



MINISTERIAL CONFERENCE ON AVIATION SECURITY AND FACILITATION IN AFRICA

WINDHOEK, NAMIBIA, 4-8 April 2016

Agenda Item 1.2: African Civil Aviation Commission activities in Aviation Security and Facilitation in Africa

OVERVIEW OF AVIATION SECURITY AND FACILITATION IN AFRICA

(Presented by AFCAC)

SUMMARY
This Paper presents the status of Aviation Security and Facilitation in Africa and highlights the major challenges.
ACTION REQUIRED: Action by the meeting is in paragraph 3.1
REFERENCE(S): <ul style="list-style-type: none">i. Declaration on the development of an African Aviation Security Roadmap, Addis Ababa, 2007ii. Abuja Declaration, Abuja, April 2010iii. African Roadmap on Aviation Securityiv. 3rd Meeting of the AFCAC Aviation Security Working Group

1. INTRODUCTION

1.1 Various initiatives have been taken and declarations made in an effort to enhance aviation security in Africa. These include the 2007 Addis Ababa Declaration on the development of an African Aviation Security Roadmap followed by the 13th April 2010 Abuja Declaration by the Ministers in charge of Aviation Security in Africa. The October, 2011 Dakar Regional Conference on Aviation Security affirmed ICAO's leadership role in aviation security and emphasized the need to intensify cooperation to enhance aviation security in Africa.

1.2 It is worthy of note that despite tremendous progress made in addressing the aviation security gaps enumerated in the above mentioned Roadmap, there are still significant areas that need to be addressed.

1.3 AFCAC convened an Aviation Security Working Group meeting from 10 to 12 February 2016 preparatory to the 27th ICAO AVSEC Panel Meeting which was held at the Headquarters of the African Civil Aviation Commission in Dakar, Senegal in order to review the AVSEC Working Papers developed by the AFCAC Secretariat on behalf of African States. During the meeting, the Working Group as the think-tank of AFCAC made some contributions for the consideration of Ministers at this High Level Ministerial Meeting.

2. DISCUSSION

The AVSEC Working Group discussed the status of Aviation Security and Facilitation in Africa, and thereafter, highlighted the challenges below as some of the issues that should be discussed during the High Level Meeting so that the support of the Ministers could be sought in addressing these challenges:

2.1. Mitigating new and emerging threats including insider threat in the aviation industry:

Though background checks are mandatory, it is noted that recent acts of sabotage against aircraft appear to have been linked to insider threats which could be as a result of poor or lack of continuous vetting. Insider threat is a risk posed by a security screener, employee, vendor, or contractor, crew, government agency employee or law enforcement personnel at an airport who uses his/her trusted position, knowledge and access to commit a malicious, complacent or ignorant act or offence against civil aviation. One of the ways of addressing this insider threat or menace as guided by ICAO is background checks on aviation personnel at the airport which must be reviewed by each Member State to cover continuous vetting. Thus, issues on new and emerging threats would require capacity building and enhancement of background checks and continuous follow up to proactively mitigate insider threats.

2.2. Capacity Building of AVSEC Personnel and Retention:

Investment in capacity building in aviation security should be taken as a priority. There is no doubt that Africa is currently blessed with many Experts in aviation security that should be retained and required to form a pool that can be utilized to train aviation security personnel within the AFI Region for more efficiency. Therefore, capacity building of aviation security personnel and the mechanisms for retention of such personnel require the support of States.

2.3. Implementation of the Security aspects of Annex 9:

It is important for States to address the requirements of ICAO on the need for the issuance of Machine Readable Travel Documents (MRTD) which include Machine Readable Travel visas, Passports, etc. At present, there are African States which were not able meet the revised due date for the issuance of MRTD. The citizens of these States would necessarily face challenges in international travels and the benefits arising from MRTD on border control would thus be limited.

2.4. Cargo Security:

The current global threat to Civil Aviation necessitates the strengthening of cargo regimes as various requirements are being demanded by States or group of States such as the ACC3 introduced by the EU, the TSA of America's requirements etc. Therefore, States need to pay attention to air cargo security through investment in cargo screening equipment and necessary compliance with ICAO cargo security requirements in order to safeguard the export of African products.

2.5. One-Stop Security Concept:

Multiple screening of passengers and carry-on items on flights operating within the Region can be reduced if States sign multilateral agreements on screening procedures. This will ease the work load and efficiency of the Regional Aviation Security and Facilitation Group (RASFG-AFI) when conducting AFCAC's Missions, thereby ensuring the effectiveness of the Group. It will also assist in avoiding unnecessary duplication of security controls and promoting quick facilitation of passengers.

2.6. Modernization of Security Equipment:

The types of equipment procured by member States should be commensurate with the threats prevailing within States as there is need to procure screening machines that can detect explosives (liquid, powdered, conventional and other improvised explosive devices).

2.7. Risk Management and Information Sharing:

Threat vulnerability and threat assessments should be carried out for Airports from time to time and the results should be shared among member States on a bilateral basis in order to mitigate any identified threat that may affect the other. However, it appears that there is capacity as well as capability constraints in assessing risks and threats. Therefore, ICAO and AFI Partners are requested to offer technical assistance on the above subject.

2.8. Coordination and Usage of AVSEC Pool of Experts within Africa:

AFCAC and the ICAO Regional offices within Africa have a database of Aviation Security Experts in the Region who can be used for AFCAC Missions and Training in order to assist States in pre-Audits, preparation of action plans or to address any shortfall of compliance with the ICAO Annex 17, SARPs and the security provisions of Annex 9.

2.9. Secondment of Experts to strengthen AFCAC:

AFCAC is in dire need of secondment of Aviation Security and Facilitation Experts by States to effectively coordinate the various needs of the 54 member States as there is currently only one Expert within the organization seconded by South Africa, yet the responsibilities are huge. Therefore, secondment and temporary release of Experts are solicited from African States to assist AFCAC.

2.10. Non-Attendance of AVSEC Meetings:

Aviation Security Experts from most States are often absent at International and Regional meetings on aviation security and facilitation, even more disappointingly at ICAO AVSEC Panel and ICAO AVSEC Working Group sessions. This poor and non-participation often brings about challenges in promoting Africa's common positions at such forums, leading to poor implementation of measures agreed upon during those forums causing weaknesses in aviation security and facilitation in our Region.

2.11. Aviation Security Point of Contact Network (PoC):

The ICAO AVSEC Point of Contact Network Programme has various benefits which include real time threat information sharing in order to mitigate such threats among the ICAO member States. Therefore, States are encouraged to join this Network and benefit therefrom.

2.12. Timely approval of Regulations:

For AU Resolutions to be effective, their timely approval and domestication are necessary among other things for Security and Facilitation policies and strategies to be of benefit to States and to enable them comply with ICAO SARPs.

3. ACTION REQUIRED BY THE MEETING

3.1. The meeting is invited to:

- a) Take note of this Working Paper; and
- b) Give directives to resolve the challenges enumerated above as recommended by the AFCAC Aviation Security Working Group.