INTERNATIONAL CIVIL AVIATION ORGANIZATION

AFI COMPREHENSIVE REGIONAL IMPLEMENTATION PLAN FOR AVIATION SECURITY AND FACILITATION IN AFRICA (AFI SECFAL PLAN)

FIFTH AFI SECFAL PLAN STEERING COMMITTEE MEETING

(Thursday, 25 May 2017, Gaborone, Botswana)

Agenda Item 3: Status of Implementation of Aviation Security Projects in Africa

(Presented by AFI SECFAL Plan Secretariat)

EXECUTIVE SUMMARY

This paper presents information to the Steering Committee on the status of the implementation of Aviation Security projects in Africa. It should however be noted that the projects are not exhaustive and efforts are continuing with the support of partners to map out all projects being implemented in AFI Region.

1. INTRODUCTION

1.1. The Fourth meeting of the Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan) Steering Committee (SC) held on 1 December 2016 in Montreal, Canada, instructed the AFI SECFAL Secretariat to provide information to the Steering Committee on the status of the implementation of Aviation Security projects in Africa.

2. DISCUSSION

2.1 The AFI SECFAL Plan secretariat conducted an internal survey to review and verify the current projects being implemented by partners and ICAO in Africa. Available information is largely based on data provided by the stakeholders and covers projects targeted to groups of States. It's likely that projects under bilateral arrangements are ongoing though details are yet to be obtained to the secretariat.

2.2 Currently, there is no mechanism to coordinate and monitor implementation of the various projects making it difficult to prevent duplication of resources. Lack of coordination also hampers consolidation of harnessing of synergies that can lead to wastage of scarce resources.

2.3 ICAO continues to implement Aviation Security Improvement Plans (ASIPs) projects aimed at:

- Providing a multi-phase assistance framework tailored to a State's specific needs
- Assistance to State to address deficiencies
- Collaboratively supporting appropriate State authorities responsible for aviation security,
- Clarifying roles, commitments, deliverables and funding for each assistance activity
- Facilitating the monitoring of assistance activities so that adjustments can be made, if necessary, and enables ICAO and the State single, structured point of reference.
- Establishing a phased approach to assistance activities and results

2.4 ASIPs provide indications of progress in the State's ability to meet its aviation security (AVSEC) obligations. Status of ASIPs implementation of Aviation security projects in the AFI Region is included in attached matrix.

3. REQUIRED ACTION STEERING COMMITTEE.

The Steering committee is invited to:

a) Note information on the Status of implementation of aviation security and facilitation projects in AFI region as contained in the paper;
b) Direct the AFI SECFAL Plan secretariat to establish a coordination and monitoring mechanism for approval by the next Steering committee.
c) Encourage member States and Partners to share resources to support the implementation of aviation security and facilitation projects in AFI region
d) Encourage States encountering difficulties in the implementation of the SARPs of Annex 17 - Security and the security-related provisions of Annex 9- Facilitation consider seeking assistance from AFI SECFAL Plan or other Partners.
e) Commend the development partners and States providing support and implementing projects to enhance security and facilitation in Africa.

MATRIX OF SECURITY AND FACILITATION PROJECTS IN AFRICA (2016-2019)							
No.	**Title of project**	**Donor State / Organization**	**Beneficially States**	**Project Objective**	**Duration**	**Expected outcome/ Impact**	**Comment**
1.	***Integrated Assistance for Countering Terrorism initiative (I-ACT) for the G5 Sahel.***	TBD	Burkina Faso; Chad; Mali; Mauritania; Niger	Strengthening Border Management Capacity Building through Training on: 1. Travel Document Examination; and 2. Risk Management	**Budget: 1,860,000 (620,000 per year)** **3 years (Starting when funding is available)**	• 60 current or future border control officials per Member State receive training on travel document examination; • Uniform procedures are applied and vocabulary is used in the sub-region; • Enhance regional capacity to control the passengers crossing borders; • Two experts per Member States are qualified to deliver the training course for a total of 10 regional instructors at the end of the project. • Uniform understanding of Risk Management concepts in the African continent; • Enhanced capacity to implement risk management principles in the continent; • National risk management procedures are developed.	In the context of its continuous engagement in support of the Sahel region, notably through the UN Integrated Strategy for the Sahel (UNISS), the United Nations Security Council mandated the Counter-Terrorism Implementation Task Force (CTITF) to extend its Integrated Assistance for Countering Terrorism (I-ACT) initiative to the G5 Sahel region in its Resolution 2195 (2014) on Threats to International Peace and PRST 2015/24 (2015) on Peace and Security in Africa. It also requested CTITF and its member entities, including ICAO and the Counter Terrorism Committee Executive Directorate (CTED) as well as the United Nations Counter-Terrorism Centre (UNCCT), to support the countries of the Sahel with their efforts to counter terrorism and to address conditions conducive to the spread

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							of violent extremism which can be conducive to terrorism. The Security Council called upon Member States of the Sahel region, with the support of the international community, to initiate programmes aimed at creating opportunities to engage youth and women in productive activities to reverse the tide of radicalization and recruitment into terrorist groups. The Council also took note of the adoption of the Declaration of the G5 Sahel countries on the Fight against Radicalization and Violent Extremism in the Sahel.
2.	***ALCAO Security***	France	GABON 2015 CONGO 2015-2018	Training	2 years	Certification	Just Phase 1 for Gabon. Phase 1 and 2 for Congo
3.	***P3S SECURITY***	France	Senegal Other Countries to be determined in 2017 and 2018	Training	2 Years	Certification	No comment

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4.	***Aviation Security Improvement Plans(ASIPs)***	ICAO	Benin; Burkina Faso; Burundi; Cameroon; Central African Republic; Chad; Comoros; Congo; Democratic Republic of the Congo; Djibouti; Gabon; Guinea; Guinea-Bissau; Liberia; Madagascar; Malawi; Mauritania; Niger; Sao Tome and Principe; Sierra Leone; Swaziland and South Sudan	The ICAO Assistance and Capacity Building Strategy for Aviation Security, approved by the Secretary General in May 2011, sets out the Secretariat's strategy for the renewal and redirection of ICAO assistance and capacity- building to support aviation security enhancement. **ASIP Purpose** • Provides a multi-phase assistance framework tailored to a State's specific needs • Outlines the scope of assistance to be provided to a State to address deficiencies	Specific to individual State, but normally range between 6 Months to 3 years on average.	• Establishes a collaborative relationship with the State • Incentivizes the fulfilling of commitments • Fosters will at the State level to strengthen national AVSEC system • Provides structure and alignment to new and existing assistance activities • Developed, implemented and managed collectively • Success belongs to the State • Help beneficiary States to improve on USAP/USAP-CMA CAPs • Improved Effective Implementation (EI) of Critical Elements (CEs) of State Oversight System.	• States supported under the ASIPs have shown improved performance during USAP-CMA audits

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				• Developed collaboratively with the appropriate State authority responsible for aviation security, and with stakeholders • Clarifies roles, commitments, deliverables and funding for each assistance activity • Facilitates the monitoring of assistance activities so that adjustments can be made, if necessary, and enables ICAO and the State to have a single, structured point of reference for coordinated action • Establishes a phased approach to assistance			

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				activities and results • Fulfilment of milestones is an indicator of progress in the State's ability to meet its aviation security (AVSEC) obligations			
5.	***Civil Aviation Security in Africa and the Arabian Peninsula (CASE Project)***	European Union (funder) European Civil Aviation Conference (implementer)	In Africa: all Member States of the African Union with undisputed international recognition In the Arabian Peninsula: Bahrain, Kuwait, Oman, Qatar, Saudi Arabia, United Arab Emirates, Yemen, Jordan and Lebanon	Overall objective: to counter the threat of terrorism against civil aviation by improving the level of aviation security in Partner States through capacity-building activities. Specific objectives: ▪ to improve quality control applied to aviation-security in Partner States; ▪ to enhance Partner States' capacity to actually meet the Standards and Recommended	4 years (November 2015-October 2019)	1. The objectives and progress results of the Project are disseminated in different international fora. 2. A viable and self-sustaining security culture is created within the beneficiary States, allowing an efficient operation of the Aviation Security systems, and readily adaptable to emerging threats. 3. A review and adjustment of aviation security legislation and regulations at national level within the beneficiary States (cargo security) is performed.	•

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				Practices of ICAO Annex 17; ▪ to foster a security culture in those States; and ▪ to review and adjust their national aviation security regulations and procedures.		4. Viable and self-sustaining Aviation Security Quality Assurance systems are developed, implemented, and their maintenance ensured. 5. Compliance with international baseline Aviation Security standards is achieved, and certain standards exceeding the baseline are implemented based on the assessment of the security threats in each beneficiary State.	
6.	**Identification-formulation study for a project on civil aviation security**	European Union (funder) Civipol Conseil (implementer)	N/A	<u>Overall objective:</u> This assignment will provide decision makers in the EU with input for a coherent proposal to support a trans-regional project related to Civil Aviation Security. It will give	18 months (July 2013-December 2014)	1. Identify and design a project concept which is in line with priorities under the Instrument contributing to Stability and relevant to local needs in the selected countries/regions. The conclusions of the following analysis are to be integrated into the project design: • Assessment of policy and programming	The study formed the preparatory phase of what eventually became the CASE project.

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				sufficient background information and justifications to enable the European Commission to make an informed decision on specific objectives and implementation of the project. <u>Specific objectives:</u> The specific objective of this assignment is to prepare all the necessary elements of an Action Fiche to implement a potential future 10.0 Mio € project developed on the basis of this assignment as well as all the necessary		framework; • Stakeholder analysis which involves the identification and analysis of interests, problems, potentials, implementation modalities etc.; • Institutional capacity assessment; • Problem analysis; • Assessment of other on-going and planned initiatives with particular emphasis on on-going cooperation activities; • Assessment of lessons learned; • Identify possible ground for further cooperation between countries ideally based on existing agreements. 2. On the basis of a detailed needs assessment, provide technical elements of the Action Fiche for the future action (Who will do what, when, how and why, what	

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				elements of a contract to implement the project. The precise scope will be defined during this assignment and will take into consideration on-going actions as well as the ways and means for reaching the highest efficiency and effectiveness within the available budget.		will be the result?). This will be best obtained by developing a coherent and detailed concept for the future project including: • Clear description of the rationale for undertaking the future action; • Lessons learned; • Geographical scope; • Possible partners; • Description of the action including objectives, expected results and main activities; • Risks and assumptions; • Method of implementation. 3. On the basis of the agreed Action Fiche, provide the ToR/Description for contracting purposes. On the basis of a detailed needs assessment, the experts shall provide the technical elements of the Terms of Reference/Description for the future action (Who will	

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						do what, when, how and why?). This will be best obtained by developing a coherent and detailed concept for the future project.	
7.	**Support to the Air Transport Sector and Satellite Service Applications, Improvement of Aviation Security in Africa**	European Union (funder) The Secretariat of the African, Caribbean and Pacific Group of Sates (contracting authority)	The beneficiary region is ACP, sub-Saharan Africa	Overall objectives: 1. Implementation of international aviation security regulations at the regional and national level; 2. Improvement of aviation security through technical assistance and training provided at regional and national level. <u>Specific objectives:</u> To provide technical assistance and training in aviation security focused in those countries/airports which require	48 months from the commencement date (15/01/2013)	1. Establishment of a suitable legislation and operational framework for aviation security at the regional and, where appropriate, the national level; • Reduction in the number of ACP states failing to meet ICAO standards and in the number • of corrective actions required; • Development of appropriately trained aviation security inspectors and security personnel; • Provision of specialist equipment for suitable aviation training schools in the sub-Saharan • African region.	

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				corrective action(s) following ICAO USAP audits, present a higher than average security risk, have direct air traffic to Europe and have shown genuine interest in improving aviation security.			