



**MINISTERIAL CONFERENCE
ON AVIATION SECURITY AND FACILITATION IN AFRICA**

WINDHOEK, NAMIBIA, 4- 8 APRIL 2016

EXPERTS SESSION

4 - 7 APRIL 2016

REPORT

PART I - INTRODUCTION

1. OBJECTIVES OF THE CONFERENCE

1.1 The Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan) Steering Committee recommended the convening of a High Level Ministerial conference under the joint auspices of ICAO and the African Union (AU) in close collaboration with AFCAC.

1.2 The main objective of the conference is to reinforce the comprehensive political commitment of African States for the successful implementation of the AFI SECFAL Plan, thus supporting a framework through which African States, donor States, organizations and industry coordinate their activities with a view to ensuring the effective implementation of aviation security and facilitation.

1.3 The outcome of the Ministerial Conference aims to adopt a Declaration on aviation security and facilitation in Africa, along with associated targets.

1.4 The Declaration and set of targets will subsequently be submitted to the AU Summit of Heads of States and Governments for endorsement thus obtaining the desired ultimate continental political commitment. The targets will serve as a working document to guide the implementation of the outcomes of the Conference.

2. VENUE, DATE AND ATTENDANCE

2.1 The Expert's Session of the Ministerial Conference on Aviation Security and Facilitation in Africa was held on 4 to 6 April 2016 in Windhoek, Namibia. The Conference was attended by over 200 participants including, officials of African States, International and regional organizations, industry development partners and other stakeholders. The List of Participants is provided at **Appendix A**.

3. OPENING OF THE MEETING

3.1 During the opening session, statements were delivered by Hon. Sankwasa James Sankwasa, Deputy Minister, Ministry of Works and Transport who welcomed all delegates to Namibia wished happy deliberations that will benefit Namibia and Africa as a whole.

3.2 Mr. Twijuke Kabbs, Chairman of AFI SECFAL Plan Steering Committee, Mr. Boubacar Djibo, Director, Air Transport Bureau of the International Civil Aviation Organization, Ms. Iyabo O. Sosina, Secretary General of AFCAC, and Mr. David Kajange of African Union Commission made opening remarks.

3.3 Honourable Alpheus G !Naruseb, Minister, Ministry of Works and Transport of Namibia acknowledged States, Regional Organizations and Partners present at the conference and advised that persistent safety and security related deficiencies affect States in many ways when their airlines get blacklisted or are given unfavourable slots outside the continent. The Hon. Minister noted the many states find it difficult to implement ICAO SARPs yet the AFI Region has witnessed increase in passenger traffic by 5.5% since 2013 while passengers expect equivalent standard of service provision by different States. It is expected that the conference will come up with a RoadMap to address challenges nationally and regionally. Namibia has passed a new civil aviation bill which is expected to improve the civil aviation sector as the States prepares for the ICAO USAP-CMA audit.

PART II – REPORT ON AGENDA ITEMS

4. ELECTION OF THE BUREAU AND ADOPTION OF THE AGENDA

4.1 The meeting elected the bureau with Namibia as Chairperson, Burkina Faso as Vice-Chairperson and Kenya as Rapporteur.

4.2 The meeting reviewed and adopted the Draft Agenda as presented. The Draft Agenda is attached as **Appendix B** to this report.

5. DELIBERATIONS ON THE AGENDA

5.1 OVERVIEW OF AVIATION SECURITY AND FACILITATION IN AFRICA

Presentation on the status of aviation security and facilitation in Africa

5.1.1 The ICAO Secretariat presented a Working Paper detailing the status of Aviation Security and Facilitation in Africa and highlighting the major challenges and the progress made. Particularly highlighted were; the Universal Security Audit Program results in Africa as compared to the global results, a summary of the AFI SECFAL Plan, associated targets including timeframe for its implementation, and capacity-building efforts being made in Africa.

Presentation by African Civil Aviation Commission (AFCAC)

5.1.2 The AFCAC Secretariat presented a working paper on the status of Aviation Security and Facilitation in Africa. The presentation highlighted the challenges and major issues that should be discussed during the High Level Meeting so that the support of the Ministers could be sought in addressing them. These included: mitigating new and emerging threats including insider threat in the aviation industry; capacity building of AVSEC personnel and retention; implementation of the security aspects of Annex 9; cargo security; one-stop security concept; modernization of security equipment; risk management and information sharing; coordination and usage of AVSEC Pool of Experts within Africa; secondment of experts to strengthen AFCAC; non-attendance in AVSEC meetings; aviation security Point of Contact (PoC) Network; and timely approval of Regulations.

Presentation by African Union Commission (AUC)

5.1.3 The AUC presented a working paper on the status of its activities implemented in aviation security in Africa specifically those under the EU-Africa Infrastructure Partnership. The presentation highlighted the project developed in Support of the Air Transport Sub Sector and Satellite Service Applications in Africa which has components on aviation safety, aviation security and satellite based air navigation systems.

5.1.4 The objective of the presentation was to explore a framework that will allow the project to add value to the AFI SECFAL Plan in implementing the Declaration and Targets on aviation security and facilitation in Africa, define the way forward to facilitate the ownership of the end result of the project by African States through continuity of required services and design a coordination framework among key stakeholders and partners in strengthening aviation security and facilitation in Africa.

5.1.5 The meeting expressed concern on the lack of communication on such a critical capacity building project in order to make aware all member States of the African Union, and they inquired about the criteria applied for the identification of priority States that benefited the project

which is currently nearing the closing phase. AUC clarified that it was a pilot project and its results would be considered for continuity in other countries through various initiatives which would be taken by interested stakeholders and partners. This concern will be addressed in future endeavours. The AUC also indicated that participation of regional economic communities (RECs) and AFCAC are members of the project steering committee.

Presentation on ICAO Traveller Identification Programme (TRIP) Strategy

5.1.6 The presentation described the ICAO TRIP objectives, the cooperation and coordination between the various actors and the benefit of the Trip in regard to AVSEC and FAL. Two important messages were passed through the presentation respectively relating to the need for securing and safeguarding the breeder documents issuance system and the use of INTERPOL Stolen and Lost Travel Document (SLTD) Database by States.

Presentation by ICAO on Introduction to Public Key Directory (PKD)

5.1.7 ICAO presented the working paper on PKD, highlighting that PKD is an essential component of ICAO TRIP and a vital tool for Border Controls for the efficient and secure reading and verification of eMRTDs. The PKD provides an organized, simple, secure and cost effective system for sharing validated up-to-date Public Key information, which avoids the complicated process of exchanging certificates between States.

5.1.8 The presentation highlighted the increasing number of participating States, as well as the significantly reduced enrolment and membership fees. Nevertheless, the significant gap between the number of States issuing ePassports and those in the PKD, implies that the full benefit of the PKD is not being realized. It was highlighted that investments made by a State to develop an ePassport would have little to no added value if it does not participate in the PKD.

5.1.9 Responding to inquiries to the existence of prerequisites before joining the PKD, ICAO clarified that States may join the PKD prior to issuing eMRTDs to benefit from its use in validating existing ePassports of States that are part of the PKD, as well as ensuring that their own ePassports are developed in accordance with established guidelines.

Presentation by ICAO on Advanced Passengers Information (API)

5.1.10 ICAO made a presentation on the recent developments in Annex 9 with regard to API, and its advantages, as well as those of interactive API (iAPI). The presentation clarified the definition of the Advanced Passenger Information (API), and highlighted API data and transmission system, API policy and regulations, iAPI and the API regulatory framework with a special attention drawn on the benefits of the API.

5.1.11 Concerns were raised by some participants on what guarantee could be given on the protection of passenger data and the necessity to amend the national regulatory framework to implement API. ICAO informed the delegates that data protection needs to be integrated into the API requirements to ensure its protection. The participants were also informed about the need to align national regulations with the specifications contained in API guidelines for States who decide to implement API.

5.2 **PARTNERS/STAKEHOLDERS' PERSPECTIVE ON AVIATION SECURITY AND FACILITATION IN AFRICA**

Presentation by European Commission/European Civil Aviation Conference (EC/ECAC)

5.2.1 The EC presented a working paper on their Civil Aviation Security (CASE) Project. The overall purpose of the CASE Project is to counter the threat of terrorism against civil aviation by improving the level of aviation security in partner States through capacity building activities. The CASE Project was officially launched on 1 November 2015. This four year Project (2015-2019) consists of capacity building activities to be organised for the benefit of partner countries in Africa and the Arabian Peninsula. The Project is funded by the European Union (EU) and implemented by the European Civil Aviation Conference (ECAC). The Chairman noted the presentation, and encouraged States and AFCAC to participate in the CASE Project.

Presentation by French Regional Civil Aviation Security Assistance Unit (CRASAC) on enhancing aviation security in Africa

5.2.2 The representative from CRASAC provided the background on the French Assistance Programme on Aviation Security in Africa, reporting on the assessment they conducted on the impact of the programme, highlighting the challenges faced, as well as some of their successes. The presentation was well appreciated by States.

Presentation by International Criminal Police Organization (INTERPOL)

5.2.3 INTERPOL made a presentation on the prevention of unlawful occurrences through terrorism information and data. INTERPOL informed the meeting that Aviation security is linked to travel document security, identification management and border controls and should not be treated in isolation. Stolen and lost travel documents are among the most valuable assets for terrorists and international criminals. They indicated that they are encouraged by the ICAO Facilitation Panel, which recommended that Member States promptly report information for inclusion in INTERPOL SLTD Database and also use the database at entry and exit border points. The fraudulent use of travel documents by terrorists and criminals is a threat to security.

Presentation by the United States of America on the Best Practices of Global Collaboration to combat unlawful interference to aviation in Africa

5.2.4 The USA (represented by TSA) made a presentation on the Best Practices of Global Collaboration to combat unlawful interference to aviation in Africa, highlighting the current threats to civil aviation, the methods for perpetrating them and the subsequent countermeasures.

Presentation by Airport Council International (ACI)

5.2.5 ICAO presented on behalf of ACI, a working paper explaining the ACI Airport Excellence (APEX) in Security Programme, which aims to promote more secure airport operations worldwide and seeks support from States in its implementation. The meeting noted with appreciation the contents of the ACI presentation.

Presentation by International Air Transport Association (IATA)

5.2.6 IATA highlighted their initiatives towards advancement of Aviation Security and Facilitation, highlighting their key initiatives (FastTravel, Cargo Capacity Building and Emerging Threats) launched to enhance security and facilitation in the civil aviation industry, and requested their inclusion in the AFI SECFAL plan to enhance aviation security and facilitation. The meeting

suggested the involvement of Regional Economic Communities (RECs) in the invitation process, duplication of efforts etc. which are a challenge to States budgetary constraints.

Presentation by African Airlines Association (AFRAA)

5.2.7 AFRAA presented its approach relating to the enhancement of aviation security and facilitation in Africa. AFRAA urged States to consult with industry stakeholders in a collaborative manner when developing future regulatory and policy-making initiatives. States that have not ratified the Montreal Protocol of 2014 on Unruly Passengers among other subjects were urged to do so. AFRAA also urged all stakeholders to closely collaborate and cooperate to enhance the effectiveness of the security system and to cooperate under the auspices of ICAO to counter cyber security threats. The meeting noted issues and recommendations raised by AFRAA.

5.3 **AFI SECFAL PLAN**

Presentation by ICAO on the AFI SECFAL Plan

5.3.1 AFI-SECFAL Plan Secretariat elaborated on AFI SECFAL Plan Objectives and Programme, and the overall benefits to enhance aviation security and facilitation in Africa in a sustainable manner. ICAO requested the meeting to support the adoption of a Declaration and its associated Targets for aviation security and facilitation with the results aimed at protecting Civil Aviation in Africa from being vulnerable to unlawful interference, including terrorist acts; and to demonstrate a strong political and technical commitment to building capacity, particularly in compliance with Annexes 9 and 17, and to share resources, experience and information in support of the AFI SECFAL plan.

Presentation by AFCAC on the Regional Aviation Security and Facilitation Group (RASFG)

5.3.2 AFCAC highlighted initiatives taken in the past to create a regional Group on security in line with the decision of the African Union Conference of African Ministers of Transport (CAMT II) in Luanda, Angola and on the establishment of Aviation Security and Facilitation Group (RASFG-AFI) under the auspices of AFI SECFAL Plan. It was noted that during the establishment of the RASFG-AFI, the existing AFCAC AVSEC Working Group has served as its core. AFCAC urged the meeting to consider that Aviation Security takes into account and follows the AFI Plan and AFI-CIS processes at its developmental phase to effectively engage international, regional organizations and member States.

5.3.3 States expressed their strong will to support the AFI-SECFAL Plan and the establishment of the RASFG. Furthermore, States encouraged the establishment of database for African Experts and reminded to enhance synergy in order to avoid duplication of effort.

5.4 **REVIEW AND DRAFTING OF PROPOSED DECLARATION, AS WELL AS AVIATION SECURITY AND FACILITATION TARGETS**

5.4.1 Under this Agenda Item, the Secretariat presented draft Declaration and the associated draft Targets. During the discussions of both draft documents, States gave their appreciations to the initiative being taken to address aviation security and facilitation concerns in Africa. Suggestions and remarks were forwarded for consideration. The Chairperson encouraged States to present their inputs to the Secretariat for incorporation in the final drafts. The meeting

further reviewed the final draft of the declaration and targets and approved their submission to the Ministerial session for consideration.

5.5 WORKSHOP

5.5.1 During the conference a workshop was conducted which included presentations and panel discussions on ICAO's No Country Left Behind Initiative, the risk context in Africa, regional security cooperation mechanisms and PKD. The workshop highlighted some of the terrorism challenges States are facing, including the threat of MANPADS and the radicalization of youth, as well as counter-terrorism obligations from UN Security Council Resolution 2178 (2014).

5.6 ANY OTHER BUSINESS

5.6.1 It was observed that it would have been beneficial, if the draft documents were availed to the delegates well before the conference, to allow internal consultations prior to the meeting.

5.6.2 It was also recommended that a mechanism of implementation of the Declaration and Targets be established under the auspices of the AFI SECFAL Plan.

5.6.3 The meeting ended at 16:30 on 6 April 2016
