

**PRESENTATION AT THE ICAO REGIONAL FACILITATION (FAL)  
SEMINAR NAIROBI, KENYA, 18<sup>TH</sup> – 21<sup>ST</sup> FEBRUARY, 2014**

**INTRODUCTION**

Facilitation is the combination of services that are geared towards the smooth passage of air travelers, aircraft, crew, baggage/cargo and mail through the airport, and it adds enormous value to air travel.

2. In order to achieve efficient and seamless facilitation processes in the country, Nigeria has actually domesticated virtually all the items on the ICAO Facilitation programme, by entrenching same in the Air Transport Economic Regulations of the Nigeria Civil Aviation Regulations, 2012 (Vol. II). The Regulations undergo constant review to ensure that they meet the current International Standards and Recommended Practices (SARPS) as well as ensure that there is collaboration amongst government Agencies (Customs, Immigration, NDLEA, Port Health, SSS, Plant Quarantine, AVSEC, Police) at Nigerian international airports for an effective and efficient facilitation process.

3. In this regard, Nigeria established a Nigerian National Facilitation Programme (NNFP) to provide for and facilitate the border-crossing formalities that must be accomplished with respect to aircraft engaged in international operations and their passengers, crew and cargo. The implementation is carried out through the National Facilitation Committee (NFC) and Airport Facilitation Committee (AFC). The Facilitation Committee is made up of representatives of Nigerian Civil Aviation Authority (NCAA), Ministry of Aviation, Airport operators, Nigerian Custom Service, Nigerian Immigration Services, Nigerian police force, Foreign Affairs ministry, Nigeria Agricultural Quarantine Services (NAQS), State Security Services, Nigerian Drug Law Enforcement Agency, (NDLEA) Port health, Nigerian Airspace Management Agencies, Nigerian Tourism, Airline operators and National Aviation Security Committee.

**FACILITATION PROGRAMME (2014 – 2016) AND COMPLIANCE  
ISSUES IN NIGERIA**

4. The Nigerian National Facilitation Committee is responsible for the implementation of the Applicable Articles of the Chicago Convention as follows:

### ***Article 10 - Landing at Customs Airport***

Nigeria has developed procedures through which operators of non-scheduled services may request permission to land or depart from customs airports.

### ***Article 13 - Entry and Clearance Regulation:***

- Training of Border Security corps and capacity building to enhance security and facilitation.
- Nigeria has gone beyond Machine Readable Travel Document (MRTD) to **e-passport**.
- Nigeria has introduced the use of **Document Reader**
- Plans are ongoing to issue online visas, in compliance with the specifications contained in Part 2 of the ICAO's Doc 9303.

### ***Article 14 – Prevention of Spread of Communicable Disease:***

There are national policies regarding the prevention of the spread of communicable diseases by air (through aircraft disinfection, public health-related quarantine programmes).

### ***Article 22 – Facilitation of Formalities***

There are National regulations which implement the state custom immigration and quarantine laws pertaining to international movements by air.

### ***Article 23 – Customs and Immigration procedures:***

Nigeria has upgraded from ASYCUDA++ to Pre-arrival Assessment Report (PAAR) in tackling threats to security and prevention of identity theft.

### ***Article 37 – Adoption of International Standards and Procedures***

Nigeria has adopted the following strategies towards strengthening cooperation, collaboration and harmonization of standards and measures at national levels in security and facilitation at the international airports:

- a) Harmonization of security measures in order to avoid duplication of security controls. This requires that clear responsibilities for security controls including screening and supply chain, security status labelling and protection from unlawful interference through the supply chain should be assured.
- b) Development and implementation of national cargo security programme in order to guarantee unification of measures which could be easily monitored by the appropriate authority of the State.
- c) Utilization of the opportunities available through the national aviation security and facilitation committees to strengthen cooperation among the various agencies and also to address any overlapping of standards and measures that may inhibit swift cargo processing.
- d) Timely sharing of sensitive security information available to any of the agencies such as the Postal Services, the Customs, the intelligent community, the regulated agent, aircraft operator, and the likes.
- e) Training of all law enforcement officers at the airports on national documents, that is National Civil Aviation Security Programme (NCASP), National Cargo Security Programme, and National Facilitation Programme; this will enhance inter agency cooperation and harmonization.

***Article 38 – Departures from International Standards and Procedures:***

Nigeria reviews conformity by all relevant agencies with the provisions of Annex 9 and notifies ICAO of differences between national practices and relevant standards.

**CONCLUSION**

In conclusion, it is pertinent to say that because both the introduction and the reviews of the Regulations are usually done in full consultation with all stakeholders, the level of compliance is very impressive, while the few cases of non-conformity are appropriately addressed.