



WORKING PAPER

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Agenda Item 7 Training, Cooperation, and Assistance
7.1 Implementation Support and Development Section – Security (ISD-SEC) Update

REPORT ON THE IMPLEMENTATION SUPPORT AND DEVELOPMENT – SECURITY (ISD-SEC) PROGRAMME

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This paper reports on the ICAO Implementation support and development – Security (ISD-SEC) Programme in 2015, highlighting actions taken to support States in implementing Annex 17 – *Security*. It also provides an update on actions taken to further develop performance indicators for measuring the effectiveness of ICAO’s assistance and capacity-building development activities.

Action:	The suggested action is presented in Section 6.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Security & Facilitation
<i>References:</i>	<ul style="list-style-type: none"> • WP/06 of the Twenty Seventh Meeting of the Aviation Security Panel (AVSECP/27) • C-WP/14426

1. Introduction

1.1 ICAO’s aviation security-related assistance and capacity-building activities to support Member States in implementing effective aviation security (AVSEC) programmes are delivered through the Implementation Support and Development – Security (ISD-SEC) Programme, under the framework of the ICAO Aviation Security Assistance and Capacity Building Strategy. The strategy encompasses:

- a) structured Aviation Security Improvement Plans (ASIPs) that use a multi-phase methodology and assistance tools tailored to State's specific needs;
- b) training of aviation security personnel using ICAO Aviation Security Training Packages (ASTPs) and workshops, conducted on a scheduled basis at ICAO-recognized Aviation Security Training Centres (ASTCs) or under special arrangements with a State or regional organization
- c) the regular provision of guidance and advice to States in support of their action to implement ICAO Standards and Recommended Practices (SARPs). Such guidance and advice may be provided through special-purpose missions or through communications with State authorities responsible for aviation security; and
- d) support to projects conducted under ICAO's Technical Cooperation Programme, such as Cooperative Aviation Security Programmes (CASPs).

2. Assistance

2.1 Seventeen States remained actively engaged with the implementation of an ASIP during 2015: nine States in the Western and Central African (WACAF) Region; three States in the Eastern and Southern African (ESAF) Region; three States in the South American (SAM) Region; one State in the North American, Central American and Caribbean (NACC) Region; and one State in the Asia and Pacific (APAC) Region. In addition, one new ASIP was initiated in the WACAF Region with implementation expected to begin in 2016. Five ASIPs were on hold for all or part of the year for reasons such as: lack of progress by the State in carrying out the agreed activities under the ASIP; regional conflict; or ongoing health concerns related to the Ebola virus outbreak that restrict ICAO from conducting missions in some particular States.

2.2 In addition to assistance provided to States under the ASIP framework, five States in the ESAF Region; two States in the WACAF Region; two States in the Middle Eastern (MID) Region; four States in the SAM Region; five States in the NACC Region; and one State in the European and North-Atlantic (EUR/NAT) Region were provided direct assistance through the conduct of a needs assessment, tailored in-State training events, or fellowships to attend training events in the region.

2.3 The ISD-SEC Programme supported various regional AVSEC groups and forums, including: the EUR/NAT AVSEC Group; the Nineteenth Meeting of the European Civil Aviation Conference (ECAC) Security Forum; the ICAO AVSEC Seminar, Minsk, Belarus; the Asia Pacific Regional Aviation Security Coordination Forum (RASCF); and the ICAO/Latin American Civil Aviation Conference (ICAO/LACAC NAM/CAR/SAM) Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG). ICAO Secretariat support and participation at these meetings is recognized by attendees as essential in ensuring that tangible outcomes are achieved.

2.4 The ICAO Secretariat continued to provide support to the Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan) at several meetings throughout the year, including two Steering Committee meetings. In compliance with the AFI SECFAL Work Programme, ICAO conducted an aviation security and facilitation training needs assessment in September 2015, as well as an overall needs assessment for Africa, based on the results of the second cycle of the Universal Security Audit Programme (USAP).

2.5 The ICAO Secretariat signed a Memorandum of Understanding (MoU) with Airports Council International (ACI), supporting their Airport Excellence (APEX) in Security Programme designed to provide member airports with a peer review mechanism to foster the sharing of best practices in security amongst the airport community and improve their level of compliance with national and international requirements.

2.6 ICAO continued to support activities of the United Nations Counter-Terrorism Executive Directorate (CTED) by augmenting their teams with expertise in aviation security for State visits and providing relevant information for specific missions. The purpose of the visits was to conduct expert assessments of each Member State's implementation of Security Council resolutions 1373 (2001) and 1624 (2005) and to bolster the ability of United Nations Member States to prevent terrorist acts both within their borders and across regions. These on-site visits also facilitate technical assistance to Member States, as required, including in the field of civil aviation security.

3. Aviation Security Training

3.1 Addressing the continuing need for global and regional AVSEC training, ICAO endorsed one new Aviation Security Training Centre (ASTC) in 2015: the Aviation Security Training Centre of Minsk National Airport Republican Unitary Enterprise, Belarus, and a second ASTC in the first quarter of 2016: Dublin International Aviation Training Academy (DIATA) bringing the ASTC Network to 30 members. In 2015, a total of 40 ICAO-sponsored training events were offered throughout the ASTC network benefiting, 521 AVSEC personnel from 105 States.

3.2 From 28 to 30 April 2015, ICAO and the World Customs Organization (WCO) held a Joint Workshop on Air Cargo Security and Facilitation at the ICAO Regional Office in Bangkok, Thailand to examine the international air cargo security supply chain and its governing rules and standards. The workshop was attended by 58 participants representing customs and aviation security authorities from 28 States, as well as representatives from the International Air Transport Association (IATA) and the Asian-Pacific Postal Union. The workshop also provided participants with the opportunity to share experiences and identify synergies in customs and civil aviation air cargo security processes with the aim of identifying areas for enhancing existing security provisions and the facilitation of the air cargo industry. Additional sessions of this workshop are being planned for 2016.

3.3 Given the encouraging results of the WCO and the United Nations Office on Drugs and Crime (UNODC) Container Control Programme in sea ports, they are now in the phase of expanding the same concept for airports worldwide. They have requested ICAO's participation in order to ensure that aviation security is included in the scope of their project, which is to set in place an effective inter-agency law enforcement structure to minimise: the exploitation of cargo for illicit drug trafficking, the smuggling of various illicit consignments and acts of unlawful interference. ICAO delivered a training module on air cargo security at the initial UNODC/WCO course and will provide the full Air Cargo and Mail Security Course to the project team in early 2016.

3.4 The Secretariat piloted a revised seminar on the Legal Aspects of Aviation Security in the SAM Region in March 2015. The final version of this seminar in English is available and will be translated into Spanish.

3.5 The ISD-SEC Programme, working in collaboration with the Global Aviation Training (GAT) Office, revised the ICAO AVSEC Instructors Certification Course to include methodologies incorporated in the ICAO Instructor Training Framework. The validation of the revised course was conducted during the third quarter of 2015 and will be implemented in 2016, as needed. At the end of 2015, Aviation Security Training Package (ASTP), Supervisors and ASTP Air Cargo and Mail security courses were under revision and scheduled to be reviewed by the GAT to ensure alignment with the ICAO Global Training Policy. The final review of these courses will be coordinated with the Working Group on Training and other working groups as appropriate. All ASTPs produced and maintained by the ISD-SEC Programme are scheduled to be reviewed and updated by the end of 2016.

4. Outcomes and Challenges

4.1 In accordance with the aviation security assistance performance indicators endorsed by the Council in 2014 and with the introduction of the Universal Security Audit Programme — Continuous Monitoring Approach (USAP-CMA), the Secretariat is now able to provide data indicating the impact of capacity building activities. The overall improvement in EI of the Critical Elements (CEs) of an effective aviation security oversight system averaged of 26 per cent for States that were audited before and after receiving assistance. States that had not been audited before receiving assistance were found to perform close to or above their regional EI average after their post-assistance audit. Results indicate that assistance is contributing to strengthening the required national aviation security oversight systems.

4.2 In one State where assistance was provided under the framework of an ASIP and a USAP-CMA audit was conducted shortly thereafter, the results indicated limited improvement. However further analysis of the assistance outcomes, and consultations with the State regarding their audit results, revealed that the risk of losing financial aid and direct assistance from other providers had the audit results been more favourable, may have had a direct impact on their preparation for the audit.

4.3 The scope of ICAO's assistance and capacity-building activities reached 118 States in 2015. This widespread reach was possible because of voluntary financial contributions by Canada, Japan, the United Kingdom and the United States, as well as numerous States that made in-kind contributions in support of ISD-SEC Programmes. In 2015, ICAO signed a three-year five million Canadian dollar grant arrangement with the Canadian Department of Foreign Affairs, Trade and Development (DFATD-renamed Global Affairs Canada) to support various initiatives ranging from aviation security training and assistance to facilitation. The scope and reach of the ISD-SEC Programme activities would be significantly limited without these contributions.

5. Conclusion

5.1 ICAO continues its work on the development and implementation of aviation security assistance and capacity-building activities, in partnership with States, international and regional organizations, and industry. The Secretariat is working diligently to improve the coordination of assistance and the resources available in order to provide the greatest benefit to its Member States under the ICAO's No Country Left Behind initiative.

5.2 ICAO continues its role as a global coordinator of aviation security assistance and capacity-building activities, as well as a vehicle through which providers can develop partnerships and deliver assistance. Member States, international and regional organizations and industry who provide aviation security assistance are encouraged to proactively engage ICAO while planning assistance initiatives.

6. Action by the Group of Experts in Aviation Security

6.1 The Group is invited to:

- a) note the coordination and delivery of aviation security technical assistance by ICAO;
- b) recommend to its States and organizations that are providing aviation security assistance to engage ICAO in their activities; and
- c) encourage their States to make voluntary contributions to further ICAO's aviation security technical assistance activities.