



WORKING PAPER

SECOND HIGH-LEVEL CONFERENCE ON AVIATION SECURITY (HLCAS/2)

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Agenda Item 3: Global Aviation Security Plan

CAPACITY-BUILDING: MAKING A DIFFERENCE

(Presented by Austria on behalf of the European Union and its Member States¹, the other Member States of the European Civil Aviation Conference²)

SUMMARY

The Global Aviation Security Plan (GASeP) states that capacity-building activities delivered by ICAO, individual States, regional organisations or industry stakeholders play a crucial role in supporting Member States' efforts to reach compliance with ICAO Standards and Recommended Practices (SARPs). The rapid implementation of the provisions of the GASeP related to capacity building is key to ensure a focused approach to capacity building by ICAO as well as tangible and sustainable results.

Action by the High-level Conference on Aviation Security is in paragraph 5.

1. INTRODUCTION

1.1 Under the Chicago Convention, ICAO Contracting States are responsible for compliance with ICAO Annexes in order to ensure a safe and secure air transport system. In the field of aviation security, each State is responsible for the effective and sustainable implementation of ICAO Annex 17 Standards and Recommended Practices (SARPs), and of the security-related SARPs of ICAO Annex 9.

1.2 There is an overall understanding, based on the ICAO Universal Security Audit Programme (USAP) results and the issuance of Significant Security Concerns (SSeCs) that effective and sustainable implementation of Annex 17 SARPs may be challenging in several States and regions, for a number of reasons.

¹ Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxemburg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and United Kingdom.

² Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, Republic of Moldova, Monaco, Montenegro, Norway, San Marino, Serbia, Switzerland, The former Yugoslav Republic of Macedonia, Turkey and Ukraine.

1.3 The GASeP, especially under its priority action 5 “Increase cooperation and support” recognises that capacity-building activities play an important role in supporting States in fulfilling their international obligations and effectively implementing baseline security measures.

2. LISTING EXISTING CAPACITY-BUILDING RESOURCES

2.1 Member States, regional organisations and industry stakeholders support Member States’ efforts to implement Annex 17 and Annex 9 SARPs, in a spirit of partnership with the national authorities involved. Engaging in capacity-building activities also demonstrates their willingness to support the ICAO No Country Left Behind Initiative.

2.2 Europe is strongly committed to design and deliver capacity-building activities as demonstrated by the actions undertaken by individual States and by European organisations such as the European Union (EU) and the European Civil Aviation Conference (ECAC). Significant resources, both human and financial, are dedicated to these capacity-building activities, which are tailored to the real and practical needs of Partner States.

2.3 In a context where there is a variety of providers, both public and private, of capacity-building activities, there is a need to have a comprehensive understanding of which human and financial resources are available, which activities (e.g. training course, technical support/mentoring, coaching, workshops) have been developed, and which entities have which capacity to design and deliver capacity-building activities. As mentioned in the GASeP (5.G), ICAO should complete the mapping of all capacity-building activities (States, ICAO, other organizations, industry, etc) as a matter of priority and with the assistance of the Aviation Security Assistance Partnership (ASAP), and make the results available as soon as possible so that a suitable way forward can be defined. This would not only show what exists but also help identify whether there are any gaps that need to be addressed in the capacity-building offer, and avoid duplication.

3. MAPPING EXISTING CAPACITY-BUILDING ACTIVITIES

3.1 In a context where human and financial resources are limited and where the need for capacity-building sometimes exceeds the offer, it is essential to prioritise capacity-building activities, and ensure that these activities reach their expected outcomes, notably through the use of key performance indicators.

3.2 The sharing of information on capacity-building activities with the objectives of achieving maximum efficiency, avoiding the repetition of identical activities for the same States and ensuring the adequate prioritization of States and actions is key to the overall efficiency of the system.

3.3 To avoid duplication of efforts and ensure that States in need do receive the relevant type of capacity-building activities, ICAO, as a matter of priority and with the assistance of the Aviation Security Assistance Partnership (ASAP), should map activities which have been/are being delivered or are planned by States, regional organisations (e.g. AFCAC, ACAO, ECAC, EU, LACAC) and industry stakeholders (e.g. ACI, IATA), as mentioned in the GASeP. When necessary, the confidentiality of certain activities should be preserved.

3.4 The results of this mapping exercise should be made available as soon as possible so that a suitable way forward can be defined. This would ensure that the same type of activities is not unnecessarily repeated by different providers, and also help identify whether there are any gaps that need

to be addressed, i.e. States that are in need of assistance and do not receive it. This would enable ICAO to intervene where there are gaps in the capacity-building activities, which are not already covered by other entities.

3.5 A mapping exercise also creates conditions for synergies by recognising the added value and complementarity of capacity-building activities undertaken by individual States, regional organizations and industry. This not only benefits the partners involved, but ultimately serves all ICAO objectives, and in particular GASeP implementation.

4. FOCUSING EFFORTS ON HIGH-IMPACT ACTIONS THAT PROMOTE DURABILITY OF ACTIVITIES

4.1 The practical results of capacity-building initiatives in terms of sustained and effective aviation security on the ground have to date been mixed, with some States having significantly improved their level of effective compliance, while others have made little or no progress. ICAO as the UN leading organisation for aviation, should use its authority at the highest level, ICAO Secretary General and President of the ICAO Council, to seek and secure the political commitment of Member States receiving capacity-building activities to ensure continuity and proper application and enforcement of measures at national level. Actions that would typically have a high impact would be a special visit of the ICAO Secretary General and/or President of the ICAO Council, to a country, with meetings at president and ministerial levels. This would be consistent with the need for “long term political will to improve” and the commitment of States that receive/require assistance to “apply assistance to improve effective implementation”, mentioned in the GASeP.

4.2 In addition, when a State Improvement Plan is being considered, ICAO should invite contributions from all States and organisations which have assistance capacity. ICAO would act as a coordinator, and where providers would work – in partnership – to address holistically the needs of a given State. This would also help target assistance based on the risk profile of States, as mentioned in the GASeP (ref. 5.D). Furthermore, at the design stage of the State Improvement Plan, performance indicators should be agreed during the preparation phase, tracked during implementation and used as a measurement instruments to monitor any results.

4.3 Both interventions at the political level and true coordination in the framework of a State Improvement Plan, would focus ICAO limited resources on actions which would support the States to reach compliance with the baseline security measures defined in ICAO SARPs, in line with its obligations under the Chicago Convention.

5. ACTION BY THE HIGH-LEVEL CONFERENCE

5.1 The High-level Conference on Aviation Security is invited to:

- a) Request ICAO to map existing capacity-building resources and providers so as to have a comprehensive understanding of available capacities;
- b) Request ICAO to map delivered, on-going and planned capacity-building activities so as to have a comprehensive overview of the situation; and

- c) Urge ICAO to focus its efforts on high-level actions to trigger political commitment from beneficiary States and to promote the durability of the benefits of capacity-building activities.

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