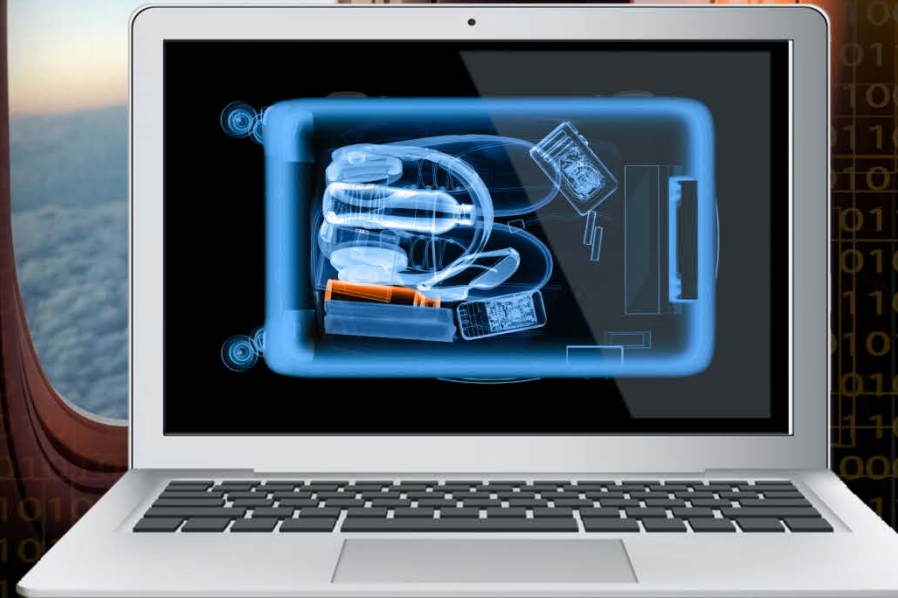


UNSCR 2341 (2017) and the Role of Civil Aviation in Protecting Critical Infrastructure from Terrorist Attacks

Sylvain Lefoyer
ICAO

ICAO HQ /20 September 2019





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Civil aviation is a critical infrastructure...

- International civil aviation is a critical infrastructure with cross-border interdependencies
- Airports, Airlines, Air traffic services providers

But civil aviation is not a soft target:

- Annex 17 – *Security* to the Chicago Convention, Safeguarding Civil Aviation Against Acts of Unlawful Interference
- Annex 9 – *Facilitation* to the Chicago Convention : Border management, Travel documents, Passenger Data Exchange (API/PNR)



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What is Needed at the National Level?

- Political decisions
- Defining organizational structure
- Referencing civil aviation and aviation security legislative framework
- Sound risk-based security system
- Necessary resources (legislative, financial and human)
- Strengthened cooperation and information sharing between all entities involved in the implementation of security and facilitation measures



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Political decision

- When identifying their Critical Infrastructures (CI), States should include the civil aviation sector and particularly the airports, as one component of its national critical infrastructure definition
- As such, it can be defined as any facility on or connected with an airport, which, if damaged or destroyed, would seriously impair the functioning of the airport
- Airport components of the CI would consists of vulnerable points and essential services (i.e. ATC, power supply, navigation aids...)



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Defining organizational structure

- When assigning sector-specific responsibilities, the designated agency responsible for the overall coordination and implementation of the national CIP strategy should identify in the strategy:
 - the authority (authorities) responsible for civil aviation and in particular aviation security
 - the scope, responsibilities and modalities of the interaction between various entities



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Referencing to civil aviation and aviation security legislative framework

- The CIP Strategy should also reference at the minimum the following elements of the aviation security legislative framework:
 - Civil Aviation Act
 - Legislation, Regulations, Decrees
 - National Civil Aviation Security Programme
 - Criminal laws (Penal Code)
 - Civil laws



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Sound risk-based security system

- The CIP Strategy should define the national risk management framework
- The CIP Strategy should require civil aviation sector to implement a risk management methodology to ensure the identification of appropriate protection measures



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Necessary resources (legislative, financial and human)

- The National CI Strategy should include provision which will ensure that sector responsible for protection of civil aviation CI is equipped with adequate legislative, financial and human resources to properly implement:
 - risk assessment
 - procedures
 - oversight and quality control activities
 - training



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What is Needed on the International Level?

- Sharing of relevant information on threats, risks and vulnerabilities through established mechanisms
- Strengthening cooperation and coordination of capacity building activities among UN Agencies, International Organizations, Industry and Member States
- Assist ICAO in enhancing audit, capacity building, and training programmes in order to support implementation



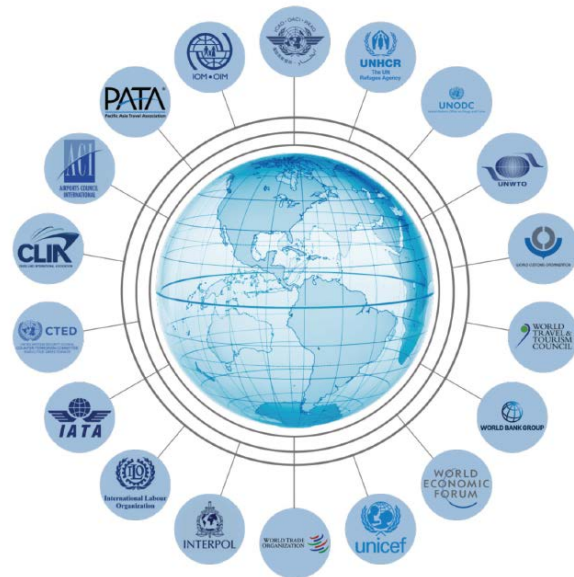
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International cooperation: key for successful implementation

- UN Global Counter-Terrorism Strategy
 - Coordination Compact
 - CTITF WG
- Inter-agency bilateral agreements
 - CTED, OCT, INTERPOL, UNODC
- International organizations cooperation
 - WCO, UPU, IATA, ACI, WEF, WTTC
- Seminars and Symposia
- Training and Workshops
- Assistance Missions





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