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Part II

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One of the most important security problems after 9/11 is aviation and airport security. Several governments took a series of important and strict security measures through which they tried to deter a new 9/11. This created the challenge of striking a balance between implementing security measures to deter terrorist attacks while at the same time limiting disruption to air commerce. Therefore, new techniques and methods were created in order to protect airports and aircraft from hijackings and bomb attempts and in parallel to create the least amount of disruption to the passengers.

The aforementioned situation created a new business opportunity and consequently a vast number of companies started to specialize in total solution packages for the airline industry. Throughout the world new companies created in order to advise airport authorities regarding security issues and furthermore to implement all the techniques used to protect airports and aircrafts from crime, such as personnel training, x-ray screening and passenger profiling. Furthermore the above mentioned companies offer training courses, usually based on hands-on experience and practice that help the employees of an airport to tackle with acts of crime.

One of the most traditional techniques that are used in order to prevent the creation of risky situation in airports and airplanes is the screening of passengers by a metal detector. Currently, more advanced explosive detection machines are being used in screening such as X-ray machines and Puffer Machines. A new technique to detect hidden weapons and explosives on passengers is the use of backscatter X-ray scanners. The aforementioned devices use Compton scattering



and require that the passenger stand close to a flat panel and produce a high resolution image. In 2008, a new technology released in Israel, a country which has meticulously developed advanced techniques even before 9/11. The reason is that air traffic to and from Israel has always been a natural target for terrorists and consequently the country's security experts have developed effective concepts. This new technique allows passengers to pass through metal detectors without removing their shoes, a process required as walk-through gate detectors are not reliable in detecting metal in shoes or on the lower body extremities. Alternately, the passengers step fully shoed onto a device which scans in under 1.2 seconds for objects as small as a razor blade.

The incident of the twin towers on 9/11 is probably the most well known but even before that airports and airline securities were at risk. One of the world's first terrorist attacks intending to indiscriminately kill civilians while in flight was Cubana Flight 455. It happened on October 6, 1976, when a Cubana flight from Barbados to Jamaica was brought down killing 73 people. In 1985, the single deadliest airline catastrophe resulting from the failure of airport security to detect an on board bomb occurred during the Air India Flight 182. The aforementioned attack killed 329 people.

Every day new technologies are trying to alleviate air travel dangers and an important amount of money is spend in order to materialize the aforementioned scope. Nevertheless, there is no question that it is “money well spend” as hundreds of lives have been saved and countless attacks deterred.

Kyriazis Vasileios,

Epicos Newsletter Head Editor



Level Five is an Israeli company specialized in providing solutions for access control and screening of people and baggage. Level Five was established in 2002 by veterans of the IAA (Israeli Airport Authority) Security division, and since then has been successfully operating in both the Israeli and international market. So far the company has

provided security concepts and training for airlines, airports, government installations, and the private sector.

The company's team is composed of veterans from various Homeland Security organisations and institutions, including the Israeli Airport Authority (IAA) and others. Therefore, they are very experienced in security management, project management, instruction and training, on the job training and performance control. Level Five staff is especially familiar with various technological detection systems and has vast knowledge in the processes of choosing, testing and embedding technological equipment with an emphasis on Man Machine Interface (MMI). The main reason behind this is that the Level Five team was the same people that helped the IAA (Israeli Airport Authority) to gradually incorporated innovative technological means of inspection into its existing security system. Level Fives founders were part of the teams that developed the concepts of utilizing CT EDS in baggage inspection, using diffraction X-ray equipment in the HBS process and introducing ETD into aviation security in Israel.



The company is activated in several sectors of security. Aviation security is one of them as the company has an extensive experience and holds the most updated knowledge in aviation security procedures. Additionally, it possess significant experience in designing HBS systems, establishing screening checkpoints and combining profiling security aspects with technological screening methods. Therefore the Level Five team can assist the authorities of an airport or airline to pick the most suitable screening technology.

Another sector of security in which Level Five is activated is mass transit. Currently, securing mass transit has become a major task in many countries. The need to prevent terrorism

Level five can assist you in the following issues:

- Purchasing the most suitable explosive and weapon detection systems.
- Writing a tender for security contractors.
- Defining and establishing security procedures and protocols.
- Establishing job definitions and recruitment standards for security personnel.
- Establishing a new security outfit.
- Defining the organizational structure of your security outfit

from paralyzing a metropolitan by attacking one of its most vibrant services is constantly challenged by the need to keep mass transit efficient and fast. Level Five has vast experience in mass transit security both in Israel and in the international arena. Securing correctional facilities have diachronically been a challenging task. Currently, the aforementioned task is challenged by an influx of weapons, drugs and illicit materials. The successful securing of correctional facilities entails clear cut security procedures, elaborate search methods and professional X-ray screeners. Level Five has successfully trained and supervised the performance of hundreds of prison guards for the Israeli Prison Authority and has greatly improved their ability to detect prohibited items in parcels, visitors baggage, and in the canteen supply chain.



Furthermore Level Five has an extend experience devising security programs for federal and public buildings in Israel and abroad. Level five's concept combines the necessity for stringent

security procedures with the need to allow citizens access to local and federal governing institutions. The team of the company's experts have already designed and formulated an X-ray screening solution for the Israeli Courts, it trained the X-ray operators of the Israeli Parliament, Ministry of Finance, Ministry of Defence, the Israeli Social Security and more.

Finally the company has experience in creating the proper security environment in public areas such as shopping malls and sort events. It has already trained supervisors and guards for a hotel chain in India, a media conglomerate in Germany and many more.

Level Five has a different approach for training. The company's team believes that security training courses should not be an off-the-shelf product. Although a general framework for each course already exists, the company's team modifies and adds substance to the courses and training sessions to fit each customer's security needs and operational requirements. Thus, Level Five acknowledges the uniqueness of each clients needs. Additionally, it vision treats security as a service that has to be fully integrated into an existing environment with minimal operational, organizational and economical implications. These two are the basic elements of the company's philosophy.



"Level Five is looking to expand into South-East Asia, South Africa and Eastern-Europe. These markets have heightened their security needs, for different reasons, and are facing challenges in terms of building up their homeland security programs. We are also looking to expand our activity in the European regulatory market", said Mr. Alon Wainer, Co-CEO of Level Five, HLS Consulting in an exclusive interview given to Epicos.

➤ Could you please describe the current place of Level Five in the national and international market?

Currently Level Five is leading the Israeli Market in the sphere of designing security checkpoints and training security screeners and X-ray operators. We have trained and qualified screeners from various security sectors: mass transportation security, military police and border guards, prison guards, screeners guarding government buildings and many more. Our experience, in terms of diversity, project magnitude and the volume of people we've trained, is unparalleled in Israel.

As for the international market, Level Five is the first choice for Israeli integrators who carry out projects abroad. We have participated in projects in the US, Central America, Eastern Europe and India.

➤ Could you please describe briefly the history of Level Five?

Level Five was founded in 2002 by veterans of the IAA (Israeli Airport Authority). Our first project was a security risk assessment we performed for a US airport as a sub-contractor for an Israeli integrator. Our first projects in Israel included establishing security screening outfits for the Israeli court guard and training security screeners for the Israeli railways.

➤ What are the main sections of security that Level Five is active in?

Level Five's main area of expertise is people and baggage screening. We specialize in:

- Designing checkpoint and screening procedures
- Consulting clients who which to purchase screening technologies.
- Training operators of various screening technologies (X-ray, CT, WMD, ETD)

Level Five is very active on the Israeli security training market. We have trained thousands of security guards, screeners and operators.

➤ Could you please describe us the Level Five team?



Level Five is managed by Alon Wainer and Yaniv Stern.

Mr. Wainer is a Co- CEO at Level Five HLS consulting. Mr. Wainer served For 9 years in various positions in the security division in Ben-Gurion airport in Israel, where for 4 years he was the manager of the security technology integration and training department. During his years in Ben-Gurion Mr. Wainer was in charge of integrating new screening technologies, training security personnel in all the aspects of people and baggage screening and operating weapon and IED detection technologies; he instructed planned and supervised checkpoint, X-ray, CT and EDS operators courses. Mr. Wainer was also in charge of training the explosive detection unit which specializes in IED detection in various items.

Alon Wainer was an integral part of the team that lead the IAA through the process of transforming its security array from a profiling based system to a technology based system. Mr. Wainer is an expert on screening technologies and has advised manufactures on MMI (man-machine interface) issues, operational testing and evaluation and marketing. Mr. Wainer is very experienced in security personnel training, designing security check-points, security procedures and protocols and content management for security training. Mr. Wainer holds an M.A degree in History from Tel-Aviv University and is currently a PhD student.



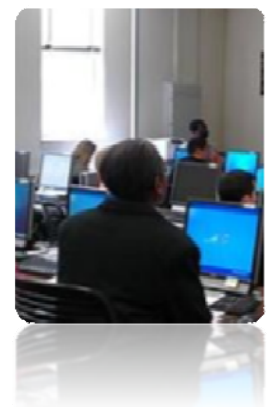
Yaniv Stern is currently Co-CEO at Level Five Security responsible for sales. Mr. Stern served for nine-years in the IAA. He filled various managerial and training roles in the Israeli international Ben-Gurion Airport and for the national airline El-Al.

Mr. Stern was in charge of training and qualifying security managers and was personally involved in the assessment and construction of procedures and protocols concerning profiling and security management methodologies. Working with the directing authority, the ISA, he was part of the team reforming the security supervisors to the technological challenges they faced moving from classical questioning regimes to the Hold-Baggage System (HBS) and the utilization of state-of-the-art foiling technologies.

Mr. Stern's main areas of expertise are establishment and maintenance of holistic security layouts, training and certifying security managers, training development including tailoring and conducting 'train-the-trainer' seminars as well as implementing monitoring regimes. Mr. Stern is a graduate of Bar-Ilan University and a postgraduate of Lincoln University. Our team of instructors and consultants has all served in the Israeli security arena, in various operational and technical positions in governmental institutions (ISA, MOD, IDF etc.).

Level Five offers:

- HLS trainers and coaches
- First-aid paramedics and first-responders instructors
- Security engineers and low-voltage systems experts
- Intelligence and counter- reconnaissance
- Armed-personnel trainers (firearms and hand-to-hand combat)



➤ What are the main projects that Level Five has implemented so far?

Level Five has implemented many interesting and challenging projects in Israel and abroad. Amongst the projects that were most challenging we can name the following:

- Establishing a Security checkpoint unit for the Israeli court guard
- Designing an automated parcel inspection system for the Israeli Customs
- Training Hundreds of screeners, Guards and x-ray operators a year for the Israeli Railways.
- Training cargo screeners for the Israeli customs.
- Training Security Managers for a hotel chain in India.

➤ What are the next steps and priorities of the company?

Level Five would like to expand its activity on the international market as a prime contractor or in an alliance with European or US integrators. We feel we have a lot to contribute to the international security market and that we haven't exploited our potential on international market yet.

Level Five has also expanding its offer to our clients by adding products to the services we already provide. Level Five is currently developing training aids such as simulant kits, instructional videos and content for computer based learning.

➤ Is there a specific country or region that Level Five would like to expand?



Level Five is looking to expand into South-East Asia, South Africa and Eastern-Europe. These markets have heightened their security needs, for different reasons, and are facing challenges in terms of building up their homeland security

programs. We are also looking to expand our activity in the European regulatory market. The EU is very proactive in sponsoring think tanks and research groups. We have participated in several research projects as sub-contractors. Now we are looking to come out from behind the scenes, perhaps by partnering with a European company.

➤ Could you please make a comment the new challenges that security faces in the international scene?

Although we are experts on screening technologies, in our opinion, the human factor a decisive factor when it comes to stopping terror attacks. It has been proven in recent terror attacks that technology, on its own, cannot provide the answer. Terrorists study technologies weak point and exploit them. Sometimes this is done, as in the case of the 'Christmas bomber', by reverting to almost primitive methods.

Therefore, the biggest challenge facing the HLS market, and more specifically, the people and baggage screening market, is creating a security system that integrates both human and

technological aspects. This can be done by performing changes on a regulatory level to provide the screeners with adequate tools to combat terrorism without infringing civil rights.



Epicos "Project Opportunities" provides a unique set of online tools enabling the structure, identification and implementation of comprehensive Offsets programs, through a searchable database. By introducing different offset projects and ideas proposed by local A&D industry it ensures the optimum cost for Prime Contractors and reassures that the priorities of local industry are fully met...

[For Further Information Press Here](#)

Truth verification and emotion identification software system for military and homeland security applications



A leading provider of voice analysis and emotion detection technologies, for defense and civilian markets, is proposing to partner with another company in a targeted country. The partnership can include the provision of an advanced software turnkey solution and a knowledge transfer of the company's truth verification and emotion identification software system. The proposed software platform is used across a multitude of areas of applications including governments and security organizations, law enforcement agencies and immigration authorities.

[For Further Information Contact our ICO Department](#)

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Development and installation of enhanced civil airport security system



A company specialized in the development of video analytics software and delivery of proven security surveillance systems for both public and private sectors, is proposing, in the frame of an offset program, the collaboration with airport management companies or governmental authorities for the development and installation of enhanced civil airport security system. The proposed system will be based on an existing and fielded product of the company for large-scale Video surveillance networks.

[For Further Information Contact our ICO Department](#)

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Aviation and Airport Security: Terrorism and Safety Concerns, Second Edition, Kathleen Sweet



One of the most important security problems after 9/11 is aviation and airport security. This book is trying to delineate this problem and focus on the safety concerns of modern airlines. In order to achieve it, the author USAF Lieutenant Colonel Kathleen discusses a broad range of aviation terrorist incidents, documents the history of aviation security and considers aviation cargo and passenger security in the present, geopolitical climate. In addition to cargo and passenger security, the text looks at airport and aviation business practices and how security considerations are factored into business processes. The first edition quickly became required reading for air service operators and airport management training programs. This edition is certain to follow suit.

Airport and Aviation Security: U.S. Policy and Strategy in the Age of Global Terrorism, by Bartholomew Elias



After the events of September 11, the U.S. federal government took a series of important and strict security measures. This created the challenge of striking a balance between implementing security measures to deter terrorist attacks while at the same time limiting disruption to air commerce. Airport and Aviation Security: U.S. Policy and Strategy in the Age of Global Terrorism is a comprehensive reference that examines the persistent threats to aviation security that led up to the terrorist attacks of September 11th, describes subsequent terror plots against aviation assets, and explores U.S. efforts to counter and mitigate these threats.

Greek offset policy, a new dimension

On Monday 21st of July the Hellenic ministry of Defence published a working paper regarding the implementation of reforms for the open offset programs and contracts. Currently, there are 32 active, non expired contracts whereas 85 more have already been expired. Most of the aforementioned contracts have not been implemented due to bureaucratic problems and lack of political will that certain Greek officials demonstrated throughout the years. Therefore, their implementation became an entrenched problem creating severe malfunctions to the Greek A&D market, as well as to the relationships of the Greek defense industries with their international counterparts.

Offset policy was introduced in Greece during the 80's with the purpose of becoming an important tool of the national economic policy. At this early stage offsets were direct agreement between foreign and Greek defence companies with the intention of creating a long-term industrial cooperation between them. In the 90's guidelines were introduced in a premature attempt to systemize offset obligations. Until then, a long way has been made, but still offsets remain a "hot potato" for Greek authorities. The main problem is that a concrete and stable national planning has not been implemented yet.

Today, 117 offset contracts are active or expired (32 active and 85 expired). In the two tables presented below you can have a synoptic review of them, as well as their total cost.

Number of active offset contracts	Total Credit Obligation (€)	Active Credit Obligation (€)	Approved Credit Obligation (€)
32	16.279.709.431	7.723.176.563	8.556.532.868

Number of active offset contracts	Total Credit Obligation (€)	Active Credit Obligation (€)	Approved Credit Obligation (€)
85	6.743.720.177	2.908.248.788	3.835.471.388

Needless to say that the situation described in the above tables is not acceptable and a new approach and strategy must be drawn by the Greek authorities. Within this framework, General Directorate of Defence Investments and Armaments is considering a new platform under which foreign companies that -according to Greek authorities- failed to fulfill their contractual obligations and therefore have to pay a penalty, can try to come to a compromise with the Greek State. These companies can start negotiating a new offset program that will replace the expired one and will equal their total backlog plus a 10% surcharge. The program should have as a purpose to help the local defence industry.

Currently Greece is facing a situation that can be fairly characterized as one of the most troubled socio-economic periods of its modern history. During this sharp period, the allocation of funds is essential and must be obtained from every possible source. In this sense, the reactivation of several accumulated open offset contracts by the Greek Ministry of National Defense could be fairly characterized as a positive measure. "Fresh" funds of hundreds of millions of Euros could enter the Greek market through the completion of contracts from domestic, public and private defense industries.

Source: Epicos

Gripen Czech Republic Offset Programme successfully completes second contractual milestone

Gripen International has announced successful fulfillment of the second contractual milestone of the Programme of Industrial Cooperation accompanying the lease of 14 Gripen fighters provided by the Swedish government. According to the Annual Report on Offset performance for the calendar year 2009, approved by the Czech Ministry of Defence, the Gripen offset programme has by the December 31st 2009 generated 19.92 billion CZK of cumulative offset value for the Czech Republic.

For the calendar year 2009 transactions value of 3,68 billion CZK have been approved. The cumulative value has now reached 19.92 billion CZK since the start of the programme on June 14th 2004. This represents 78% of the total commitment. As of 31st December 2009 46 offset transactions have been registered.

"We are very pleased the Gripen offset programme continues to benefit Czech industry even in these difficult economic times," said Bengt Littke, Gripen Programme Director – Czech Republic. "It is our ambition to bring a positive contribution to the Czech economy."

Background:

Gripen International is committed to generate Offset and Industrial Co-operation to the value of 130 % from the Gripen fighter lease contract value, which represents 25,5 billion CZK. The Offset agreement requires a minimum direct Offset equalling 20 % of the Offset agreement value.

The second milestone states that the achieved cumulative value of the Programme shall correspond to at least 48 % of the commitment and the achieved cumulative value of Direct Transactions shall correspond to at least 9.6 %.

Gripen is a new generation fighter aircraft which employs the latest technology and the latest weapons, which delivers the capability for an extensive variety of air-to-air and air-to-surface operational missions, including reconnaissance missions. Gripen is in service with the

Swedish, Czech, Hungarian, South African air force and in Thailand. The UK Test Pilots' School (ETPS) is operating Gripen as its advanced fast jet platform for test pilots worldwide. Gripen is fully NATO compatible and can be deployed globally. Gripen meets the highest demands of operational deployment.

Gripen International also has successful Offset Programmes (Industrial Co-operation) in Hungary and South Africa.

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Saab serves the global market with world-leading products, services and solutions ranging from military defence to civil security. Saab has operations and employees on all continents and constantly develops, adopts and improves new technology to meet customers' changing needs.

Source: Epicos, SAAB Gripen

EU to stay out of Russia-Belarus gas row

MOSCOW, June 22 (RIA Novosti) - The European Union will not intervene in the gas dispute between Russia and Belarus, the president of the European parliament said on Tuesday. "Similar crises have occurred with Ukraine and Belarus before. EU observers visited those countries and that was useful of course because they were able to assess the situation on the ground objectively," Jerzy Buzek said in an interview with RIA Novosti. "We do not interfere in relations between two countries - that is up to Russia and Belarus or Russia and Ukraine to deal with. The EU will not be directly involved in the resolution of this conflict." He also said he hoped the gas fracas between Moscow and Minsk would not affect fuel supplies to European countries. Russian state-controlled gas monopoly Gazprom said earlier on Tuesday it will completely meet EU gas demand despite Belarus's threat to block gas transit through its territory. A company spokesman said Gazprom would use gas from underground storage facilities and possibly spot markets to cover a possible shortage. Belarus refuses to pay the Russian gas price, set at \$169 per 1,000 cubic meters for the first quarter of the year and \$185 for the second quarter, and has been paying \$150 since January 1 instead. Gazprom decreased its gas supplies to Belarus by 15% on Monday over the \$200 million debt Minsk has accumulated since the start of the year. On Tuesday, supplies were cut further, by a total

of 30%. Belarus admitted the debt but said Gazprom owed it \$260 million in European transit fees. Gazprom admitted it had a debt but did not specify its amount, only saying Minsk refused to allow it to settle the debt. The two parties have failed to reach any mutual debt offset arrangement. Belarusian First Deputy Prime Minister Vladimir Semashko threatened to start siphoning off gas from Europe-bound supplies and then followed through on his threat. "We have issued orders to start removing gas [from EU-bound supplies] to maintain our gas transport system," he said. Just over 6% of the EU's total gas needs are met by shipments through Belarus. Meanwhile, a Ukrainian expert suggested Kiev could benefit from the gas war between Russia and Belarus. Razumkov Center Energy Programs Director Volodymyr Saprykin said the "gas war will affect all neighbors" but Ukraine "will get some advantages" due to an increase in the volumes of gas transit via its territory rather than through Belarus.

Source: RIA Novosti

Ukraine ready to increase Russian gas transit to Europe

KIEV, June 21 (RIA Novosti) - Ukrainian Naftogaz subsidiary Ukrtransgas said it is ready to increase Russian gas transit to Europe if the gas dispute between Russia and Belarus is not resolved, UNIAN Ukrainian information agency said. Belarus refuses to pay the Russian gas price, set at \$169 per 1,000 cubic meters for the first quarter of the year and \$185 for the second quarter, and has been paying \$150 since January 1 instead. Earlier on Monday Gazprom CEO Alexei Miller said Gazprom had started cutting gas supplies to Belarus over the debt. The restriction will gradually rise from 15 to 85 percent of daily supply. "The Ukrainian gas transportation system is ready to take additional volumes of Russian gas," the company's statement said. Ukrtransgas said it had already received a request from Gazprom Export to create alternative methods for gas transit. Belarus has now admitted its debts but negotiations are still underway concerning their repayment. Belarusian Energy Ministry spokeswoman Lyudmila Zenkovich said on Monday Belarus would continue to provide uninterrupted transit of Russian gas to Europe, despite the fact that it has begun receiving a 15% gas cut from Russia. Belarusian First Deputy Energy Minister Eduard Tovpinets on Friday evening announced that Gazprom owed some \$200 million to Belarus for gas transit fees to Europe, the same amount that Gazprom said Belarus owed for gas deliveries. Zenkovich said Belarus could top up the gas it receives with fuel oil if supplies are insufficient. A spokeswoman for the Lithuanian gas supplier Lietuvos dujos company said there has been no interruption in Russian gas supplies to Lithuania, which transit Belarus.

Source: RIA Novosti

Russia's first deputy defense minister discharged

MOSCOW, June 22 (RIA Novosti) - In a shakeup at the Russian Defense Ministry, Col. Gen. Alexander Kolmakov has been dismissed as first deputy defense minister, the Kremlin press

service said on Tuesday. He was replaced by former deputy minister Vladimir Popovkin in charge of arms procurement. Kolmakov, 55, could have served for another five years until reaching the mandatory retirement age of 60 but President Dmitry Medvedev refused to grant him an extension and discharged him from service. Addressing Popovkin, Medvedev, who is commander in chief of the Russian Armed Forces, said he was sure that Russia "will be able to carry out the state arms program that is currently being finalized." He said it was critical to modernize, upgrade and re-outfit the military "and lay the groundwork for the development of the Armed Forces through 2020 and even 2030." He said the new first deputy defense minister should pay special attention to suppliers "who sometimes make mischief," referring to overpricing their products. Medvedev said earlier on Tuesday he had appointed Lt. Gen. Sergei Karakayev as the new commander of the Strategic Missile Forces. Karakayev, former SMF chief of staff, replaces Col. Gen. Andrei Shvaichenko. Medvedev offered no reason for the dismissal of Shvaichenko, who had served in his position for less than a year (since August 2009), but said the SMF must at all times be "in full combat readiness and able to perform missions assigned to them."

Source: RIA Novosti