DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

Third Meeting (DGCA-MID/3)
(Doha, 27-29 April 2015)

Agenda Item 6:   Aviation Security and Facilitation

RECENT DEVELOPMENTS IN AVIATION SECURITY AND FACILITATION

(Presented by the Secretariat)

SUMMARY

This paper highlights recent developments in ensuring greater efficiency and effectiveness of measures in the global aviation security framework, as called for by the 38th ICAO Assembly in 2013. It also describes a number of developments in ICAO's Aviation Security and Facilitation programmes as well as developments in the Middle East Region (MID).

Action by the meeting is in paragraph 6.

1.   INTRODUCTION

1.1.   In the area of aviation security and facilitation, the 38th Session of the ICAO Assembly confirmed that key principles such as risk-management-based prioritization and mutual recognition of equivalence of security measures now serve as foundational principles to international aviation security and facilitation policies. Highlighting the importance of placing facilitation on equal footing with security, the new Strategic Objective C – *Security and Facilitation* reflects the need for ICAO's leadership in the enhancement of aviation security, facilitation and related border security matters.

2.   AVSEC POLICY DEVELOPMENT AND ACTIVITIES

Amendment 14 to Annex 17

2.1   Amendment 14 to Annex 17 became applicable on 14 November 2014. This amendment includes revised and new provisions necessary to address the vulnerabilities in the global aviation security framework, which are designed to:

> a) promote effective measures by defining 'unpredictability' to increase deterrent effects;

       b)   ensure greater coordination between all entities in relation to landside security;

       c)   strengthen cargo screening requirements by stipulating that cargo must be screened by the most appropriate method, taking into account the nature of the consignment;

       d)   ensure greater sustainability of measures through international cooperation;

       e)   strengthen oversight of external security service providers;

       f)   enhance effectiveness of measures against insider threat through periodic awareness training; and

       g)   ensure a risk-based cybersecurity regime.

2.2   Amendment 14 to Annex 17 was accompanied by the issuance of the Ninth Edition of the *Aviation Security Manual* (ICAO Doc 8973 — Restricted) which provides Member States with strengthened guidance to implement Annex 17 provisions. Furthermore, and recognizing the importance of ensuring that security defences remain at all times appropriate and proportionate to the risk, ICAO will publish the Fourth Edition of the ICAO *Aviation Security Global Risk Context Statement* in the second quarter of 2015. The document includes a thorough analysis of the evolving threats to civil aviation, and provides Member States with a robust methodology for further developing their national risk assessments. At the same time, ICAO continues to develop its online tools, such as the AVSECPaedia, Acts of Unlawful Interference Database (AUID) and the AVSECNET (PoC Network) to provide information on a broad range of matters in aviation security.

Air Cargo Security

2.3   Throughout 2014, ICAO focused on improving implementation of the cargo security-related measures introduced by Amendment 13 and preparing for the additional measure included in Amendment 14 by organizing or participating in activities intended to raise awareness, as well as training. The activities included the joint ICAO-WCO Conference on Enhancing Air Cargo Security and Facilitation in Bahrain, in April, regional trade development initiatives, such as the Lomé Declaration on Air Cargo in Africa, in August, and ICAO's Air Cargo Development Forum in China, in September. Cargo and mail training was delivered at a number of regional centres, and work has begun towards the first joint ICAO-WCO cargo security and facilitation regional workshop.

2.4   The issue of Pre-loading Advance Cargo Information (PLACI) is being actively reviewed by the Joint ICAO-WCO Working Group dedicated to the subject. A report with recommendations will be submitted for consideration by the next Aviation Security Panel in April 2015. Additionally, ICAO and the WCO continue to collaborate in the closer alignment of their respective regulatory frameworks, including the WCO Authorized Economic Operator scheme and the ICAO Regulated Agent/Known Consignor programme.

3.   FACILITATION DEVELOPMENTS

3.1   Amendment 24 to Annex 9 – *Facilitation* became applicable in July 2014. Amendment 24 relates to issues such as the facilitation of the transport of persons with disabilities, the issuance and inspection of travel documents, the utilization of Advance Passenger Information (API) and Passenger Name Record (PNR) data systems, and procedures relating to the removal of inadmissible persons and deportees.

3.2   The Facilitation Panel concluded its eighth meeting in November 2014 by agreeing on recommendations concerning issues such as assistance to aircraft accident victims and their families, machine readable travel documents (MRTDs), cargo facilitation and INTERPOL's Stolen and Lost Travel Documents (SLTD) database. State Letter EC6/3-2015/5 was disseminated on 6 February 2015 to seek comments, from Member States and relevant international organizations, on these recommendations. The Panel endorsed a new Manual containing guidance material on a model National Air Transport Facilitation Programme (NATFP). This Manual is currently available in English, with other language versions to follow.

3.3   The 38th Session of the ICAO Assembly endorsed the ICAO Traveller Identification Programme (ICAO TRIP) Strategy. This Strategy proposes a holistic and systematic model for traveller identification management and aims at ensuring that all Member States have the capacity to uniquely identify individuals. Under the ICAO TRIP, ICAO is engaging with States in order to develop projects to assist them in meeting their international obligations and is working with other United Nations specialized agencies and International Organizations on the implementation of Security Council resolution 2178 (2014) on Foreign Terrorist Fighters.

3.4   ICAO continues to assist States on all matters related to MRTDs, including capacity-building activities. At the regional level, ICAO relies on seminars, supported by host States, to promote awareness of MRTD, biometrics and security standards. These events promote best practices for managing secure passport issuance and border control systems. They also emphasize the importance of issuing ICAO Doc 9303-compliant machine readable passports and participating in the ICAO Public Key Directory (PKD). In addition to the regional MRTD seminars, ICAO continues to convene an annual global MRTD symposium in Montréal. The eleventh MRTD Symposium and Exhibition will take place from 14 to 16 October 2015.

3.5   Established in 2007, the PKD enhances security by enabling the verification of ePassports by immigration authorities. It provides a mechanism for the secure and timely distribution of public keys and related information required for authentication. The PKD currently has 45 members, including three in the MID Region (Iran, Qatar and the United Arab Emirates). Member States are urged to join because of the importance of enhancing cross-border security and air transport facilitation. Furthermore, Annex 9 recommends that ePassport issuance and participation in the PKD go hand-in-hand.

3.6   States are reminded to respond, if not yet done, to State letter EC 6/3-12/70, dated 31 December 2010, concerning the implementation of Standard 3.10.1 of Annex 9. The Standard, an important milestone in the ICAO TRIP Strategy, obliges States to ensure that passports that are not machine readable expire before 24 November 2015. Compliance with this deadline is important, for reasons of security, border clearance efficiency and in light of travel document security-related issues raised in Security Council resolution 2178 (2014).

3.7   The first MID Regional Facilitation Seminar was held in Cairo in February 2014. The Seminar was organized by ICAO and attended by a total of 64 participants from 14 States. The objective of the Seminar was to update States on developments in ICAO's Facilitation Programme, with a focus on implementation issues related to Annex 9, API and PNR data exchange programmes, inadmissible persons and deportees, access to air transport by persons with disabilities, and air cargo facilitation.

4.   UNIVERSAL SECURITY AUDIT PROGRAMME (USAP) DEVELOPMENTS

4.1   The second cycle of USAP audits was completed on 30 June 2013. A total of 178 second-cycle USAP audits were conducted, including audits of 13 of the 15 States in the MID Region. (The remaining two States in the MID Region did not receive audits due to their overall security situation, as determined by the United Nations Department of Safety and Security.) The USAP second-cycle audits revealed an average level of effective implementation of the critical elements of a State's aviation security oversight system of 69.3 per cent globally, compared to 68.3 per cent in the MID Region. States in the MID Region are encouraged to continue to work to resolve deficiencies identified by the USAP.

4.2   The transition from the second-cycle of audits to the new Universal Security Audit Programme continuous monitoring approach (USAP-CMA) began in 2013, and was completed by the end of 2014. During this period, the groundwork was established for the implementation of the new approach, which commenced in 2015.

4.3   A key component of the transition period was the conduct of USAP-CMA seminars and auditor training courses in all ICAO regions. The first ever auditor training course in the MID Region was conducted in Bahrain in November 2014 and resulted in the certification or recertification of 14 candidates from 10 MID States. The regional seminar for MID was held in January 2015, and was attended by a total of 33 participants from 10 States. All States are urged to support the implementation of the new approach by signing the generic Memorandum of Understanding (MoU) to be entered into between ICAO and each State regarding the implementation of the USAP-CMA, which was distributed *via* Electronic Bulletin EB 2014/45. States are urged to accept the dates of scheduled USAP-CMA audits as they are proposed, as this greatly facilitates the implementation and success of the audit programme.

5.   ASSISTANCE STRATEGY

5.1   The ICAO aviation security and facilitation activities in the region are the product of integrated work by HQ, CASP-MID and the Cairo Office with various activities being coordinated to provide continuous, and increasingly comprehensive, assistance to MID States.

5.2   In order to optimize ICAO's assistance and capacity-building efforts, a coordinated effort between ICAO and States, other international and regional organizations, and industry is essential. Accordingly, in 2014, the implementation of the ISD-SEC Programme intensified, in coordination with partners so as to ensure the effective use of the limited assistance resources.

5.3   Addressing the continuing need for AVSEC training, ICAO endorsed one new Aviation Security Training Centre (ASTC) in 2014: the Gulf Aviation Academy, Bahrain. The ASTC network now comprises 28 members, including the four MID ASTCs: Amman, Bahrain, Beirut and Dubai. Ten of fifteen States accredited to the MID Region sent participants to ICAO-sponsored training events at ASTCs in 2014 with 53 participants coming from within the region. Of ICAO's 236 Certified AVSEC Instructors, 18 are from the MID Region with more expected to be certified in June 2015.

5.4   In addition to providing assistance through implementation of State improvement plans, the ISD-SEC Programme provides Member States with direct assistance on a cost-recovery basis. In the MID Region, such assistance was provided recently to Qatar, Saudi Arabia and the United Arab Emirates. States and other donors are urged to continue their support for assistance efforts through voluntary financial or in-kind contributions.

5.5   ICAO aims to work with States and other assistance providers to align assistance strategies and develop a common approach to assistance delivery that can lead to more frequent, measured, and effective AVSEC assistance. An example of this approach is the recently established Africa-Indian Ocean Security/Facilitation (AFI SECFAL) Initiative by which ICAO will facilitate an enhanced coordination of assistance activities in Africa. Several States in the MID region are participating in this initiative which could serve as a model for similar programmes in other regions.

6.   ACTION BY THE MEETING

6.1   The meeting is invited to:

   a) note the progress being made by ICAO to enhance aviation security and facilitation; and

   b) encourage States in the MID Region to support ICAO aviation security and facilitation initiatives, including the ICAO TRIP.

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