 156 countries at the time, we encouraged and supported the Ministers' engagement with their agency counterparts in border management and security, both nationally and locally, as they sought to underpin the efforts for ensuring the safety and the national security of both travellers and citizens alike. In addition, we created and managed a formal coalition comprised of international industry and governmental bodies to coordinate key common strategies to improve the border management environment and the coordination of facilitation policies.

The letter of collaboration between WTTC and IBMATA – signed by Tony Smith (chair of IBMATA) and Gloria Guevera (President and CEO of the WTTC) last month - is the fruition of diverse efforts to join up industry interests with the newest and most effective border security management principles. The Seamless Traveller Journey (STJ) model being tested by WTTC will work alongside with many other like-initiatives to capitalise on the key role that new and emerging technology plays for enhancing both facilitation and security for both travellers and cargo.

It is my intent to serve on the Advisory Board of IBMATA to help lift this Association's mission as the new coalition of three major realms – industry, governments, and academics. IBMATA offers the unique selling proposition by including those companies and entrepreneurs devising the technological solutions to ease facilitation without jeopardising security. The academics are also spurring the research and lab environments vital to the thinking and talent needed to incentivise border management practices to be more effective and efficient. It is the right time for strengthening and broadening this coalition to include the Travel & Tourism leaders for productive dialogues and solutions needed for effective implementation.
Watch this space as IBMATA expands its reach!

FRANK DUNSMUIR
Industry Lead for Customs and International Trade
Frank leads the Fujitsu's development of new and innovative technology solutions to address todays, and indeed future, challenges at the border in its management of both goods and people. A published point of view paper sets out Fujitsu's vision for the future border https://www.fujitsu.com/uk/solutions/industry/public-
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Incentivising industry to invest in the Smart Border of the future

'SMART BORDERS' DRIVE GROWTH IN TRADE AND THE ECONOMY

Governments around the world are committed to growing their economies by stimulating growth in international trade. While trade agreements, and customs policies, are fundamental to promoting growth in trade, effective management of the border has a major role to play.

Access to advanced notification of the arrival of people and goods underpins todays most advanced borders. Risk assessments can be completed ahead of arrivals allowing interventions to be planned, or pre-cleared to cross the border as seamlessly as possible.

Advanced notification of airline passengers has been available to border agencies for a number of years, and deep-sea container transported goods have similar pre-arrival notification processes. However, goods transported by land vehicles have no such pre-notification process, arriving at the border largely unannounced. Border processing and checks still rely heavily on printed documents, a time consuming and costly process with the potential to create lengthy delays resulting in unpredictability in the supply chain for industry.

The technology and data required to address these issues, and automate a significant proportion of the border crossing process exists today. So why have these solutions not yet been widely adopted by government agencies around the globe?

In this report we examine how 'Smart Border' solutions for goods vehicles can be developed and effectively implemented through close government and industry collaboration.

WHY ARE SMART BORDERS FOR GOODS VEHICLES NOT ALREADY UNIVERSALLY ADOPTED?

In the 'Smart Border' concept pre-registered traders, often called "trusted traders", are encouraged to electronically share and submit a range of information, including; goods, vehicles, driver details, customs documentation, etc. in advance of reaching the border. Border agencies are able to use this advanced notification to complete pre-arrival risk assessments. Vehicles can be pre-selected for inspection based on risk criteria, or health assessments, leaving the bulk of low risk goods to be pre-cleared and pass smoothly across the border. A true win-win scenario for all.

However, implementing a Smart Border is not a trivial exercise. Borders play host to a wide range of organisations, including; border agencies, shipping and freight forwarders, customs agents, port authorities, financial institutions, etc., creating a huge complex web of many stakeholders to align and coordinate change.

Governments must take the lead by defining their future border vision, and incentivise industry to share data, and collaborate on the development of Smart Border initiatives.

For example, industry can be incentivised to share 'electronic' supply chain data in return for access to fast track channels through the border.

Including technology organisations in this collaboration will provide access to the skills and products required to accelerate the development of solutions for tomorrow's 'Smart Border', in a cost

GOLDEN RULES TO DEVELOP AN EFFECTIVE SMART BORDER CAPABILITY

Complex change programmes require strong governance and experienced leadership to ensure success. A set of strategic principles provides direction, reduces risk and ensures stakeholder engagement to drive successful outcomes;

1. **Avoid a big bang approach, start small and grow in manageable increments**
Create a vision and design for your Smart Border, structuring it into phases which can be delivered over short time periods.

2. **Incentivise collaboration with industry experts**
The global supply chain industry hosts a wide range of organisations expert in freight management, logistics and customs processing. These organisations will see the benefit of close collaboration with governments on Smart Border initiatives and willingly participate in the programme, bringing knowledge, best practice and of course solutions to the table.

3. **Accelerate your Smart Border programme by building on existing proven products**
Core components of any Smart Border solution invariably already exist somewhere in the global supply chain, but they are not often joined together. Integrating best of breed existing products will enable development times to be significantly accelerated.

4. **Incentivise investment from industry**
Technology providers are moving to new service models by exploiting latest cloud platforms. Software as a Service (SaaS) solutions charged on a per transaction basis minimise capital investment and reduce risk.

5. **Build on open IT standards to future proof your investment**
As new technologies emerge and gain adoption in the supply chain, an open software architecture ensures new services can be developed and integrated seamlessly into the platform.

A **case study**, building a Smart Border to automate the crossing of land borders for goods vehicles

Fujitsu, in partnership with BluJay Solutions, have developed a Smart Border solution in the form of the 'Drive Through Border' platform, automating management of freight vehicles crossing any land border, or sea port. Incorporating BluJay's globally compliant Customs Management and MobileSTAR applications, the platform is designed be rapidly deployed in any customs region.

Diagram 1 - The 'Drive Through Border' platform
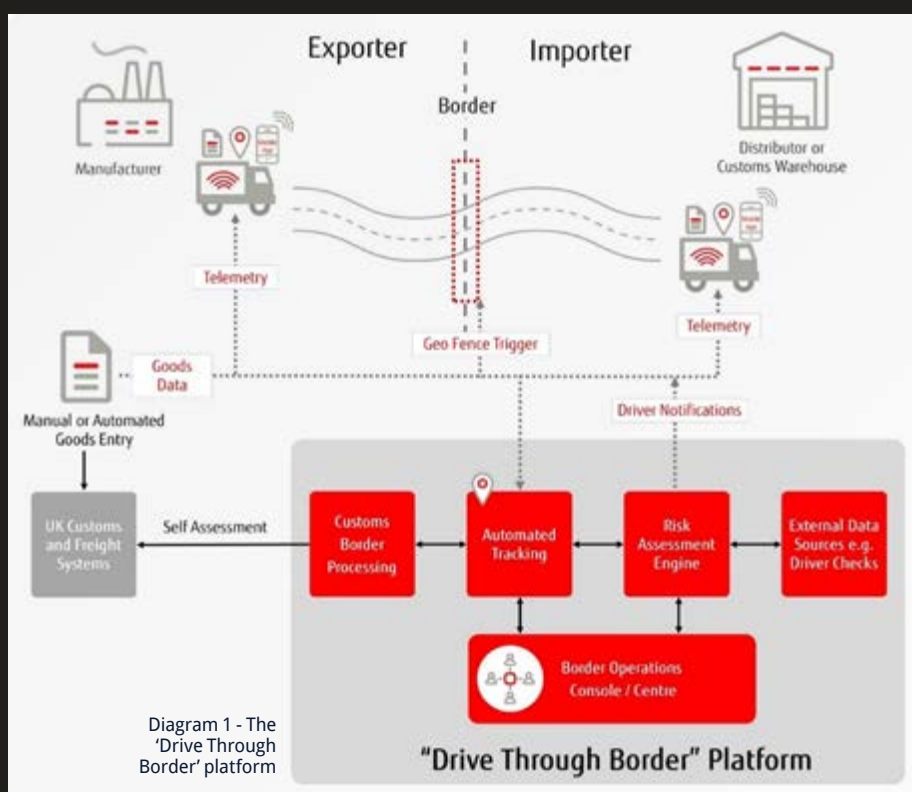
The 'Drive Through Border' concept establishes a Smart Border technology platform for government, capable of providing a wealth of benefits including;

• Automated checks for Customs declarations and compliance documentation at the border;

• Real-time visibility of goods vehicle journeys to enhance border security capabilities and safety standards; and

• The ability to instruct selected vehicles to be routed to pre-determined inspection depots away from the border, whilst monitoring their journeys to these locations;

• Improving the efficiency of border facing departments through better coordination of activities and inter-departmental interventions, creating a single government portal;

• Improved ability to monitor the movement of excise goods and manage duty collection; and

• Reduce cost to industry by automatically generating certain customs declarations the introduction of simplified customs procedures.

The platform gathers vehicle journey information from in-vehicle tracking devices. The design incorporates multiple tracking solutions to suit a wide range of vehicles and traders. Modern heavy goods vehicles (HGV's) are factory-fitted with proprietary vehicle telematic systems, while other vehicles may require a Global Positioning System (GPS) device. Alternatively, the MobileSTAR mobile application can be used on the driver's mobile phone.

Customs declaration information is collected electronically from traders or their customs agents systems, and associated with the transport vehicle and its tracking device. Through a technique known as 'Geo-fencing', a vehicle crossing a border will signal its location to the platform, which records the date, time and location of the border crossing. Customs documentation associated with the goods carried by the vehicle are automatically sent to government systems for processing and clearance.

Advanced risk assessment is provided by Artificial Intelligence (AI) technology to analyse vehicle journeys, combined with information on goods, traders and other data sources. Vehicles flagged for inspection by this risk engine can be automatically notified through an instruction sent to the vehicle tracking device requesting the driver to re-route to a pre-determined inspection point.

This centralised Drive Through Vehicle platform provides all government border agencies with shared access to a wealth of data, creating the ability to improve coordination of inter-departmental border activities. For example, if an inspection requires both customs and environment agencies to be present, their visits may be coordinated to avoid delays caused by separate visits.

Built on open technology standards, the platform is flexible and able to take advantage of new and emerging technologies, as and when they reach maturity and wider industry adoption. For example;

• Radio Frequency Identification (RFID) is becoming a standard within the global supply chain industry, providing increased accuracy and automation in registering 'individual' goods packages crossing the border;

• Industry trials of Blockchain technology are promising new levels of data integrity and security, automating the management of complex fiscal data transactions; and

• Robot Process Automation (RPA) offers efficiency improvements by automating today's manual customs and compliance processing at the border.

Deployment of the Drive Through Border platform begins with an initial proof of concept (PoC) phase, testing the core system with a small number of participating organisations. Vehicles are tracked with the MobileSTAR application for the PoC, requiring no IT integration, and enabling the PoC to commence quickly at minimal cost.

A successful PoC confirms the performance of the platform and identifies benefits for both participants and government agencies. The PoC is followed by further phases which include integration of systems to automate data collection and the transfer of information to government systems.

Utilising cloud infrastructure enables the platform to be provided as a service and charged on a per transaction basis, providing a low cost of entry for organisations.

FUJITSU
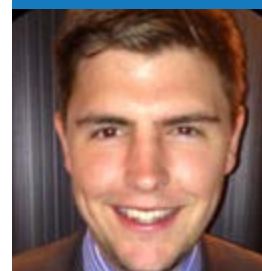
IBMATA Border Management & Technologies Summit

FORCHCOMING EVENTS FOR 2019

By MARTYN HILL

The International Border Management and Technologies Association (IBMATA) is pleased to announce that we will once again be hosting two regional events during 2019.

After the success of our inaugural year of hosting events in Zagreb, Croatia and New Delhi, India we will continue to run our international events once again in Europe and in Central Asia.

ISTANBUL, TURKEY

On April the 24th – 26th April 2019 our European conference and exhibition will take place in the magnificent city of Istanbul, where East meets West.

This event will follow up on discussions that took place at our Europe event in Zagreb in May 2018. In addition to traditional control challenges of countering illegal migration, smuggling and human trafficking, many borders across Europe are developing a focus on "The Future Border".

During the 2-day conference delegates will have the opportunity to hear from many Turkish Government Departments as well as control agencies from across the Balkans Region. There will also be presentations from UK leading EU Agencies such as EU-LISA, Frontex and the European Commission; and we will hear from ICAO on latest thinking on the "digital travel credential".

We are also pleased to announce that the Interim Head of Customer & Commercial Services at UK Visas and Immigration (UKVI) will provide us with an insight into the UK government's "digital by default" programme, setting out a transformational approach for moving visa services on line. This will provide a neat Segway into our "Seamless Traveller Journey" workshop the following day, where we will look at the latest technology enhancements to digital permissions and automated border control systems.

Running alongside the conference there will be an exhibition where leading vendors will be showcasing their latest technologies, solutions and products. Currently the following companies are exhibiting during the event in Istanbul:

NEW DELHI, INDIA

Last year our New Delhi event was a huge success; and with this in mind we have decided to head back to India once again later this year, with dates to be confirmed shortly.

India has the largest Identity Management System in the world and recently Bangalore International Airport was the first Indian airport to be paperless and has created a seamless traveller experience. Many other Indian airports are also looking into upgrading their systems to create seamless traveller programs.

Once again there will be a large focus on "The Future Border" with an emphasis on Digital Traveller Programs, Biometrics, Seamless Travel Programs and Visa Systems.

We will continue be inviting neighbouring government officials to India, as well as South-East Asia nations and Australia who will all provide updates on their border situation as well as discussing the future of their borders.

TO BE PART OF OUR UPCOMING IBMATA BORDER MANAGEMENT & TECHNOLOGIES SUMMIT EVENTS PLEASE CONTACT US AT MARTYN.HILL@IBMATA.ORG OR CALL +44 (0)7792 473246

OPEN WORKSHOP:

THE BORDER & IMMIGRATION ECO SYSTEM AND SEAMLESS TRAVELLER VISION

Thursday 26th April 2019 | Istanbul, Turkey

A joint government / industry workshop hosted by Tony Smith CBE Chairman of IBMATA, to discuss future border and visa processes in the context of 21st century technology.

- What is the vision for e visas, electronic traveller authorities, digital permissions and seamless travel?

- What opportunities exist to enable a genuine "end to end" traveller journey which is seamless – including transfers from hotel to airport, security, and automated border controls?

- To who extent can suppliers assist governments and transformation companies in developing and delivering this vision?

- What is the potential in the marketplace for new and emerging technology to support better informed risk assessment in the future?

- What best practice exists in other countries in this field?

BIOMETRIC DATABASE SEARCH

100%

Spaces are limited.
Advance registration essential.

BORDER MANAGEMENT & TECHNOLOGIES SUMMIT EUROPE 2019

Istanbul, Turkey | 24th – 26th April 2019 | Event Programme | **Day 1, Wednesday 24th April**

08.30 **REGISTRATION AND NETWORKING**

09.00 **CHAIRMAN'S OPENING REMARKS**

Tony Smith CBE, Chairman, International Border Management and Technologies Association (IBMATA)

Latest developments in International Border Management and Technology; and how IBMATA is helping.

INTERNATIONAL CHALLENGES OF MANAGING MIGRATION THROUGH TURKEY

Turkey sits at the crossroads between Europe and Asia. As such it is a nexus point for the movement of people and goods across continents. What are regional and international organisations doing to help in the area? Moderator: Tony Smith

09.10 **HOW TURKEY DEALS WITH MIGRATION**

- Overview of the work of the Directorate General for Migration Management
- Challenges faced with migration in Turkey
- Cooperation with government agencies in the region
- Current migration routes across Turkey

Abdullah Ayaz, Director General, Directorate General for Migration Management (DGMM), Turkey

09.40 **IOM WORK ACROSS TURKEY – MANAGING THE INFLUX OF MIGRANTS**

- Overview of the work being conducted by the IOM in Turkey
- Major challenges at the borders – case studies
- Cooperation between agencies
- What is needed to allow for a smoother process?

Darijus Pamparas, Head of Border Management (IBM), International Organisation for Migration (IOM)

MSAB

10.10 **MOBILE FORENSIC SOLUTIONS FOR BORDERS**

- Why is Mobile Forensic increasingly important in the Border context
- How can Mobile Forensic support in a Border Security Context
- What can Mobile Forensic support in ways of working, tools & services
- Some results from the field

Mikael Falkovén, Vice President Sales MoW, MSAB

10.40 **COFFEE / NETWORKING BREAK**

11.10 **OSCE EFFORTS ON PREVENTING THE VIOLENT EXTREMISM AND RADICALIZATION THAT LEAD TO TERRORISM**

- OSCE operations across Kosovo and regionally
- OSCE cooperation with Kosovo authorities and neighbouring nations
- Case studies of operations preventing violent extremism
- What is needed?

Naim Hoxha, National Organised Crime Advisor, OSCE Mission in Kosovo

11.40 **TRACKING ORGANISED CRIME THROUGH TURKISH BORDERS**

- Overview of the organised crimes conducted in Turkey
- Case studies of smuggling operations at Turkish borders
- Lessons learnt

Hakan Ozen, Deputy Director, Department of Anti-Smuggling and Organised Crime, National Police Force, Turkey

12.10 **NETWORKING LUNCH BREAK**

COMBATING CROSS-BORDER CRIMES IN THE REGION

Human Trafficking across borders is an international problem which demands an international response. How can border agencies work more closely together to disrupt and deter international organised crime groups? Moderator: Tony Smith

13.10 **BALI PROCESS COOPERATION IN THE REGION TO COMBAT CROSS-BORDER CRIMES**

- What the Bali Process is doing to assist governments in cross-border crimes
- Cooperation with the Turkish Government
- Case studies of recent attempted cross-border crimes
- What is required for the future?

Dusita Videsa, Project Officer, Regional Support Office, The Bali Process on People Smuggling, Trafficking in Persons and Related Transnational Crime

AIT AUSTRIAN INSTITUTE OF TECHNOLOGY
TOMORROW TODAY

13.40 **CONTACTLESS FINGERPRINTS**

- Advantages, Disadvantages
- A Mobile Prototype
- A Turnstile Prototype
- Value Add-On
- PIV Certification?
- Evaluations needed

Bernhard Strobl, Thematic Coordinator/Senior Engineer and Research Project Manager, Austrian Institute of Technology

T3K-Forensics

13.55 **T3K: ENABLING DIGITAL BORDER SEARCHES AT A SCALE**

Felix Klier, CEO, T3K-Forensics GmbH

14.10 **INTERPOL: COLLABORATION AND DATA SHARING ACROSS BORDERS**

- The role of Interpol in deterring international crime groups
- How can Interpol improve collaboration between border agencies worldwide?
- Case studies in data sharing and intelligence.

Andrew Parker, Co-ordinator, Integrated Border Management, Interpol

14.40 **COFFEE BREAK**

INTELLIGENCE AND TARGETING

Increasingly border and customs agencies are using smart technology to manage their borders. What best practice exists in this area; and how can border agencies work together to meet the enforcement challenge? Moderator: Tony Smith

15.10 **TECHNOLOGY USED TO TRACK DOCUMENT FRAUD**

- Overview of Frontex efforts in developing technologies at EU borders
- Challenges with document fraud across the EU
- Current response techniques when document fraud is alerted at a border
- What is needed?

Claudio Kavrecic, Head of Centre of Excellence for combating Document Fraud, Operational Response Division, Frontex

15.40 **CUSTOMS ENFORCEMENT IN TURKEY**

- Developments made in Turkey's PNR/API system Papis
- Customs enforcement at the border
- Technology used for customs inspections

Can Yildiz, Head of the Projects and Technical Systems Department, Ministry of Customs and Trade, Turkey

16.10 **INTELLIGENCE AND TARGETING: BUILDING CAPACITY**

- Project Hunter – identifying threats
- Intelligence & Targeting Best Practice
- The value of international collaboration

Matt Beckingham, Assistant Director, International Targeting & Engagement, UK Border Force

16.40 **CHAIRMAN'S CLOSING REMARKS**

Tony Smith, Chairman, International Border Management and Technologies Association (IBMATA)

BORDER MANAGEMENT & TECHNOLOGIES SUMMIT EUROPE 2019

Istanbul, Turkey | 24th – 26th April 2019 | Event Programme | **Day 2, Thursday 25th April**

08.30   **REGISTRATION AND NETWORKING**

09.00   **CHAIRMAN'S OPENING REMARKS**

Tony Smith, Chairman, International Border Management and Technologies Association (IBMATA)

FACILITATION OF PEOPLE: SMART BORDER TECHNOLOGY: WHAT NEXT?

The EU Smart Borders Programme aims to deliver a new high-tech solution for third country nationals entering and leaving the European Union, by 2021. This includes an automated entry / exit system (EES) and also a new electronic traveller information and authorisation system, similar to the US ESTA. How will this transform travel to and from the EU in future? Moderator: Steve Grant, IBMATA

09.10   **EU SMART BORDERS**

- Delivering entry / exit systems at the EU Border
- Use of biometrics for third country travellers
- Introduction of European Travel Information and Authorisation System (ETIAS)

Krum Garkov, Director, EU-LISA

09.40   **ICAO: NEW DEVELOPMENTS IN PASSPORT AND IDENTITY TECHNOLOGY**

- Latest developments in global e passport issuance
- The work of the ICAO New Technologies Working Group
- The Digital Travel Credential
- Linking passport and border agencies together – a common goal.

Justin Ikura, Deputy Chair, ICAO NTW

10.10   **COFFEE BREAK**

10.40   **US CBP: LATEST TRAVELLER INITIATIVES**

Update on CBP traveller initiatives

Progress on biometric exit capability

Use of e mobile passport systems

Towards seamless travel

Invited: Senior Representative, CBP Attache, US Embassy

11.10   **UKVI : BECOMING "DIGITAL BY DEFAULT"**

- The UK cabinet office objective: "Digital by Default"
- Moving to on line applications in UKVI
- Latest initiatives, including the UK on line EU registration process
- Digitising casework processes – latest developments
- Future plans and market engagement strategy

Elen McGuinness, Interim Head, Customer & Commercial Services, UK Visas & Citizenship, UKVI, UK Home Office

FUTURE AIR TRAVEL: DIGITAL IDENTITIES, PASSENGER TRAVEL AND THE AIRPORT OF THE FUTURE

Technology continue to transform the air travel experience. Airlines and airports are turning to digital technology and self-service solutions to deliver an enhanced traveller end to end experience. Are border agencies able to keep up? Moderator: Tony Smith

11.40   **NEXT GENERATION OF PASSENGER TRAVEL – VANCOUVER AIRPORT**

- Overview of Vancouver Airport
- Making passenger travel easier
- Next generation of passenger travel
- What is next

Christopher Gilliland, Director, Innovative Travel Solutions, Vancouver Airport Authority, Canada

12.10   **SITA PRESENTATION**

Peter Sutcliffe, Portfolio Director – Border Management, SITA

12.40   **STATE OF THE INDUSTRY AND SEAMLESS TRAVELLER JOURNEY**

Javier Guillermo, Interim Government Affairs Director, World Travel and Tourism Council (WTTC)

13.10   **LUNCH**

14.10   **PANEL DISCUSSION – FUTURE BORDERS, PERMISSIONS & TECHNOLOGY**

How is technology impacting upon the immigration / visa / border eco structure across the world? Is the "seamless traveller journey" a realistic proposition? What more could be done to improve collaboration between government and industry to turn this into reality?

Moderated by:

- Tony Smith, Chairman, International Border Management and Technologies Association (IBMATA)

Panellists:

- Krum Garkov, Director, EU-LISA
- Christopher Gilliland, Director, Innovative Travel Solutions, Vancouver Airport Authority, Canada
- Justin Ikura, Deputy Chair, ICAO NTW
- Peter Sutcliffe, Portfolio Director – Border Management, SITA

Invited: Senior Representative, CBP Attache, US Embassy

BORDER MANAGEMENT & TECHNOLOGY: REGIONAL OVERVIEW: THE BALKANS

The Balkan region has long been an area for migration, both directly or in transit. How are border agencies in the region making best use of technology to help them in their mission? Moderator: Tony Smith

15.00   **MIGRATION CHALLENGES ACROSS MONTENEGRO – USE OF SURVEILLANCE SYSTEMS**

- Overview of the Montenegro border
- Case studies of the use of surveillance to assist with managing the border
- Migration issues faced in Montenegro
- Regional cooperation with neighbouring nations

Zoran Lasica, Commander, Unit for Electronic Surveillance and Operational Support, Border Police, Montenegro

15.30   **COFFEE BREAK**

16.00   **MANAGING THE ALBANIAN BORDERS**

- Overview of the Albanian border management situation
- Challenges faced
- Combating organised crimes at the borders
- Cooperation with neighbouring nations

Behar Tafa, Deputy Director, Border Police, Albania

16.30   **MANAGING THE KOSOVO BORDERS TO COMBAT CROSS-BORDER CRIMES**

- Current situation at the Kosovo borders
- Challenges faced to the Border Police
- Combating cross-border crimes
- Case studies of recently failed cross-border crimes

Samir Krasniqi, Coordinator, National Centre for Border Management, Kosovo

17.00   **CHAIRMAN'S CLOSING REMARKS & NEXT STEPS**

Tony Smith CBE, Chairman, International Border Management and Technologies Association (IBMATA)

AUTHORS, LEFT TO RIGHT:
Stacy Cox, Account Director and
Gabriela López, Atos Account Manager.

New ways to create a seamless digital experience for travellers

Potential changes to the UK immigration system after EU Exit will be the most significant for over 40 years. With free movement to and from the UK ending, every passenger (EU and non-EU) could be subject to the same kinds of checks at the border, with the potential for increased delays for travellers.

Brexit notwithstanding, there are fast-growing demands on every border. With ever-higher volumes of people and goods moving around our globalised world, border agencies are also faced with tight financial and resourcing constraints together with complex and evolving security threats. And, whatever the outcome of the Brexit negotiations, there are likely to be extra demands on government agencies after EU Exit. At the Port of Dover, for example, the UK Freight Transport Association has estimated that even an extra two-minute delay to each check currently carried out on trucks could cause a 17-mile queue of traffic on each side of the English Channel. So how could border agencies harness digital technology to address these growing challenges?

ELECTRONIC TRAVEL AUTHORISATION

While every sea and air port operates slightly differently, they all share common objectives. They want to deliver a smooth and seamless experience for tourists and business visitors, deal with increasing volumes of travelers, and, of course, they must maintain the security and sanctity of the border.

In response to these sometimes-competing demands, the UK Government could consider extending its registered traveller scheme beyond air borders to ports. Under such a scheme, anyone crossing the border could pre-register their travel arrangements to help expedite their passage across the border through a mobile phone. Travellers could upload their passport and travel details online to enable Government to conduct the necessary security checks and make informed decisions much earlier as to the legitimacy and level of risk of the traveller. On arrival at the border, travellers could be identified via facial recognition technology to provide multiple positive verifications just as accurately as at a passport 'e-gate'. Based on this, travellers could be allowed through or further investigated by a border officer if they were considered to be a potential security risk. The benefits of this approach would be significant, with offsite checking of passports via a mobile phone, earlier security checking, considerable precious time saved at the border, a better experience for travellers, and more opportunities for authorities to capture and share data to improve security, efficiency and decision-making. Additionally, the Government is considering an Electronic Travel Authorisation (ETA) scheme (similar to the US system), whereby foreign visitors would apply online to gain permission to enter into the UK before they travel. While this is subject to the ongoing EU negotiations, the above example could be extended to foreign travellers who would be granted an ETA.

CENTINELA: A REAL-WORLD EXAMPLE

Implementing a registered traveller/ETA-type scheme requires the integration of several technologies: information systems to register and check travellers, sensors, cameras, image recognition technologies and automation at the border, video analytics capabilities, and command and control systems to coordinate any necessary responses. Atos has a range of solutions and proven capabilities to support digital borders, including enablers for a registration scheme. We already offer advanced border management solutions to border and security agencies, the armed forces, police and customs authorities.

One example is Centinela, the automated border control system used by one European country. Centinela enables a seamless border by integrating in-car facial recognition and licence-plate recognition technologies to analyse data about incoming vehicles and passengers, and compares drivers' faces with a central database. Atos software also cross-checks facial recognition data with licence-plate data to detect any abnormalities, such as unusually frequent use of vehicles by the same driver or high numbers of trips across borders. In the event of an anomaly, Centinela stops the barrier from lifting and sends an automatic alert to the authorities.

NEW POTENTIAL

Atos believes that elements of Centinela could form part of a powerful solution for the UK, helping border agencies to deliver a digitally-enabled border. Using advanced mobile biometric identification would ensure that anyone who poses a threat could be quickly identified, enabling immediate and effective decision-making. Centinela is proven to bring authorities much greater control, save valuable time and resources, and help in the fight against organised crime and illegal immigration while improving legitimate travel. What's more, using digital technologies to capture and leverage more information will enable border and other agencies to increase their use of data, analytics and machine learning to meet complex operational challenges.

While the future may be difficult to predict, one thing is certain: the demands on border forces will only grow. Digital tools that enhance and streamline traveller experiences, grow capacity and provide multiple positive verifications to help keep populations safe are surely on the critical path.

Atos

IBMATA is delighted to announce the appointment of Paul Mewett as Non Executive Director Air Transport Innovation.

Paul, a Certified Member of the International Association of Airport Executives, has over 30 years of aviation and border related experience.

Beginning with his career at American Airlines, Paul became thoroughly engaged in all facets of the Airport Operation and was later assigned to oversee multiple "new city start-ups" throughout American's system. In 2001, Paul transitioned his career to a senior role at Vancouver Airport Authority where he gained a reputation for consistently delivering industry leading facilitation initiatives. Most recently, Paul's innovation of Automated Passport Control (APC) for US Customs and Border Protection (CBP) was seen as an industry game changer. Notably, in 2015, CAPA (Centre for Aviation) named this border solution the Airport Innovation of the Year.

Paul now holds an executive role with AirPortr, a start-up enterprise in London UK, where he engages with numerous airport and airline stakeholders as well as various levels of government. Having previously been an active participant in IATA's Simplified Passenger Travel Interest Group (SPTIG), Paul's focus is and always has been that of creating an 'end to end' travel experience that includes expedited border facilitation upon arrival for both passenger & baggage.

In addition to his current role at AirPortr, Paul regularly uses his knowledge and experience to advise senior officials globally on how to best utilise innovation in the area of border facilitation.

Facial Recognition, Self-Boarding Gates, Automated Border Clearance, E-Visa's, Remote Bag Acceptance...

...AND THE LIST GOES ON...

WITH SIGNIFICANT ADVANCEMENTS IN TECHNOLOGY OVER THE PAST FEW YEARS AND NEW OPPORTUNITIES EMERGING ON A DAILY BASIS, THE FUTURE OF AVIATION FACILITATION IS ARGUABLY ONLY RESTRICTED BY THE IMAGINATION. EXCITING TIMES INDEED!

By **PAUL MEWETT***, Non Executive Director Air Transport Innovation, IBMATA*

With that said, having spent 30+ years in the industry, observing radical and progressive changes to process, I sometimes stop and reflect on the fact that despite some amazing innovations, global threats to safety and security have made it increasingly difficult to travel. Herein lies the essential requirement to continue to find a palatable balance between Security and Facilitation.

In a previous role, I spent a number of years as an active participant in IATA's now defunct, Simplified Passenger Travel Interest Group (SPTIG), a collaboration determined to create what was referred to as" The Ideal Process Flow" which was focused on simplifying the passenger journey, whilst always maintaining safety and security. As a group, we led many successful initiatives and trials aimed at enhancing individual pieces of a traveler's journey.

As a group, by means of collaboration, new innovations were consistently delivered. For example, just a few years back who would have thought that you could check in for your flight autonomously, without a physical ticket, on a multi airline ATM style kiosk, let alone tag your own bag. Or imagine someone telling you that you could be processed at a similar self-serve kiosk that is capable of capturing your biometrics before safely and securely moving you across an International Border, or benefiting from "virtual baggage inspection", which is now common place at US Pre-clearance Federal Inspection Facilities.

Many of these initiatives were thanks to the forward thinking that was evident throughout this progressive industry body. In fact, the "key" to our success was having the regulators in the room, without these "wearing their respective hats", thus contributing to an environment of 'thinking outside the box'. I'm proud to have led many of those initiatives and believe strongly that the next generation of travel can be advanced using a similar model.

Therefore, my vision and desire for IBMATA is to resurrect this same approach. My personal style has always been to focus on the "art of what is possible" not getting caught up in the quandary of "this is the way we have always done things" and I know this approach is welcome at IBMATA. In the coming days, I am keen to facilitate knowledge transfer and to seize opportunities that will bring about change that will have a positive effect on the future of Aviation facilitation, whilst always maintaining if not enhancing safety and security.

The challenges of managing the Irish border after Brexit

By **DR KATY HAYWARD**

The United Kingdom's decision to leave the European Union centred on a campaign to 'take back control' of its borders. This objective was largely assumed to mean controls on the movement of people through British sea and airports. The movement of goods and services across the UK's 500km land border with the EU was given scant consideration. Two and a half years on, it has proven to be the most complicated challenge for the Brexit process – and one that creates an incredibly complex case for future border management.

The border that partitions Northern Ireland from the rest of the island of Ireland has been contested since it was drawn (as a 'temporary measure') almost a century ago. Whilst unionists have seen it as a vital means of preserving British culture and rule in Northern Ireland, Irish nationalists detest it as a lingering manifestation of British colonialism. Thus, although the UK-Irish Common Travel Area avoided the need for passport checks at the Irish border, customs posts and officials were targeted by terrorists from the early 1920s, as were British soldiers after they were sent to Northern Ireland at the start of the Troubles in 1969. The Irish border region suffered the some of the worst social and economic consequences of violent conflict. Alongside the harm caused to local businesses by terrorist activity, disinvestment, and 'back to back development' (as businesses avoided cross-border trade even with their close neighbours), the border itself became heavily securitized. Many of the 270+ border crossings were blocked by barricades, craters, and army checkpoints.

So it is remarkable that today, just 12 years after the last remnants of the military watchtowers were removed, the Irish border is one of the most open borders in the world. This is a result of two key processes that fundamentally changed the relationship between the UK and Ireland. First, the peace process built on the 1998 Good Friday (Belfast) Agreement and, secondly, their common membership of the EU. In fact, the benefits of free movement of goods and services through the UK and Ireland's common membership of the EU's customs union and single market really couldn't be properly felt in the Irish border region until the peace process bore fruit. The 1998 Agreement not only brought about the removal of the border security installations, it also created institutions and mechanisms for cross-border cooperation in a wide range of policy areas such as health, environment and transport. Such cross-border integration and cooperation has brought direct and tangible benefits to a region that has suffered from the multiple disadvantages of peripherality, rurality, low population, and poor infrastructure.

The border region today is a site of growing development and exciting plans for economic expansion such as the Belfast-Dublin 'border corridor' and north-west city region. Cross-border trade is disproportionately significant to the smaller economy in the north, with a third of all goods exported from Northern Ireland going across the border to the Republic of Ireland. The majority of cross-border transactions are made by micro and small businesses, although the value of such trade is concentrated in larger companies, especially in the agri-food sector. Much north-to-south trade is comprised of trade in "intermediate"

goods, and including market-ready agri-food products, two-thirds of north/south trade can be considered to be part of supply chain activity. This is further complicated by the fact that the movement of such products is frequently time sensitive, and many of the 177,000 trucks that cross the Irish border per month are carrying mixed loads for destination across the UK and wider EU.

It is in recognition of the unique complexity of movement across the Irish border that the UK and EU have promised to avoid a 'hard' border on the island of Ireland after Brexit. In particular, they have promised to avoid putting 'physical infrastructure' at the border itself because, as in the past, it could become a target for republican terrorist violence. However, neither do they want to turn a blind eye to the Irish border, knowing that a porous boundary could rapidly become gateway for illegal activity that may pose a risk to the integrity of their respective internal markets. Moreover, a clear tension lies in the fact that for the UK to pursue its main ambitions from Brexit (e.g. an independent commercial policy), it will seek to become increasingly distant from the EU, and thus more checks and controls will be needed at UK/EU borders.

Even if the negotiations on the future UK-EU relationship will be comparatively quick and straightforward, it will be a long time before we know the legal and policy framework that will be in operation at the UK/EU borders. Bearing this in mind – together with the fact that the UK insists on a short transition period – the Withdrawal Agreement includes a Protocol on Ireland/Northern Ireland that creates a safety net for the Irish border region. The so-called 'backstop' contains measures to try to keep the movement of goods across the Irish border as frictionless as possible. In a remarkable move from the EU, this includes allowing agri-food products from Northern Ireland

to effectively be included in the single market (avoiding the need for border inspection posts on the land border). It also means the UK being part of a single customs territory with the EU to avoid customs controls either between the UK and Ireland or Great Britain and Northern Ireland. None of these arrangements are comfortable for either the UK or the EU – they would entail compromise and they are thus envisaged as being temporary measures (an ironically-familiar concept when it comes to the Irish border).

As such both have agreed to use 'best endeavours' to find 'alternative arrangements' to avoiding a hard Irish border in the future, including through the use of technology. There have been a number of innovative proposals put forward in this regard. Although there is no substitution for the legal framework that avoids the need for border controls in the first place, there is certainly plenty of scope and interest in these ideas. They will no doubt include measures to improve the knowledge of what is crossing the border, to keep the need for physical checks to an absolute minimum, and to carry any such checks away from the boundary line itself. For any such measures to work, however, the unique circumstances in which the Irish border will be managed must be given due consideration.

First, this is a border whose existence is still contested, and whose openness is seen as a litmus test for the health of a peace process. There is incredible sensitivity to any change in the status of the border, both in symbolic and real terms. Paramilitary activity continues, fuelled by organised criminality (including through smuggling across the Irish border to avoid excise duties). And there are organised groups on both sides who see the 1998 Agreement as a sell-out and who would gladly exploit circumstances to justify a return to 'war'. For this reason, policing in the border region is still far from normal,

even pre-Brexit. It is quite usual, for example, for customs inspections on premises in the border region to require a highly securitised police operation. Furthermore, experience of military surveillance and paramilitary intimidation, plus suspicion of state activity (both British and Irish), means that there is great sensitivity among local communities in the region to any form of surveillance, tracking or monitoring.

Secondly, technological solutions rely on data, which in turn requires some concessions on privacy or divulgence of additional information from those affected. In most cases, we know that people tend to accept the intrusion caused by security technology (e.g. submitting fingerprints, GPS tracking) if the benefits are seen to outweigh the costs, i.e. if it reduces wait times or paperwork. In the case of the Irish border, the advantages or improvements brought be security technology will not be obvious to end-users because they will not be comparing it against the experience and inconvenience of customs controls, for example. In this case, technology will be seen as a step towards making an open border a 'harder' one.

Finding a solution to this knotty problem will require a lot more than technical capacity, financial resource or political goodwill. The integrated nature of the Irish border region – after such devastating conflict – is an economic and social achievement to be respected and protected. As such, no part of any solution to the post-Brexit Irish border can work without due consideration to the full implications of the unique circumstances of the Irish border. As well as advanced technology, cooperation and innovation, the challenges of managing the Irish border after Brexit will need patience, sensitivity, and trust to be built and earned.

The importance of Trusted Trader Programmes (AEO) for efficient border management in the future

By **LARS KARLLSON**, *Chairman of the IBMATA Advisory Board MD KGH Global Consulting KGH Customs Services*

Compliance Management is today together with risk management the overarching control methodology used by agencies involved in international cross border trade. An international supply chain can't be managed and monitored in a traditional way with repeated stand-alone checks at each national border. In fact, this is not how the international supply chain works even today.

The national border used to be our first frontier and our first defence line - but today it is our last. Where we used to produce a product in one place and sell it in another, we today see increasingly complex and complicated value chains, goods moves back and forward between countries and regions due to where it is best produced, manufactured, assembled and distributed to clients. When the world is getting more integrated, harmonization and international standards plays an increasingly important role.

The international standard for compliance management is the Authorized Economic Operator (AEO) concept regulated in the SAFE Framework of Standards from the World Customs Organization. The international standard also regulates how national AEO programmes can be inter linked for the supply chain through the Mutual Recognition Agreement (MRA) mechanism.

There are more than seventy countries in the world with operational AEO programmes and another thirty countries are in the process of develops such systems, making AEO one of the most important standards for international trade. In addition, the World Trade Organization has made AEO one of the key pillars of the Trade Facilitation Agreement. Many of the older AEO programmes are legacy systems that lack some key features necessary

today and we have the last five years seen a new AEO paradigm enter into force through broader, holistic and more dynamic Trusted Trader Programmes (TTP) that still are in line with the international standard. I have written about this trend in an academic article in the World Customs Journal.

This global trend is especially interesting from a border management perspective. The idea behind compliance management is that all stakeholders of the international supply chain should collectively cooperate to minimize risks of the global supply and value chain. This connects people with goods and border management in new ways than before. A number of countries have the last years designed, developed and implemented new modern Trusted Trader Programmes where this has become evident.

Another example is Brexit. When United Kingdom leaves the largest and most integrated Customs Union and Customs Territory (Single Market) the European Union, a customs border will emerge. This means that United Kingdom becomes a third country and that there will be Customs formalities on both sides of the border.

Since the volumes of goods shipped between EU and UK are extremely high, and since there are no border infrastructure between EU and UK today, the new border will have to be designed as a new generation border – a Smart Border 2.0, utilizing the

most modern customs techniques and technology available today, including AEO. However the AEO programme used in EU and thus in UK today is a legacy system implemented ten years ago and it is not up to date in comparison with the most modern AEO programs in the world. The AEO and Trusted Trader platform can become the enabler of a fast and secure border management model for goods with minimum infrastructure at the actual borders, creating a Trusted Trade Lane between UK and EU. In case of the land border on the island of Ireland there should be an application of the model with no new infrastructure at all, which is possible in line with the international standards and regulations while still fulfilling the necessary formalities of border processing if implemented in the right way. There should be a new technical Mutual recognition Agreement between UK and EU and this is possible do faster than a Free Trade Agreement, which is also necessary in a longer perspective.

There is no doubt that the Trusted Trader/AEO instrument is one of the key instruments to future trade efficiency. There is a new TTP/AEO paradigm coming and this is why all companies involved in international trade should apply for AEO status wherever you can - as fast as you can. This is the best guarantee for access to future trusted and secure trade lanes but also to all trade around the world.

A brief history of Borders – past, present and future

Normally when we start talking about the history of borders, we start with something like the Great Wall of China (and how it didn't actually work very well as an effective border due to corruption and lack of resources!) or the development of the passport – from a writ from the king to pass through a gate or porte – to their use to deter spies in World War I. However, I'm more interested in the history of data and its use at the border in the past, present and most importantly in the future.

Advanced Passenger Information (API) has been used since the 80's to try and detect known criminals and undesirables and typically engage with them when they arrive at a nations immigration primary line. Its use became mandatory after the events of 9/11 and it remains the passenger data most commonly and widely used. Currently some 60-70 countries have API collection requirements in place and airlines are, for the most part, used to providing it to authorities. Even passengers are now mostly accepting of the need to provide information from their passports or ID cards before travelling.

9/11 was also the catalyst to start using Passenger Name Record (PNR) data for security purposes. Previously this information had largely been used by airlines for commercial reasons and therefore contains a lot of very personal information which, while potentially incredibly useful for government authorities, has also raised concerns around individual privacy. It is largely for this reason that it took the EU 9 years to agree the PNR Directive in

2016. When fully implemented by the relevant member states, this will bring the total number of countries requiring PNR data to over 40.

The final data format required by border authorities is Interactive API (also known as iAPI, APP, AQQ or Authority to Carry). This is similar data to API, but instead of being a batch submission of the API data of all passengers on a flight (the manifest), it is a check of each individual passenger as they check in for a flight, with a real time decision by the government agency as to whether the passenger can board or not (or needs some secondary processing). This interactive process has some real benefits for carriers as well as government – particularly in avoiding transporting someone who will be denied entry to the destination country; the carrier in this case may be fined and have to repatriate the traveller at their own cost. In Australia, where SITA implemented the world's first iAPI system (APP) together with the world's first Electronic Travel Authorisation (ETA) system, fines and repatriation costs for carriers fell from $23m per year to just $3m – and of course preventing some 15 to 20 people per day from trying to get into the country. iAPI is currently in use by just under 20 nations, the most common format – in use by 16 nations – is SITA's APP format.

Now these data formats, API, PNR and iAPI generally apply to all air travellers coming to (and sometimes leaving) a nation and they provide a hugely valuable source of information for security services, customs and immigration. They are typically

available to these agencies anywhere from 2 or 3 days before travel to "push back", the time at which boarding is complete and the flight manifest is complete. For short haul flights, this can be a challenge for governments to receive, reformat and check for data quality issues and run against relevant watch lists and risk-based profiling and then prepare or even carry out interventions. And late interventions can cause huge operational problems and costs for airlines – particularly if someone of interest to an agency has to be offloaded from an aircraft and their checked luggage retrieved from the hold. You can practically guarantee that this will result in delays for the airline and passengers – perhaps even missed onward flights. Noting that it is estimated that each minute of delay costs an airline $100 you can appreciate why airlines want to cooperate with governments to get better and faster responses!

One way of starting to process passengers earlier in their travel plans is the use of visa and ETAs. In applicable countries this gives destination governments early insight of someone's intention to visit them. Additionally, most visa regimes now have a biometric component to them, further increasing the assurance of the identity of the traveller. This is a trend we are starting to see in ETAs as well – and even in some trials a biometric iAPI-type service. Of course, unlike visas, ETAs are self-administered by the traveller and as such prone to the same data quality issues as we see in self-entered passport / API data.

SITA has been working with

By **ANDY SMITH**

governments and carriers for 2 decades to try and help resolve these data issues – particularly in the new world of travel where self-service is on the rise and yet the airline is still held responsible for the accuracy of data entered by their passengers. Fines for Incorrectly Documented Arrivals (IDAs) or sending the wrong data about a passenger in real language, can amount to up to $10,000 per passenger! So the incentive to get it right is there. That said, regulators need to understand the real world of modern travel before leaving fines. For instance, it is quite legitimate for a passenger to have two passports. If for example someone leaves New York using their US Passport (as required to do) but on arriving in Italy, for example, they decide to avoid queues and use their EU Passport, in theory the airline could be fined by the Italian government for failing to send the correct information on the person who crossed their border. Clearly a disconnect between regulations and reality.

So what's going to change in the coming years to make things better for travellers, airlines and governments? Firstly, and I can guarantee this, there will be more data required by more governments, more often. The EU is launching the Entry-Exit System (EES) and European Travel Identification and Authorisation System (ETIAS) which will all require addition data flows about sets of travellers – and will also require some form of interactive component to the flow of passenger data. As described above, iAPI is a relatively new concept for most governments and there are

few experienced system providers to help with implementation, advice and guidance. This will certainly help strengthen the EU Schengen border, but at what inconvenience to airlines and travellers? That's unclear at this time, but we hope that through continued consultation with industry and learning from the experience of other implementations of ETAs and iAPI systems, this will be minimised or even removed.

Secondly, and this is pure speculation and longer term, but I see a more personal relationship between the traveller and governments. With the huge increase in the use of biometrics together with expansion of self-service and border automation, we are already moving towards this approach. National Registered Traveller Programmes (such as US Global Entry, Dutch Privium or the UK RTP) could be viewed as a direct relationship between this select group of travellers and the government. But why shouldn't this be extended to all travellers? Afterall, whilst it is convenient for an airline to gather a few hundred passenger details together and be responsible for submitting it to the government, is it really their job? Or should they focus on getting you from A to B safely, on time and in comfort? Wouldn't it make more sense for an individual to decide how much personal information to share with government in return for a differentiated experience either on departure or arrival? Some people would be willing to share full biometric and biographic information days in advance of travel in return for a walk-through experience on arrival. Others

would prefer more privacy in return are prepared to wait slightly longer at borders. It's all about personal choice.

In closing, passenger data has proven itself as an effective tool in securing a nation's borders and combating serious criminality and terrorism. More and more nations are requesting data, and this is putting an operational, technical and financial burden on carriers. To avoid delays, improve facilitation for travellers and increase security, the industry as a whole needs to come together to standardise on methods and data formats, learn from previous deployments and deployed systems, and of course utilise new technologies, such as blockchain, ID brokerage and biometrics.

SITA is the IT provider for the air transport industry. Today, SITA does business with nearly every airline and airport in the world. It also provides border management solutions to more than 40 governments. It is 100% owned by the industry and driven by its needs. Working with all the stakeholders, SITA drives collaborative development and innovation across the air transport community. It helps the industry achieve operational efficiencies and deliver a seamless passenger journey.

Brexit:
Taking back control of our borders

By **TONY SMITH CBE**
Chairman, International Border and Technologies Association.

One of the standard political catchphrases in the ongoing saga of the UK's exit from the European Union (BREXIT) is "Taking back control of our borders". Along with "taking back control" of a few other things, such as our money, laws, fishing and farming. So, what do we mean by border "control" – and how will this really change after Brexit (assuming Brexit ever happens, that is)?

In fact, the UK already has a pretty comprehensive border control in place. Every passenger arriving in the UK goes through passport control where identity is verified, and watch lists are checked. A great many of them are in fact checked before arrival, through the submission of Advanced Passenger Information (API) by the transportation company bringing them. Electronic exit checks are also in place. The only exception to this is at the UK / Irish border, where the Common Travel Area allows free movement of persons between the UK and Ireland. And the Channel Islands, for that matter.

Unlike most of the other EU Member States, neither the UK nor Ireland is part of the "Schengen Acquis" which allows the free movement of people within the Schengen zone. In fact, both the UK and Ireland have a specific "opt out" of Schengen – something no longer available to other EU Member States. This means that all EU and EEA passports holders will still go through passport control upon entry to the UK or Ireland; and may be refused entry in certain circumstances relating to public health, public security or public policy. Equally, "third country" nationals require a permission to enter the UK when arriving from another EU Member State; and this includes a visa if they are citizens of a country on the UK visa list.

So, what is the additional element of "control" that Brexit will bring to the UK Border? The CTA will be preserved, so (contrary to some opinion) there will be no need for passport controls between Northern Ireland and the Republic of Ireland (although Customs controls are more problematic). Everybody arriving from elsewhere will still go through passport control. What difference will Brexit make?

The key distinction will be the UK proposal to end "free movement" of people within the EU. This means in effect that EU and EEA (and Swiss) passport holders will in future need a "permission" to enter the UK. You might argue that they already need that now – and you might be right, to a point. But under current law there is an expectation that all EU / EEA / Swiss passport holders will be admitted at the UK Border, regardless of their purpose in coming to the UK or their proposed duration of stay. That is not the case for other "third country" nationals. They need "permission" (currently described in law as "leave") to enter the UK; and this may be refused if they do not meet the requirements of the immigration rules. So – at some point in the future – all EU / EEA / Swiss passport holders will require leave to enter the UK, in the same way that "third country" nationals require leave to enter now. And they will need permission to stay. Indeed the "EU registration scheme" is already underway, inviting those EU nationals wishing to stay in the UK post Brexit to register for a permission to so.

So, when we talk about "taking back control of our borders" what we really mean is "taking back control of EU migration". This is beyond doubt a response to rising immigration figures from the EU; and the consequential impact upon UK population growth and pressure upon social services, accommodation and infrastructure in the UK to cope with this.

Ironically, since the decision was taken by the British people to leave the EU in 2016 net migration from EU countries has dropped from a high of 180,00 in 2015 to 74,000 in 2018; suggesting that many EU citizens voted with their feet when they felt unwanted. Oddly, net migration from "third country" citizens rose to a record high of 248,000 in 2018; the highest figure since 2004. Yet this is an area over which the UK government already has control (or should have control)?

So, you might say that the government could "take back control" of its borders (and by that they really mean immigration, which doesn't have the same ring to it) without leaving the EU at all, but by issuing rather less visas and permits to stay than they do now. Something they vowed to do some years ago, with a policy intent to reduce overall net migration to less than 100,000 a year. Small wonder there has been a row in cabinet between the new Home Secretary (Sajid Javid) and the former Home Secretary and now Prime Minister (Theresa May) over this policy; and a change of tone to reduce immigration to "sustainable numbers" rather than a set figure.

In fact, many politicians argue (with some justification) that leaving the EU will compromise UK border control. That is because UK membership enables access to several EU systems such as Europol, Eurojust and the Schengen Information System (SIS2) for background checks.

But perhaps things are rather simple. People will always disagree on immigration and asylum policy, numbers and so on. But the majority still need to feel that they have "control"; and policy can be adjusted in tune with the elected government of the day. This becomes more difficult when the elected government of the day cedes power in contentious policy areas such as this to an unelected supra national authority such as the EU Commission. Which is itself wedded to fundamental freedoms of movement of goods, people, capital and services. And woe betide any Member State who dares to challenge that.

The UK Border Force is one of the best in the world, training border agencies across the globe on detection, intelligence, targeting and the like. To say that we don't have control of our borders undermines them and the great work that they do both overseas, at our ports of entry, and inland. But like anyone else they need to understand who is calling the shots on immigration and asylum policy in the UK; and what tools will be provided to them to enable them to deliver their mission.

There will never be complete agreement on Brexit. It is hard to imagine a topic that has created greater division in UK society than this. But endless squabbling in the UK parliament - and between the UK and the EU - is not helping, regardless of your position on leave or remain. The restoration of very clear powers to the UK parliament, coupled with consistent messaging and actions from our political leaders, is the most likely vehicle to satisfy people that the government is really in control of its borders – or anything else, for that matter.

YVR's Innovative Travel Solutions first to update border control solution to Canadian government biometric requirements

BORDERXPRESS kiosks expedite clearance process and improve passenger experience

Vancouver International Airport's (YVR) Innovative Travel Solutions (ITS) announced that its industry-leading self-service border control solution, BORDERXPRESS, is the first in Canada to be updated to meet the Government of Canada's expanded biometric screening requirements, coming into effect March 31, 2019. Under this expansion, all Primary Inspection Kiosks at major Canadian airports will require fingerprint verification for certain travellers. Primary Inspection Kiosks are biometric-enabled kiosks that automate the border clearance process.

"The Government of Canada has stated that the collection of biometrics is a critical aspect of their immigration program and one that allows for accuracy in establishing a traveller's identity," says Steve Hankinson, Vice President, Innovation and Planning, Vancouver Airport Authority. "Our BORDERXPRESS Primary Inspection

Kiosks are the first to be adapted to accommodate the needs of the Canadian government while also providing a border control solution that unites security, efficiency and innovation to transform the passenger experience, which is ultimately what drives our team forward."

Under the Government of Canada's biometric expansion, Primary Inspection Kiosks at major Canadian airports will now require fingerprint verification for all temporary resident visa, study and work permit applicants (excluding U.S. nationals), as well as all permanent residence applicants.

Biometrics, including fingerprints and photographs of the face, significantly increase the security of the border by collecting physical characteristics of an individual which when captured, can be used to verify the identity or check against other entities in the database. Biometrics also help airports by reducing passenger wait times, improving passenger flow

and operational efficiency. More than 70 countries around the world use the collection of biometrics as part of their immigration programs.

"As countries look for solutions to best handle passenger processing amidst increased traffic flow, they are placing increased importance on modernizing border management through biometrics," adds Hankinson, Vancouver Airport Authority. "Each country has its own immigration requirements and BORDERXPRESS can be configured to meet those specific needs – not only with respect to air travel, but also sea and rail travel, where border management is also critically important."

BORDERXPRESS kiosks use an efficient two-step process to expedite the border clearance process, reducing passenger wait times by more than 60 per cent. This results in cost and space savings and allows border officers to focus on maintaining the safety of the border. BORDERXPRESS provides

better exception handling, is fully accessible to persons with disabilities, and can be configured with up to 35 different languages. It can process any passenger, including families travelling as a group.

BORDERXPRESS technology was developed by ITS, an independent business unit within Vancouver International Airport (YVR), named Best Airport in North America for nine consecutive years. ITS specializes in delivering industry-leading travel technology to transform the traveller's experience. Since 2009, ITS has sold over 1,600 kiosks at 42 airport and seaport locations around the world, helping more than 250 million passengers clear the border safely and securely.

ABOUT VANCOUVER AIRPORT AUTHORITY

Vancouver Airport Authority is a community-based, not-for-profit organization that manages Vancouver International Airport (YVR). Canada's second busiest airport, YVR served 25.9 million passengers in 2018. Fifty-six airlines serve YVR, connecting people and businesses to more than 125 non-stop destinations worldwide. In 2018, YVR was voted Best Airport in North America for the ninth consecutive year in the Skytrax World Airport Awards. Vancouver Airport Authority is a dedicated community partner and in 2018 donated more than $1,000,000 to local organizations. We are committed to creating an airport that British Columbia can be proud of: a premier global gateway, local economic generator and community contributor.

ABOUT YVR INNOVATIVE TRAVEL SOLUTIONS

Innovative Travel Solutions (ITS) is the innovation team at Vancouver International Airport (YVR), voted North America's Best Airport for nine straight years by Skytrax World Airport Awards. In 2009, the innovation team implemented BORDERXPRESS at Vancouver International Airport and soon discovered that other airports and governments might also want the ability to reduce wait times and increase their international arrives traffic without having to add additional space or staffing resources. At the end of 2018, BORDERXPRESS had processed almost 250 million passengers at 42 airport and seaport locations around the world and had sold over 1,600 kiosks. In May 2018, the team at ITS set their sights on the next innovation in the evolution of the passenger experience with the launch of CHECKITXPRESS, the world's most accessible, efficient and intuitive self-service bag drop. CHECKITXPRESS improves ease of use for travellers regardless of age, digital fluency, language or mobility, and is the result of a collaboration between YVR and Glidepath, one of the world's leaders in airport baggage handling.

Innovative Travel Solutions
Visit: yvr.ca/its Email: inv@yvr.ca

Building a unique and global platform for better border security

2019 has already been an eventful year in the world of border security. Clarion calls of "build the wall", the longest US government shutdown in history and, in the UK and across Europe, the issue of the Irish border dominates public debate.

By **MATTHEW FINN**
Non-Executive Director, Strategy – IBMATA
Chief Executive Officer – AUGMENTIQ

Irrespective of politics behind the scenes – whether a nation aspires to be in or out of a regional bloc, or whether it believes building a wall is the best use of public money to prevent drug smuggling – the operational reality on the frontline has never been more challenging.

THE FIRST DUTY OF GOVERNMENT

The first duty of government is to protect and safeguard its citizens. And it is this duty that demands border officers rigorously conduct their controls and inspections, every hour of every day, in every port and airport, in every country around the world.

TERRORISM AT THE BORDER

Counter terrorism efforts – driven by sustained attacks on the global transport network – have had a significant impact on control procedures. Increasing demands on carriers and ports to provide high quality data on passengers and goods entering and exiting the country; the widespread deployment of biometric systems and processes; and a greater reliance on data analytics and predictive modelling to identify risks on a national scale – all aim to achieve a singular objective: secure the border by accurately identifying risk early.

FACILITATING LEGITIMATE TRAVEL AND TRADE

Against this backdrop, a number of high-profile travel facilitation initiatives have been launched. The International Air Transport Association (IATA) is leading the aviation industry's OneID and NEXTT initiatives. And to deliver the promise of "simplified journeys" across all modes of transport, the World Travel & Tourism Council (WTTC) has recently launched the Council's ambitious "Seamless Traveller Journey" initiative and IBMATA is pleased to join them on that journey.

THE PACE OF TECHNOLOGICAL EVOLUTION

As if all that wasn't enough, technology continues to evolve at a rapid pace. Many governments, in all regions of the world, struggle to keep up. As technology evolves, it has the potential to fundamentally transform ways of working – before, at and after the border. The power of data analytics and predictive modelling cannot be overstated. Every successful new-entrant business thriving today, made its name and its billions by exploiting data – and on a massive scale. The deployment of biometric systems, particularly e-gates, has fundamentally changed user behaviour. What was once hard to imagine a few years ago – the notion of 'self-service at the border' – is now commonplace. And there are more and greater opportunities to be derived from developing robust identity management systems that deliver better outcomes in terms of security, reduced cost and better experiences for passengers crossing borders.

NEW CAPABILITIES; INCREASED CAPACITY

New technology and new business processes not only create new capability; with the right approach, they also deliver increased capacity. What used to take days, can now be done in hours. And what used to take hours, can now be done in seconds. Increasing capacity on such a scale affords border agencies a clear path to managing future growth as traveller numbers continue to rise; and enables them to match resource to risk and deploy officers when and where they are needed most. Again, to use data analytics as the example: pulling together multiple data sets, structuring them, and performing an analysis to inform targeting operations at the border was previously a highly labour-intensive task and relied heavily on well-defined 'rules' to be coded into the system. Today, with powerful industrial 'intelligence hub' type solutions, vast and varied data sets can be ingested, analysed and modelled in a matter of seconds – and subsequently enriched through machine-learning.

A GLOBAL PLATFORM FOR BETTER BORDER SECURITY

Arguably, with this level and scale of complexity – and in a constantly evolving threat environment – keeping abreast of all of these challenges (and opportunities) constitutes a full-time job for a significant number of senior officers in a government border agency. This would represent a significant cost to an organization at a time when public spending is under inordinate pressure. Moreover, it would duplicate effort many times over with other governments' border agencies doing exactly the same; and it would do little to close gaps in information-sharing and the exchange of knowledge and ideas across a global industry.

Simply put, what's needed is a global platform for better border security. A place where like-minded people who care passionately about border security can come together to test and share ideas, exchange knowledge, and develop best practices to improve border security – not just nationally, but globally.

I strongly believe the International Border Management & Technologies Association (IBMATA) will become that global platform for better border security and create a truly unique environment in which border agencies, carriers, ports and technology companies can come together to discuss their challenges, develop and share ideas, and take us considerably closer to our goal: the safe and secure movement of people and goods across international borders – in all modes of transport.

To help IBMATA achieve that, I am honoured to join the Advisory Board and demonstrate my organization's commitment to supporting IBMATA bring their ideas and ambitions to life.

CALL TO ACTION

Associations like IBMATA succeed or fail based on the engagement and contribution of their Members. Indeed, without Members, there is no Association. I would urge anyone with an interest in border security to join IBMATA. The Association is very much in its early days of developing what will become – with your help – the de-facto leading authority on the safe and secure movement of people and goods across international borders. The Advisory Board, already in place, stands ready to support you. And there is a wealth of information and knowledge available to share with you. What is absolutely clear is that if we continue to work in our isolated corners of this sector, we will not be able to effect the type or scale of change required to deliver better border security. We need to understand the issues and constraints of our stakeholders. We need to have time and space to properly evaluate new technologies and new ways of working. And we need to have a global platform where we can work together globally to help governments implement their best vision of border security; and help industry design the best-available technology to deliver it.

I look forward to working with you and hope you will join us in taking up the challenge and working with IBMATA to make the world a better, safer place.

Rethinking the Indian Frontier

By **ROSHAN IYER**

Borders are places of economic and political opportunity for nations and states as well as for a host of other interest groups and agencies, legal and illegal

- Professor Liam O'Dowd, Centre for International Borders Research

The 'Neighbourhood First' policy and the 'Act East' policy are two key pillars of India's prevailing foreign policy initiatives. However these formidable policy objectives, to strengthen linkages with Southeast Asia are intrinsically hampered by India's border policies with Myanmar. The agenda continues to be dominated by security concerns which manifests in border governance that maintains buffer regions. However, with administrative reform as well as development of the Border Areas Development Programme (BADP) and Border Haats Initiative (BHI), an effective skeleton for an Indian frontier policy could be formed. This would achieve multiple national objectives of generating employment, providing poverty relief, bringing socioeconomic development and connecting India with the nations of Southeast Asia.

Sir Henry McMahon, a Foreign Secretary of the erstwhile British India and the negotiator of the namesake border between India and China defined border terminology as: "A frontier is a wide tract of border land which by virtue of its ruggedness or other difficulty, served as a buffer between two states. A boundary is a clearly defined line expressed either as verbal description, or as a series of physical marks on the ground." (Panag, 2017) While an undeveloped frontier region served colonial interests well, ensuring that Britain's jewel was safe from Russian influence in Central Asia to the West,

and French influence in Indo-China[1] , to the East, this 'cordon sanitaire' approach does not serve the interests of present day India's push to "Act East."

Nowhere is this more apparent than in the eight North-eastern states which ironically form the lynchpin of India's connectivity centric initiatives such as the Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC) and the Bangladesh, Bhutan, India, Nepal (BBIN) Initiative as part of the overall ''Act East'' Policy.

INDIAN BORDER SCENARIO

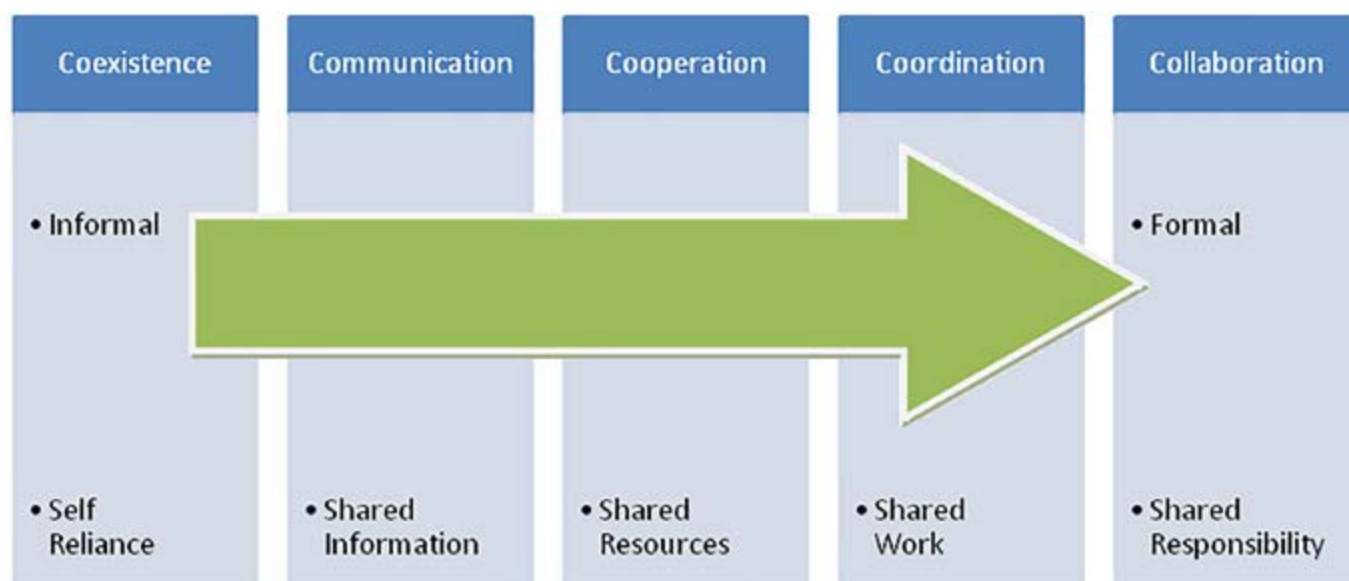**TAMU, SAGAING REGION, MYANMAR**

MOREH, MANIPUR, INDIA

Source: Photographed by the author during visit on 8 November 2017

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[1] Vietnam, Laos, and Cambodia

SUGGESTED REFORMS

Keeping in mind the intention to develop the frontier region as a connecting region centred on trade and People-To-People connections as per the Act East Policy. The main aim of the reforms proposed would be to build on current progress by the BHI and the BADP and to reform cross border inter-agency integration using principals of Coordinated Border Management (World Customs Organization, 2008).

Coexistence	Communication	Cooperation	Coordination	Collaboration
• Informal				• Formal
• Self Reliance	• Shared Information	• Shared Resources	• Shared Work	• Shared Responsibility

Source: *(Institute of Policy Studies, 2008) (As cited in Polner, 2011)*

In the short term, reforms should be carried out with the objective of shifting the paradigm of border governance from security to development. The appointment of a Cross-Border Joint Agency constituted of equal number of representatives from each border agency (security, customs, immigration etc.), as the lead agency, would be the first step in shifting the focus of frontier governance from security to development. An interesting case-study that could be looked into is how the Canadian Border Service Agency (CBSA) combined and consolidated customs, intelligence, interdiction, immigration and enforcement into one organisation (Aniszewski, 2009). Another would be how the CCPD[2] -Geneva integrated at the staff level as the agency includes both French and Swiss officers (Polner,

2011). This can begin with coordinating bank and customs work days and timings. In the future his can be expanded to allow for a single authority to undertake activities that are currently undertaken by authorities of both countries. This could be applicable with customs procedures where a single customs official undertakes both the import and export procedures, allowing for single window clearance of a consignment.

In the medium term, the focus should be on expanding the BADP and the BHI to prioritise on livelihood generation of frontier populations through cross-border trade. The BADP should prioritise livelihood generation rather than a blanket policy of regional development. While social infrastructure is indeed important, improving the livelihood options

of the border population should be the primary focus. The premise of "saturating the border regions outward with infrastructure" would also need to be abandoned; instead the aim should be identifying and supporting specific sectors. These sectors should be selected only after a state or area specific study has been undertaken on the specific nature and needs of the border economies. This author, during his field research, found that most frontier communities are agricultural economies supported heavily by cross-border trade. The Border Haats of the region suffer from a lack of necessities, from basics such as sanitation facilities to financial services such as ATMs and authorised currency exchanges. Despite these issues, the BHI has been a success and therefore should be expanded in all aspects such as the work times/days,

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[2] Centre de Coopération Policière et Douanière (Police and Customs Cooperation Centre)

authorised volumes of traded goods and the number of approved vendors.

In the long term, cross-border subregional governance of the frontier regions would allow for true integration between the countries allowing for India to Act East. A creation of a joint "growth zone" with the sole purpose of encouraging business - and supported by two or more governments where the focus would be on attracting local investment to a common region - could serve the economic needs of both countries while the investment could benefit from a set of mutually agreed regulations as well as gain access to both markets. Cross-border trade often takes place through illicit channels rather than formal ones. A deregulation of trade restrictions and providing training to traders on both sides of the border on appropriate customs procedures would help bring the livelihoods of many

frontier communities into the legal, formal fold. On a much longer scale, it makes administrative and economic sense to govern similar regions and peoples similarly. The stark difference on the two sides of many Indian borders can be evened out by allowing for the joint provision of some state services on both sides of the border. Medical facilities, emergency services and utility provisions can be a starting point which could be expanded to the realm of security.

The ultimate aim for such reform would be to capitalise on the linguistic, cultural and economic links that already exist at India's borders in order to bring economic prosperity through trade as to realise the national strategic objective of Acting East through trade and cultural (people-to-people) connections. However, policy making invariably involves taking measured risks in the face of uncertainty, for

one has neither a prior template nor the luxury of indecision[3] . There is no doubt that tradeoffs will be required between security and developmental objectives. However, India must define a clear frontier policy that transcends the backward security focus and redefines its frontier region actively engaging with its neighbours through its borders. This would accomplish multiple objectives such as providing a huge amount of poverty relief and employment to its border populations; strengthening transnational economic ties as cross border business flourishes; and bolsters integration with India's eastern neighbourhood. Harnessing cross-border and transnational ties that were severed during colonisation and mismanaged during decolonisation is the first step towards the larger goal of South Asian and pan Asian regional integration and economic cooperation.

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[3]   A quote from "I Do What I Do" by Raghuram Rajan, Former Governor of the Reserve Bank of India

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