
CRITICAL INFRASTRUCTURE PROTECTION IN CANADA: THE CASE OF MONTREAL INTERNATIONAL AIRPORT

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CRITICAL INFRASTRUCTURE PROTECTION

- About critical infrastructure in Canada
- Definition of protection
- Interdependencies and connectedness



WHY IS IT IMPORTANT ?

CRITICAL INFRASTRUCTURE PROTECTION

MAIN OBJECTIVE :

- Establishing Canada's critical infrastructure protection network

SECONDARY AIMS :

- Mapping security networks
- Identifying post 9/11 critical changes
- Assessing State's role and public/private boundaries
- Improving security at large

CRITICAL INFRASTRUCTURE PROTECTION

THEORETICAL FRAMEWORK :

- “Late modern” security governance

RELEVANT STUDIES :

- Police and private security relationship
- Critical infrastructure studies
- Research in the field of terrorism and counterterrorism

CASE STUDY: MONTREAL'S INTERNATIONAL AIRPORT

- ✓ 2nd largest airport in Canada (passengers and freight)
- ✓ 11.5 million passengers (2006)
- ✓ 275 000 tonnes of freight (2006)
- ✓ Surface: 1325 hectares
- ✓ Capacity: 72 planes max.
- ✓ 20 km from downtown



CASE STUDY: MONTREAL'S INTERNATIONAL AIRPORT

PHASE 1: ANALYSIS OF DOCUMENTS

- ☐ Acts and regulations
- ☐ Decrees
- ☐ Procedures and guidelines
- ☐ Budgets

PHASE 2: SEMI-STRUCTURED INTERVIEWS

- ☐ Governmental agencies
- ☐ Private companies
- ☐ Police officials





CASE STUDY: MONTREAL'S INTERNATIONAL AIRPORT

Key Actors (1)

ENTITY	TYPE	FUNCTIONS
	GOVERNMENTAL	Passenger and baggage screening Non passenger screening Identification card delivery
	PRIVATE	Airport administration Federal regulations compliance
	PRIVATE	Enforcing regulations Traffic control Surveillance
	GOVERNMENTAL	Customs and immigration Inspection of goods and passengers
	GOVERNMENTAL	Federal law enforcement Support of federal agencies Fight against organized crime In-flight security Investigations and Intelligence








CASE STUDY: MONTREAL'S INTERNATIONAL AIRPORT

Key Actors (2)

ENTITY	TYPE	FUNCTIONS
	GOVERNMENTAL	Regulation and control Background checks Tests and audits
	MUNICIPAL	Armed intervention Emergencies Crime control
	GOVERNMENTAL	Intelligence
	GOVERNMENTAL	US Customs and Border Protection
	PRIVATE	Passenger and baggage screening Aircraft security Background checks

CASE STUDY: MONTREAL'S INTERNATIONAL AIRPORT

Secondary Actors

ENTITY	TYPE	FUNCTIONS
 	GOVERNMENTAL	Security cooperation with ADM
	PRIVATE	Subcontracting for CATSA Armoured services (ATM)
	PRIVATE	Subcontracting for CATSA
	PRIVATE	Subcontracting for ADM (Airport Patrol)
	PRIVATE	Meal handling and deliveries
	PRIVATE	Baggage transportation
	PRIVATE	Parking administration Parking surveillance

CASE STUDY: MONTREAL'S INTERNATIONAL AIRPORT

Screening Procedures (Case 1)



CANADIAN SECURITY INTELLIGENCE SERVICE ↔ RCMP
ADM'S INVESTIGATION AND INTELLIGENCE ↔ SURETE DU QUEBEC
CATSA INTELLIGENCE UNIT
AIRLINE COMPANY SECURITY

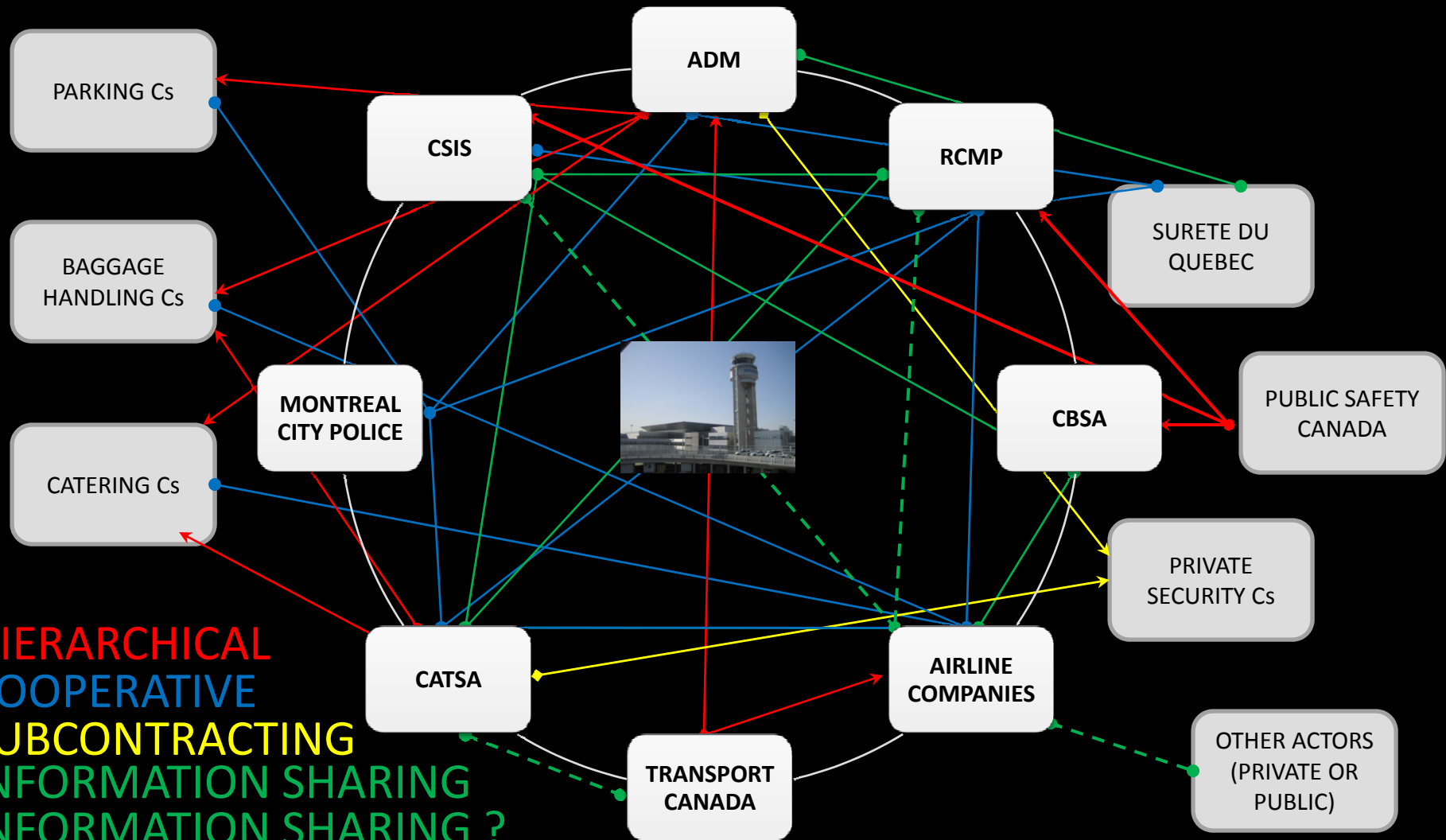
CASE STUDY: MONTREAL'S INTERNATIONAL AIRPORT

Screening Procedures (Case 2)



CANADIAN SECURITY INTELLIGENCE SERVICE ↔ RCMP
ADM'S INVESTIGATION AND INTELLIGENCE ↔ SURETE DU QUEBEC
CATSA INTELLIGENCE UNIT
CBSA ↔ RCMP ↔ OTHER FEDERAL AGENCIES

MONTREAL'S INTERNATIONAL AIRPORT: MAPPING SECURITY NETWORKS



MONTREAL'S INTERNATIONAL AIRPORT: POST 9/11 CHANGES

ONE MAJOR GOVERNMENTAL ENTITY:

- *PUBLIC SAFETY CANADA (2003)*

TWO MAJOR SECURITY ACTORS:

- *CANADIAN AIR TRANSPORT SECURITY AUTHORITY (2002)*
- *CANADA BORDER SERVICES AGENCY (2005)*

A SERIES OF NEW ACTS AND REGULATIONS:

- *IMMIGRATION AND REFUGEE PROTECTION ACT (2001)*
- *ANTITERRORISM ACT (2001)*
- *PUBLIC SAFETY ACT (2002)*
- *IDENTITY SCREENING REGULATION (2007)*