



## COMPREHENSIVE REGIONAL IMPLEMENTATION PLAN FOR AVIATION SECURITY AND FACILITATION IN AFRICA (AFI SECFAL PLAN)

### FIFTH AFI SECFAL PLAN STEERING COMMITTEE MEETING (Gaborone, Botswana, 25 May 2017)

#### Agenda Item 2: Capacity-building

#### IMPLEMENTATION OF THE CASE PROJECT IN AFRICA

*(Presented by the European Civil Aviation Conference (ECAC))*

#### EXECUTIVE SUMMARY

This paper presents the status of implementation of the European Union-funded and ECAC-implemented Civil Aviation Security in Africa and the Arabian Peninsula (CASE) Project, which is currently into its Year 2. This paper elaborates on the activities undertaken in 2016 and 2017, and highlights as well the importance of the cooperation set both with regional organisations and ICAO to achieve an efficient implementation of the Project for the benefits of States.

*Action: The Steering Committee is invited to:*

- a) *Note the status of implementation of the CASE Project; and*
- b) *Encourage all ICAO Member States which are potentially involved, either as Partner States or contributing States, to actively participate in the activities organised under this Project.*

#### 1. Introduction

1.1 This paper provides an update on the implementation of the European Union-funded and ECAC-implemented CASE Project, last discussed during the 4th meeting of the AFI SECFAL Plan Steering Committee meeting (Montreal, 1 December 2016). The implementation of the Project officially began on 1 November 2015, for a duration of four years.

#### 2. Progress Report

2.1 The CASE Project offers a broad variety of activities to its Partner States in Africa (potentially, the 55 Member States of the African Union) and in the Arabian Peninsula (9 countries). Some of those activities (workshops) are delivered on a regional or sub-regional

basis, while the second component consists of national activities, which aim at meeting the needs of one specific country in one specific area of aviation security. These activities can be conducted in English or French, again based on the national requirements. Most of the workshops are organised in both languages.

2.2 Regional and sub-regional workshops are the first category of activities offered under the Project. Their standard format is a two-day event, ensuring the participation of an average number of 30 experts from 15 Partner States. Through different sessions (presentations, tours de table, breakout sessions) with a systematic technical focus, the objectives of those workshops are to provide exchange of experience between regional experts and also with European experts, and sharing of knowledge and best practices related to key issues of aviation security.

2.3 One of the priorities of the Project is to gradually increase the number of regional speakers in those workshops. Up to now, the five workshops organised in Africa have benefited from the contributions of five regional speakers (Mali, Nigeria, Senegal, South Africa, WAEMU), with a steady growth.

2.4 The list of the workshops implemented so far by the CASE Project is available in Appendix 1. It is worth mentioning that out of the five workshops organised in Africa to date, four of them were jointly organised with a regional (AFCAC) or a sub-regional organisation (WAEMU). Overall, 37 African States have participated in at least one of those workshops - the overall majority of them managing to attend several of them - by designating their national subject-matter experts: Algeria, Angola, Benin, Botswana, Burkina Faso, Cabo Verde, Cameroon, Central African Republic, Chad, Comoros, Democratic Republic of the Congo, Republic of the Congo, Côte d'Ivoire, Ethiopia, Gabon, Gambia, Ghana, Guinea-Bissau, Kenya, Mali, Mauritania, Mauritius, Mozambique, Niger, Nigeria, Senegal, Sao Tomé and Príncipe, Seychelles, South Africa, South Sudan, Sudan, Swaziland, Tanzania, Togo, Uganda, Zambia and Zimbabwe.

2.5 Complementary to regional workshops, national activities are performed on-site, to benefit one given Partner State and which are therefore fully adapted to its specific priorities, needs and/or threats. These national activities are organised into four different components: mentoring, coaching, training and risk management activities. An overview of the 14 national activities organised by the CASE Project up to now to the benefit of African Partner States is available in Appendix 2.

2.7 The distribution of security equipment is not part of the Project, to the exception of Standard Test Pieces used for assessing the quality of images of x-ray based equipment. Four Standard Test Pieces have been distributed so far, thus contributing to reinforce the capacity of the concerned Partner States in the field of quality control activities, which is one of the main objectives of the Project.

2.8 The CASE Project plans on increasing even further its volume of activities as from the second half of 2017, based in particular on the reinforcement of the team in charge of running the Project, with an aviation security technical specialist to join as from June 2017. This will in turn lead to increasing the number of Partner States which are involved in national activities, in addition to regional activities.

### **3. Partnership with African Organisations**

3.1 African organisations such as AFCAC and WAEMU have proven instrumental, especially in the inception phase, in raising awareness of the Project and informing their Member States about the capacity-building activities available within its scope. This is the rationale for having all regional and sub-regional organisations involved to some degree in aviation security in the African continent to be represented in the Steering Group of the CASE Project. Although only a number of them have managed to attend the first two meetings of the CASE Project Steering Group, all of them will be invited to future meetings, including to the next one to be held in Brussels, Belgium, on 23 June 2017. The role of the Steering Group of the CASE Project is to ensure the constant involvement of its various partners, and to enable them to provide their inputs to the implementation of the Project.

3.2 Relevant organisations were also expected to play a key part in identifying, through their own aviation security bodies, national and regional needs and priorities that could potentially be addressed by the Project. Two collective priorities already reached the stage of identification and official expression of needs, leading respectively - with respect to AFCAC - to the Workshop on Risk Management jointly organised on 23-24 January 2017 in Dakar, with a record number of 29 Partner States to attend, and with WAEMU to the Workshop on Vulnerability assessments jointly organised on 25-26 April 2017 in Lomé, which was offered to all ECOWAS Members in addition to the eight Member States of WAEMU.

3.3 Finally, it has to be noted that, for all ECAC security workshops to be organised during the timeline of the Project (e.g. workshops organised by ECAC for its own 44 Member States, based on priority concerns within Europe), two seats are offered to African Partner States, to be selected and nominated by AFCAC.

### **4. Cooperation with ICAO**

4.1 Since the last meeting of the AFI SECFAL Steering Committee on 1 December 2016, the close cooperation with ICAO has continued. This cooperation consists not only of exchange of information on current or planned activities, but also of reciprocal participation to the steering bodies of the two schemes, therefore ensuring valuable and regular communication.

4.2 On a more operational level, it is important to note that the Workshop on Risk Management was the first workshop of the Project to feature a presentation by an ICAO (regional) expert - from the Western and Central African Office - dedicated to "Risk management in Annex 17 and the Risk Context Statement".

4.3 On a final note, it has to be highlighted that this cooperative policy extends beyond the relationship with ICAO, since ECAC has adopted, overall, a policy and practice of full transparency on CASE activities by providing information on its activities, including unilaterally, to all major contributors (States or organisations) to capacity-building initiatives.

### **5. The Steering Committee is invited to:**

- a) Note the status of implementation of the CASE Project; and
- b) Encourage all ICAO Member States which are potentially involved, either as Partner States or contributing States, to actively participate in the Project.

**APPENDIX 1****REGIONAL WORKSHOPS IN AFRICA  
JULY 2016 – APRIL 2017**

<b>Theme</b>	<b>Dates/Location/co-organizer</b>	<b>Participants</b>
Cargo and Mail Security	26-27 July 2016 Abidjan, Côte d'Ivoire organised jointly with WAEMU (and support of CAA Côte d'Ivoire)	26 participants from 11 Partner States
Security Equipment and Technology	6-7 September 2016 Dakar, Senegal organised jointly with AFCAC (and support of CAA Senegal)	39 participants from 19 Partner States
Risk Management	23-24 January 2017 Dakar, Senegal organised jointly with AFCAC	37 participants from 29 Partner States
Cargo and Mail Security	12-13 April 2017 Maputo, Mozambique organised jointly with Portugal (and support of CAA Mozambique)	20 participants from 5 Partner States
Vulnerability Assessments (focus on landside security)	25-26 April 2017 Lomé, Togo organised jointly with WAEMU (and support of CAA Togo)	20 participants from 10 Partner States

**APPENDIX 2****NATIONAL ACTIVITIES IN AFRICA  
JUNE 2016 – APRIL 2017**

<b>Partner State/Period</b>	<b>Activity</b>
Togo/June 2016	Improving the Use of Available Technology (Gnassingbé-Eyadéma International Airport in Lomé)
Uganda/June 2016	MANPADS Assessment and Mitigation Methods
Senegal/July 2016	MANPADS Assessment and Mitigation Methods
Republic of the Congo/September 2016	Best Practices for National Auditors - Level 1
Republic of the Congo/September 2016	Certification of National Auditors
Senegal/October 2016	Joint Cargo Security Audit (Léopold-Sédar-Senghor International Airport in Dakar)
Burkina Faso/November 2016	MANPADS Assessment and Mitigation Methods
Togo/December 2016	Best Practices for National Auditors - Level 1
Togo/December 2016	Certification of National Auditors
Cameroon/February 2017	Improving the Use of Available Technology Nsimalen International Airport in Yaoundé
Cameroon/February 2017	Improving the Use of Available Technology Douala International Airport)
Senegal/March 2017	Best Practices for National Auditors - Level 1
Republic of the Congo/April 2017	Best Practices for National Auditors - Cargo
Republic of the Congo/April 2017	On-site Coaching for National Auditors

- END -