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Israeli ICTS Connection To Pollard & Schiphol Airport

By Wayne Madsen
1-2-10

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December 26-29, 2009 -- Who let security fail at Schiphol Airport and why?

Umar Farouk Abdul Mutallab, the University College London student from Nigeria accused of trying to detonate a mixed liquid-powder device on a Northwest Airlines/Delta Airbus 330, flight 253, as it approached Detroit from Amsterdam's Schiphol Airport on Christmas Day appears to have received some special treatment from security at the Amsterdam airport. The Mutallab case also resembles that of another attempted plane bombing, that of the hapless "shoe bomber" Richard Reid.

It has also been revealed that Mutallab is the son of Alhaji Umaru Mutallab, the former chairman of First Bank of Nigeria. According to This Day of Lagos, the elder Mutallab claims he reported the extremist views of his son to Nigerian security agencies, as well as to the U.S. embassy in Abuja, yet no attempt was made to prevent the radically-inclined Nigerian student to board the plane in Schiphol. The attempted plane bomber was schooled at the British International School in Lome, Togo and attended college in London and moved to Egypt and Dubai. The elder Mutallab is a frequent visitor to the United States and he is married to a Yemeni woman. ...

For a number of years, passengers at Schiphol flying to the United States have been subjected to intense grilling by security personnel linked to an

Israeli firm. In fact, these procedures were in effect even prior to the 9/11 attacks and many were put into place after the Pan Am 103 bombing in December 1998. U.S.-bound passengers at Schiphol are asked a number of personal questions, including where they have stayed either in the Netherlands or in their country of origin. Hotel receipts are routinely requested by security personnel and the addresses of private temporary residences are recorded. Mutallab boarded a KLM flight in Lagos for Schiphol where he transited for his onward flight to Detroit on Northwest/Delta.

Six months prior to Reid's near shoe bombing of American Airlines flight 63 from Paris to Miami in December 2001, while memories of 9/11 were still fresh in everyone's mind, Reid attempted to board an El Al flight from Schiphol to Tel Aviv. Reid was taken aside by El Al security and identified as a terrorist suspect. Reid paid for a one-way ticket with cash and would not reveal what he planned to do in Israel. However, rather than turning Reid into Dutch security for further action, he was allowed to board the El Al flight by Israel's Shin Bet security so his movements during his five days in Israel could be monitored. Six months later, Reid attempted to ignite his shoe on the flight from Paris to Miami. Israel had not informed British, American, or any other security agency of the concerns about Reid. Reid's aunt, Claudette Lewis who raised Reid in south London, was quoted as saying she believed her nephew had been "brainwashed."

Reid later said El Al failed to detect that he had explosives in his shoes on the flight to Tel Aviv, an amazing revelation considering the Israeli airline's tight security. .. The links between El Al security and Mossad are extremely close with abundant cross-pollination of senior personnel back and forth.

The security company that allowed Reid to board American Airlines 63 at Charles de Gaulle airport in Paris was ICTS (International Consultants on Targeted Security) International. ICTS's senior management are all ex-Israeli security officials, many of whom worked for El Al security.

In 2003, ICTS's chairman, Ezra Harel, and director Menachem Atzmon were detained and questioned by police in a criminal investigation of Harel's business dealings. Harel was accused of paying bribes to Israel Electric Corporation (IEC) director Dan Cohen, an Israeli attorney who subsequently fled to Peru, for a lucrative contract involving Harel's company Rogosin Industries and IEC. The illegal deals involved off-shore entities created by Cohen in the Channel Islands, Velsheda, CN, Cusley International Ltd. and APK Ltd. and Cobalt, an entity created by Harel to launder money through Bank Leumi in New York. Harel and Atzmon were also involved in a questionable deal in acquiring the port of Rostock, Germany through an entity called Kent Investment Holding Ltd. Atzmon operated through a number of entities, including Harmony Ventures, BV, Albermale Investment, Ltd., and Seehafen Rostock, the company that was managing the operations of the port of Rostock.

ICTS's president was Lior Zouker. Zouker stepped down in 2004. Harel, who started ICTS in 1982, retired in 2003 and was replaced by Elie Housman. Harel, a U.S.-Israeli dual citizen, died shortly after retiring. Harel for years had used Delawar-based corporations to conduct his worldwide business activities while his Israeli banking partner, Atzmon, was based in Zurich.

It was ICTS that largely developed the passenger "profiling" procedures used at Schiphol and other airports around the world through its subsidiary, ICTS Holland Products BV.

A significant shareholder in ICTS is an entity called "Everest Special Situations Fund LP" of Platinum House, 21 Ha'arba'a St.. Tel Aviv. According to Securities and Exchange Commission filings, the Everest entity is also financially linked to Metro One Telecommunications of Beaverton, Oregon; Simon Worldwide, an advertising firm in Los Angeles; Gyrodyne of New York City, a non-residential building operator; and Concord Camera Corporation, which, significantly, was headquartered at 4000 Hollywood Boulevard, Presidential Circle, 6th Floor, North Tower, Hollywood, Florida.

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ICTS International, headquartered in Amstelveen, Netherlands, is also involved in providing various security controls at Schiphol airport. ICTS has a major presence around the world in airport security with contracts at Hong Kong, Bangkok, Suva, Auckland, Singapore, Macau, Chicago O'Hare, London Gatwick, Newark, Los Angeles, and Belfast. In 1999, Detroit airport abruptly canceled its security contract with Argenbright Security Inc. and replaced it with Huntleigh of St. Louis. Huntleigh had recently been purchased by ICTS. In December 2001, Huntleigh/ICTS screeners at San Diego International Airport placed a dummy "test" grenade in the carry-on baggage of an unwitting Chicago-bound passenger. Huntleigh/ICTS also provided "security" at Boston's Logan Airport on September 11, 2001.

In June 2009, ICTS was reportedly teetering on the brink of bankruptcy and was attracting a number of potential buyers.

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