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Enhancing political commitment
towards improving security through
GASeP and Regional targets

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22 August 2017

The Regional Ministerial Conference
on Aviation Security
in Africa and the Middle East



Sharm El Sheikh, Egypt
22-24 August 2017



BACKGROUND

Need to regulate civil aviation to avoid abuse eg 9/11

❑ Mandate of ICAO : Safety, Security, Efficiency, etc

ICAO/International requirements for AVSEC

❑ SARPs ANNEX 17 (Security) & ANNEX 9 (in part)

Effective Implementation (EI) of AVSEC SARPs

❑ Indicator State of AVSEC





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BACKGROUND

Assessment of compliance/EI thru USAP Audits

2 cycles of security Audits completed so far

❑ Trends of AVSEC encouraging but more work

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RESULTS USAP AUDITS

Results 1st Cycle (EI) 2002-2007

Average (EI) Global	48.0% (52.8%)
Average (EI) AFI Region	32.4% (20.4)

Results from 2nd Cycle 2008-2013

Average (EI) Global	69.30% (75.7%)
Average (EI) AFI Region	53.0% (22.7)





RESULTS USAP AUDITS

Present EI Status:

- Average AFI EI (CEs) 57.58%
- Average for MID(CEs) 69.64%
- Average Global EI 72.88%





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EFFORTS TO ADDRESS LOW EI

Interventions to address low performance:

- Political (Ministerial)
- Technical

EI – Improvement low despite efforts

Creation of AFI SECFAL Plan





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CAUSES FOR LOW EI RESULTS

Inadequate resources-Human, Financial

Inadequate political commitment

Lack of platform to coordinate efforts

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POLITICAL COMMITMENT

Political or State Commitment/will

States Obligations and Sovereignty under Convention

= Challenges of enforcement AVSEC requirements

Necessity for Political/State will-enhancing compliance

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VICES OF INADEQUATE POLITICAL WILL

- Lack of qualified and motivated personnel
- Inadequate funding for aviation security
 - ❑ infrastructure, Facilities, equipment
- Weak Administrative structures
 - ❑ Operations, oversight, political supervision*





VICES OF INADEQUATE OF POLITICAL WILL

- Inappropriate Aviation Policies (**access to markets & Investment, movement of people and goods**)
- Lack of Aviation Security Culture
- Unpredictable and insecure environment
 - ❑ Aviation Leadership* **tenure of office**
 - ❑ Inability to attract, train and retain qualified personnel





VICES OF INADEQUATE OF POLITICAL WILL

- Low national prioritization of Aviation
- Barriers-taxes, visa issues, restrictive policy
 - ❑ market access & investment in aviation
- Low compliance with ICAO SARPs
 - ❑ Incl. Response to ICAO State Letters
 - ❑ High likelihood of costly security breaches





ADDRESSING POLITICAL/STATE WILL

States' appreciation of aviation as enabler of socio-economic development (trade, tourism, Invest)

- Strengthening Aviation security systems to counter terrorism and unlawful activities (**trust-pub, tourist, invest**)
- Empowering Aviation Administration
- Providing sustainable funding mechanism for AVSEC
- Recruiting, training and retaining personnel
- Implementing AVSEC SARPs and regional programs





ADDRESSING POLITICAL/STATE WILL

- Active participation in ICAO programs - **State Letters**
- Creating security culture
- Formation of regional platforms eg AFI MID SECFAL endorsed by Ministers and Heads of State to share **best practices, experiences, resources and info.**
- Advocacy thru regional bodies eg AFCAC, ACAC, RECs, etc





BENEFITS FROM CIVIL AVIATION

Aviation-Enabler of socio-economic develop't

- Promoting International Trade, tourism, investment, etc
- Providing:
 - Public services
 - Humanitarian and emergency services
 - Cultural and social services
- Robust AVSEC System; NASP, NASTP, NASQCP, etc
- Contributing to poverty alleviation, UN SDGs





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THANK YOU

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