



MINISTERIAL CONFERENCE ON AVIATION SECURITY AND FACILITATION IN AFRICA

WINDHOEK, NAMIBIA, 4-8 April 2016

Agenda Item 3.1: Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan) – Objectives and Work Programme of the AFI SECFAL Plan

(Presented by the Secretariat)

SUMMARY

This working paper presents the objectives and work programme of the AFI SECFAL Plan.

ACTION REQUIRED: Action by the meeting is in paragraph 3.1

REFERENCE(S):

1. *Regional Aviation Security Conference – Africa, Dakar, Senegal, May 2014*
2. *24th Extra-Ordinary Plenary Session of AFCAC held in July 2014*
3. *203rd Session of ICAO Council*
4. *AFI SECFAL Steering Committee meetings held in May and November 2015 respectively in Maputo, Mozambique and Montréal, Canada*

1. BACKGROUND

1.1. AFI SECFAL Plan Summary

1.1.1. ICAO considers Aviation Security and Facilitation as essential components for the growth and existence of civil aviation, as key enablers of the rapidly developing global economy.

1.1.2. The establishment of the Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL) Plan was unanimously supported by States at the AFI Aviation Security Meeting in Dakar, Senegal, on 28 May 2014. The initiative was subsequently endorsed at the 24th Extraordinary Plenary Session of the African Civil Aviation Commission (AFCAC), held from 1 to 4 July 2014 in Dakar, Senegal. During this Session, the African States further requested the Organization to approve the Plan as an ICAO programme.

1.1.3. The ICAO Council, in its 203rd Session, approved the AFI SECFAL Plan as an ICAO programme and requested that the Chairperson of the Steering Committee report periodically on the AFI SECFAL Programme activities and progress to the ICAO Council through the Secretary Gen

1.2. Overview

1.2.1. Numerous activities aimed at enhancing aviation security and facilitation in Africa have been sponsored and implemented by various stakeholders, including States, sub-regional, regional and international organizations. These activities have largely been characterized as independent initiatives that focus on specific components of aviation security and facilitation. Today, a growing number of donor States and development partners are calling for a coordinated approach to assist States within a common strategic framework of identified priorities and goals under the ICAO umbrella. Although substantial results have been obtained through these corroborative efforts, their sustainability is often not guaranteed.

1.2.2. 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. Notable of these Challenges include weak national legislation (primary law and operating regulations), governance arrangements, inadequate or inefficient infrastructure and services, insufficient funds, and lack of qualified personnel.

1.2.3. Civil aviation in Africa is also confronted by facilitation issues, which adversely affect the efficiency and quality of air services. Furthermore, few States in the Region have developed National Air Transport Facilitation Programmes and established National Air Transport Facilitation Committees.

1.2.4. The magnitude of the problem is compounded by the tenuous security environment, conflict zones and the growing presence of terrorist, insurgent and transnational criminal group activities in a continent where many States face significant challenges relating to compliance with ICAO Standards.

1.2.5. As the global aviation system transcends national borders, the situation in Africa has potential implications that can adversely impact regional and global economies.

1.3.9, In addition, recent development emanating from the Security Council of the United Nations relating to the travel of Foreign Terrorist Fighters (FTF) have led to the adoption of resolutions and strategies on border management and the security of Travel documents that the African States have to implement, including the ICAO TRIP Strategy.

2. DESCRIPTION OF THE PLAN

2.1. Objectives

2.1.1. The overall objective of the AFI SECFAL Plan is to enhance aviation security and facilitation in Africa in a sustainable manner.

2.1.2. To achieve the goals and objectives of this Plan, it is essential that African States demonstrate strong political and technical commitment to building capacity, particularly in compliance with Annexes 9 and 17, and to share resources, experience and information amongst themselves.

2.1.3. The secondary objective of the AFI SECFAL Plan is to coordinate and align all capacity-building efforts in the field of AVSEC and FAL by ICAO, States, regional and international organizations, and governmental and non-governmental organizations with AU and ICAO policies, in order to contribute to the overall objective.

2.1.4. The AFI SECFAL Plan will also address the need to strengthen various AVSEC and FAL aspects related to organizational, managerial, institutional, economical, educational and political factors within Africa.

2.2. AFI SECFAL Plan Overview and work programme

2.2.1. Under ICAO's leadership, the AFI SECFAL Plan calls for collaboration between States' authorities and the industry in the implementation of coordinated initiatives aimed at rectifying AVSEC and FAL deficiencies in a sustainable manner. The implementation of the Plan draw on expertise available in African States, ICAO Headquarters, African Union Commission, ICAO Regional Offices, and donor States and partners.

2.2.2. The initial implementation phase of the Plan covers a period of two and a half years and focuses 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 activities will be monitored throughout the implementation phase.

2.2.3. Capacity-building assistance and other AVSEC and FAL resources will be prioritized to meet the specific needs of States based on the resources that are available and the targeted State's ability to absorb the assistance objectives. States with a high level of deficiencies in their system and a demonstrated commitment to improve will receive priority. The criteria for determining priorities should include an assessment of the level of risk, threat and resource constraints.

2.3. Deliverables and expected results

2.3.1. Short, medium and long-term deliverables have been defined, with the ultimate goal of preventing acts of unlawful interference against civil aviation while facilitating the efficient movement of passengers and goods.

3. OBJECTIVES AND BACKGROUND OF THE AFI SECFAL PLAN MINISTERIAL CONFERENCE

3.1 The first meeting of the Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan) Steering Committee was held on 18 May 2015 in Maputo, Mozambique, and recommended the convening of a High Level Ministerial meeting under the joint leadership of ICAO and the African Union (AU) in close collaboration with AFCAC.

3.2 The AFI SECFAL Steering Committee recognizes the critical need to obtain comprehensive political commitment to address the aviation security and facilitation deficiencies and challenges and to the successful implementation of the Plan. In this respect, it was considered vital to convene, as soon as possible, an AU/ICAO Ministerial Meeting to adopt a Declaration on SECFAL, targets and an Action Plan. The Declaration, targets and Action Plan will subsequently be submitted to the AU Summit of Heads of States and Governments for endorsement thus obtaining the desired ultimate continental political commitment.

3.3 In noting the oral report by the Chairperson of the AFI SECFAL Plan Steering Committee on the outcome of the first Meeting, ICAO Council during its 205th Session, Third meeting held on Friday, 12 June 2015, endorsed the Steering Committee's recommendation regarding the convening of Ministerial Level Meeting jointly with the AU Commission.

3.5 The matter of the High Level Ministerial Meeting was further discussed within the framework of implementation of the Memorandum of Cooperation between ICAO and AUC signed in September 2010 and the related action plan. AUC expressed its support to the initiative and agreed to advocate the endorsement of the declaration by the Summit of Heads of States and Governments.

4. EXPECTED OUTCOME OF THE MINISTERIAL CONFERENCE

4.1 The main outcomes of the conference are as follows:

- a) Enhanced and comprehensive political commitment to address the aviation security and facilitation deficiencies and challenges in Africa and to the successful implementation of the AFI SECFAL Plan,
- b) Consolidating a network and framework through which African States, donor states, organizations and industry can effectively coordinate their activities with a view to ensuring the effective implementation of aviation security and facilitation;
- c) Adoption of a declaration, targets and Action Plan for aviation security and facilitation purposed for protecting the African Civil Aviation from vulnerabilities of unlawful interference, terrorist threats and building capacity of human capital.
- d) Ease of restrictions of movement of persons and goods including enhancement of border control within Africa.

5. ACTION REQUIRED BY THE MEETING

5.1 The meeting is invited to:

- a) Take note of this Working Paper;
- b) Support adoption of a declaration, targets and Action Plan for aviation security and facilitation with the results aimed at protecting the African Civil Aviation from being vulnerable to unlawful interference, including terrorist acts; and
- c) Demonstrate 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.