



WORKING PAPER

ASSEMBLY — 41ST SESSION

EXECUTIVE COMMITTEE

Agenda Item 14: Aviation Security — Policy

RECOGNITION OF EQUIVALENCE OF SECURITY MEASURES — ONE-STOP SECURITY

(Presented by Colombia, Peru and Chile, and
supported by Bolivia, Brazil, Ecuador, Panama and Uruguay)

EXECUTIVE SUMMARY

Since 1995, the International Civil Aviation Organization (ICAO) has constantly urged States to draft and sign international mutual collaboration instruments to permit cooperation among States in a specific and enduring commitment to technical exchange and recognition of equivalence of civil aviation security measures, leading to better resource allocation, facilitation in civil aviation security service delivery and air operations, and greater user satisfaction with international air transport.

In view of the above and the Conclusions of the Sixteenth Meeting of the Civil Aviation Authorities of the SAM Region (RAAC/16), held in Lima, Peru, on 6 and 7 December 2018, at which the authorities were urged to continue their efforts to give effect to the recognition of equivalence, the decision was taken on 6 December 2019, at the First International Forum on New Facilitation Perspectives within the Civil Aviation Security Framework, held in Bogota, Colombia, to sign a framework agreement on multinational cooperation in civil aviation security (AVSEC) and recognition of equivalence of civil aviation security measures in the inspection of passengers, cabin baggage, personal belongings and hold baggage between contracting States in the South America region under the international civil aviation convention between Colombia, Chile and Peru. It is important to note that although the one-stop security agreement has been signed between two or more contracting States, it is designed for specific international airports, namely Jorge Chavez International Airport in Lima and El Dorado International Airport in Bogota. Chile, for its part, is conducting the requisite legal analyses to secure due regulatory operational support.

¹ Spanish version presented by Colombia.

<p>Action: The Assembly is invited to:</p> <ul style="list-style-type: none"> a) promote the benefits accruing to States from one-stop security at the regional level and to support its regional implementation by States in order to enhance the sustainability of aviation security, facilitation and the improvement of passenger experience through collaboration and adequate use of resources; b) review the merits of one-stop security implementation aligned with the Global Aviation Security Plan (GASeP), which would enable the regions to enhance air transport efficiency and sustainability by harmonizing security and facilitation; c) urge States to share information on the findings of USAP-CMAs conducted by ICAO as a means of performing risk analyses that can contribute to the drafting of agreements or memoranda of understanding on one-stop security; d) draw up guidance material and provide complementary technical assistance for regional one-stop security implementation in order to enhance the sustainability of aviation security, facilitation and the improvement of passenger experience through collaboration and adequate use of resources; and e) consult the contracting States on the necessity of requiring measures and procedures in addition to those agreed in the One-Stop Security Implementation Framework Agreement. Any such special requirements shall be submitted to the appropriate bodies for discussion among the States of the region and, where appropriate, an amendment shall be included in the Annex and/or in guidance material drawn up by ICAO. 	
<i>Strategic Objectives:</i>	This working paper relates to the <i>Security and Facilitation</i> Strategic Objective.
<i>Financial implications:</i>	
<i>References:</i>	<p>Annex 9 – <i>Facilitation</i> Annex 17 – <i>Aviation Security</i> Doc 8973, <i>ICAO Aviation Security Manual</i> Doc 10118, <i>Global Aviation Security Plan</i> Doc 10152, <i>Manual on Testing and Cross-border Risk Management Measures</i> Guidance Material on Recognition of Equivalence of Security Measures — <i>One-Stop Security</i>. A37-WP/99, <i>Agreements and memoranda of understanding for member States in the area of security and facilitation</i> HLCC2021-WP/188, <i>Recognizing The Equivalence Of Security Measures - One-Stop Security (OSS) And Public Health Corridors (PHC)</i></p>

1. INTRODUCTION

1.1 Globalization has been an important aspect of States' development and economic growth, in which commercial air transport has played a major role, as it has fostered tourism and connectivity among countries. According to the International Civil Aviation Organization (ICAO), connectivity is based on movement of passengers, mail and cargo involving the minimum of transit points, which makes the journey as short as possible and optimizes user satisfaction at the minimum price.

1.2 The current reactivation of international civil aviation poses a great challenge to the world, for it obliges the air industry to strive to lower the processing, procedural and facilitation costs of the movement of travellers, cargo and mail through airports, which now makes it particularly important, more than ever, to implement cooperation agreements among States that have already signed agreements and to formulate bilateral and multilateral commitments embodied in technical cooperation agreements or

memoranda of understanding as part of the strategy to reactivate commercial aviation and the aviation industry in general, for States that have not entered into such agreements.

1.3 Article 37 of the International Civil Aviation Convention provides that “*each contracting State undertakes to collaborate in securing the highest practicable degree of uniformity in regulations, standards, procedures and organization in relation to aircraft, personnel, airways and auxiliary services in all matters in which such uniformity will facilitate and improve air navigation*”; Annex 17 – *Aviation Security* to the Convention on International Civil Aviation and Doc 8973 – *Aviation Security Manual* permit and lay down methods that States may use for the recognition of equivalence of other States’ security measures in order to avoid duplication of security control of passengers, cabin baggage, hold baggage and cargo in transit and transshipment.

1.4 Recognition of equivalence of security measures is achieved effectively on the basis of best practices and the application of common standards among States, which inspire mutual trust and enables one to take the first step to validate procedures. Mutual trust comes into play in the standardized implementation of civil aviation security regulations, standards and procedures enshrined in Annex 17 – *Aviation Security* to the Chicago Convention for the protection of international civil aviation against acts of unlawful interference.

1.5 In the area of civil aviation security, the International Civil Aviation Organization (ICAO) has requested States to establish and conclude risk-based unilateral, bilateral and/or multilateral memoranda of understanding on recognition and acceptance of civil aviation security measures in order to enhance the sustainability of the aviation security system by avoiding unnecessary duplication of security controls.

1.6 Furthermore, the twentieth anniversary of the implementation of ICAO’s Universal Security Audit Programme (USAP), designed specifically to monitor continuously the level of implementation of Annex 17 standards in Member States, will be marked this year. The information gathered in the past 20 years has contributed and continues to contribute to keeping the spirit of Article 37 of the Chicago Convention alive.

1.7 Colombia and Peru ratified the agreement in 2021 and have since been rolling out the stages mentioned in the signed document, as the benefits of addressing common connectivity problems at the international airports in Lima and Bogota can be ascertained (during bilateral technical visits this year) and security measures have been taken to mitigate civil aviation risks within the balanced security and facilitation framework.

1.8 The structure of the Framework Convention was determined before the pandemic (late 2019). Restrictions were introduced worldwide in the first quarter of 2020 owing to COVID-19 and its major impact on the aviation industry, which has seriously affected finances and user trust.

2. BENEFITS OF ONE-STOP SECURITY (OSS) TO COLOMBIA AND PERU

2.1 Standardized procedures are highly beneficial to facilitation in air transport because it increasingly lessens the likelihood of contact between persons, their baggage, cargo and mail. Owing to these procedures that rest on the use of efficient technological systems and timely passenger information sharing, OSS is secure and effective in terms of both AVSEC and public health.

2.2 The authority and the industry have seen the local and international benefits that accrue to the civil aviation system from States' implementation of the recognition of security equivalence, by adjusting the infrastructure while complying with existing civil aviation regulations, thus reducing connection times for passengers, baggage, cargo and mail.

2.3 OSS Benefits:

- a) fulfilment of ICAO's invitation to strengthen inter-State cooperation;
- b) reduction in resources invested by the industry to date for rescreening;
- c) avoidance of the duplication of controls through the validation of procedures;
- d) public health benefits from lowering risks to air transport users and aviation workers without detriment to civil aviation security; and
- e) sharing of best practices used by each State.

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