MINISTERIAL CONFERENCE ON AVIATION SECURITY AND FACILITATION IN AFRICA

WINDHOEK, NAMIBIA, 4-8 April 2016

Agenda Item 1.1: Status of Aviation Security and Facilitation in Africa

OVERVIEW OF AVIATION SECURITY AND FACILITATION IN AFRICA

Status of Aviation Security and Facilitation in Africa

(Presented by the Secretariat)

SUMMARY
This Paper presents the status of Aviation Security and Facilitation in Africa and highlights the major challenges and progress made.
ACTION REQUIRED: Action by the meeting is in paragraph 3.1
REFERENCE(S): - Regional Ministerial Conference, Abuja, Nigeria, April 2010 - 37th Session of the ICAO Assembly, October 2010: Declaration on Aviation Security - Regional Aviation Security Conference - Africa, Dakar, Senegal, October 2011 - Meeting of African Ministers of Transport, Luanda, Angola, 21 to 25 November 2011;High Level Aviation Security Conference, Montreal, Canada, September 2012 - AFI SECFAL Plan Steering Committee Meetings held in May and November 2015 respectively in Maputo, Mozambique and Montreal, Canada

1.   INTRODUCTION

1.1   The threat to civil aviation continues to evolve and has become more challenging to predict and mitigate. All facets of civil aviation, including but not limited to passengers, aircraft, airport terminal and cargo facilities are at risk. Despite the enhanced efforts to improve the overall implementation of aviation security measures, the result of both cycles of USAP audit indicated that a certain number of States continue to have difficulty in meeting their international obligations, and their aviation security systems show serious deficiencies.

2.   DISCUSSION

Aviation security and facilitation are characterized by a tenuous security environment, conflict zones and the growing presence of terrorist, insurgent and transnational criminal group activities in Africa. Many States face significant challenges relating to capacity to carry out compliance with ICAO SARPs and establish effective security/facilitation oversight systems. There is further evidence of aggressive planning by terrorists to commit acts of unlawful interference against aviation targets.

2.1   Status of Aviation Security and Facilitation in Africa

2.1.1   Analysis of ICAO Universal Security Audit Programme (USAP) findings, as well as other sources of information, highlight that aviation security and facilitation in Africa is generally characterized by persistent and systemic deficiencies in the regulatory, oversight, and operational areas that result in unsatisfactory implementation of Standards in Annex 17 ─ Security to the Convention on International Civil Aviation (Chicago Convention) and the security - related Standards in Annex 9 ─ Facilitation and risk mitigation.

2.1.2   USAP audit indicated an average of 53.06% of effective implementation (EI) of Critical Elements (CE) of State oversight security system in the Africa and Indian Ocean (AFI) region in June 2013, compared to 69.30% globally.

2.1.3   Challenges include weak national legislation (primary law and specific operating regulations), governance arrangements, insufficient political will to support aviation security and facilitation infrastructure and services, insufficient funds, inadequate enforcement powers allocated to the designated Appropriate Authority for security, lack of coordination, and duplication of capacity-building efforts, inadequate qualified personnel, poor remuneration etc.

2.2   AFI SECFAL Targets

2.2.1   The Comprehensive Regional implementation plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan) is expected to cover a period of eight to ten years. The initial implementation phase will be completed in two and a half years and will focus on short-term priorities. The successful completion of this initial implementation phase will subsequently enable the plan to address medium-term objectives over a five-year period, and long-term objectives targeting an eight to ten-year period. Progress with respect to the satisfactory completion of phase activities will be monitored throughout the implementation period. The targets in terms of EI under the different phases can be summarized as follows:

- Short-term: by 1st December 2017: 50 % of AFI States audited under USAP-CMA achieve a minimum 65% EI of CEs
- Medium-term: by 1st December 2020: 75% of AFI States audited under USAP-CMA achieve a minimum 65% EI of CEs
- Long-term: 1st December 2023: 100% of AFI States achieve 65% EI of CEs.

2.3   USAP-CMA Results in AFI -2015.

2.3.1   Seven (7) AFI States were audited under USAP-CMA from June to November 2015 among which only one State was unable to attain 65% EI and one potential Significant Security Concern (SSeC) was averted. Nonetheless, it's worthwhile to note that one SSeC still remains unresolved.

2.4   Status of Non Machine Readable Passport in circulation in the AFI Region

2.4.1   As per the 24 November 2015 thirty-nine (39) AFI States removed from circulation all national passports which were none machine readable. This implies that a significant number of non-machine readable passports are still in circulation and use in fifteen (15) AFI States.

2.5   Capacity-building efforts in Aviation Security and Facilitation.

2.5.1   Numerous activities aimed at enhancing capacity building in aviation security and facilitation have been sponsored in the AFI Region and implemented by various stakeholders. Not all of those activities have resulted in effective and efficient impacts on the development of aviation security and facilitation. Today, AFI States are calling for a coordinated assistance effort, allowing policy makers and the donor community to work within a common strategic framework of identified priorities and goals under the AFI SECFAL Plan umbrella.

2.5.2   The following coordinated capacity building efforts are currently in progress in the AFI region:

- Aviation Security Improvement Plan to States (ASIP), being conducted by ICAO in 22 States the ASIP is allowing beneficiary States to improve the effective implementation of States security and facilitation oversight critical elements.
- France Aviation Security Assistance Programme in Africa (ASACA) with the objective of addressing security training courses at both oversight and operational levels in 17 States;
- European Project for the Improvement of Aviation Security in Africa; implemented by IATA;
- ICAO and the Government of Canada: Strengthening Travel Document Security and Identification Management in the Sahel and Neighboring States Capacity- building Projects (12 beneficiary States)
- Security "CASE" Project (2016-2019), a European Initiative for strengthening Civil Aviation Security.

2.5.3   In order to get authentic and factual data to develop training programs, the AFI SECFAL Plan Steering committee approved activities towards conducting a capacity-building need analysis the outcome of which will greatly inform future training programs and initiatives in Africa.

3.   ACTION REQUIRED BY THE MEETING

3.1   The meeting is invited to:

a)   Take note of this Working Paper;
b)   Give directives to resolve the challenges enumerated;
c)   Encourage States that have not yet removed Non Machine Readable Passports from circulation to conduct the appropriate notification of difference.