Counter-Terrorism Global Strategy
Civil Aviation Sector
ICAO's Contribution

Counter-Terrorism Committee Meeting
UN Security Council

27 June 2013

Boubacar Djibo,
Director, ICAO Air Transport Bureau

Overview

1. ICAO mandate and framework

2. AVSEC, FAL and MRTD Programmes

3. **TRIP Strategy: proposed strategic directions**

4. Relevance to the global Counter-Terrorism agenda

5. Capacity-building assistance to States: challenges and opportunities

6. **Consolidating strategic partnership between ICAO and UN CTED further**

Vision and Mission

The International Civil Aviation Organization is the global forum for civil aviation. ICAO works to achieve its vision of safe, secure and sustainable development of civil aviation through the cooperation of its Member States.

Chicago Convention

Chicago, 7 December 1944

PREAMBLE

WHEREAS the future development of international civil aviation can greatly help to create and preserve friendship and international understanding among the nations and peoples o the world, yet **its abuse can become a threat to the general security**;

ICAO and the UN Security Council

Agreement between the United Nations and the International Civil Aviation Organization

(13 May 1947)

Article VII: Assistance to the Security Council

The **International Civil Aviation Organization** agrees to co-operate with the **Economic and Social Council** in furnishing such information and rendering such assistance to the **Security Council** as that Council may request, including *assistance in carrying out decisions of the Security Council for the maintenance or restoration of international peace and security*

Chicago Convention Goals

- Establishes principles and arrangements so that international civil aviation may be developed in a safe and orderly manner.

- International civil aviation helps create and preserve friendship and understanding among the nations and peoples of the world.

- Recognizes that its abuse can become a threat to the general security.

- Avoid friction and to promote that co-operation between nations and peoples upon which the peace of the world depends.

ICAO's strategic objectives 2014-2015-2016

Safety: Enhance global civil aviation safety

Air Navigation Capacity and Efficiency: Increase capacity and improve efficiency of the global civil aviation system

Security & Facilitation: Enhance global civil aviation security and facilitation

Economic Development of Air Transport: Foster the development of a sound and economically-viable civil aviation system

Environmental Protection: Minimize the adverse environmental effects of civil aviation activities

New Strategic Objective C – Enhance Global Security and Facilitation

- This Strategic Objective reflects the need for ICAO's leadership in aviation security, facilitation and related border security matters

SECURITY   TRAVELLER IDENTIFICATION   FACILITATION
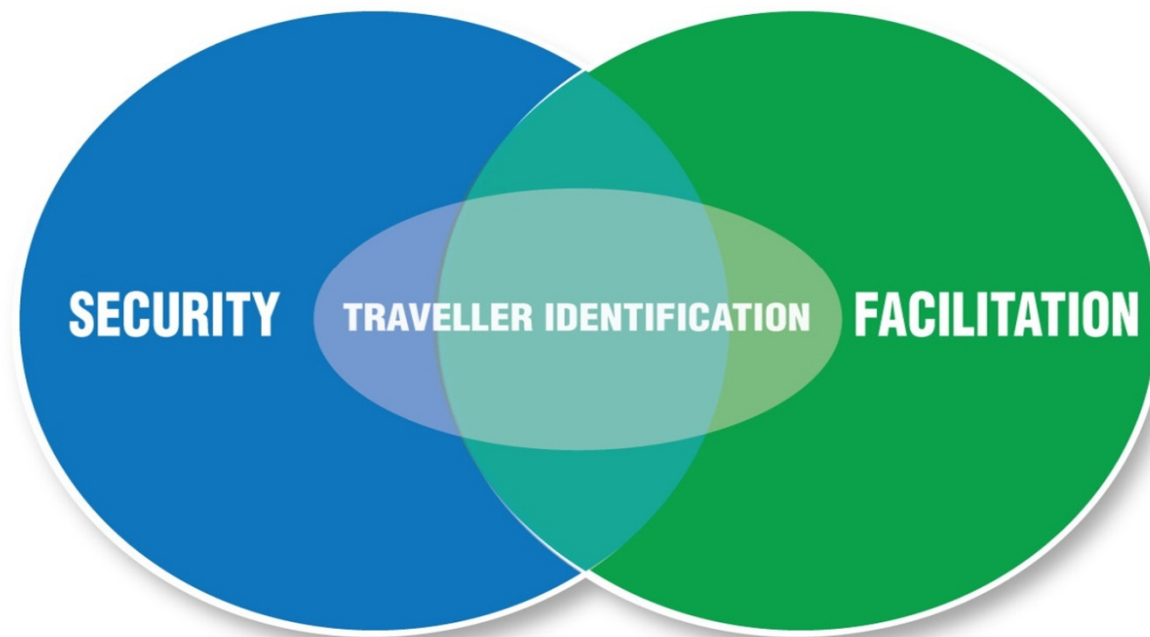
ICAO Governance

- Assembly (191 States)
- Council (36 States)
- Regional Offices (7 worldwide)
- Commissions/Committees
  - Air Navigation Commission (ANC)
  - **Air Transport Committee (ATC)**
  - Committee on Joint Support of Air Navigation Services (JSC)
  - Finance Committee (FIC)
  - **Committee on Unlawful Interference (UIC)**
  - Technical Cooperation Committee (TCC)
  - Human Resources Committee (HRC)
  - Edward Warner Award Committee

International Legal Instruments on Terrorism

ICAO: 10/18

- 1963 (Tokyo) Convention on Offences and Certain Other Acts Committed On Board Aircraft

- 2010 (Beijing) Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft

- 1988 (Montreal) Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, supplementary to the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation (Extends and supplements the Montreal Convention on Air Safety)

- 1991 (Montreal) Convention on the Marking of Plastic Explosives for the Purpose of Detection

- 2010 (Beijing) Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation

- 1971 (Montreal) Convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation – Beijing Convention modernized it (2010)

- 1970 (Hague) Convention for the Suppression of Unlawful Seizure of Aircraft – Beijing Protocol updated it (2010)

- 1973 (New York) Convention on the Prevention and Punishment of Crimes Against Internationally Protected Persons, including Diplomatic Agents

- 1979 (New York) International Convention against the Taking of Hostages

- 1980 (Vienna and New York) Convention on the Physical Protection of Nuclear Material

- 1988 (Rome) Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation – amendments adopted (2005)

- 1988 (Rome) Protocol for the Suppression of Unlawful Acts Against the Safety of Fixed Platforms Located on the Continental Shelf – amendments adopted (2005)

- 1997 (New York) International Convention for the Suppression of Terrorist Bombings

- 1999 (New York) International Convention for the Suppression of the Financing of Terrorism

- 2005 (New York) International Convention for the Suppression of Acts of Nuclear Terrorism

Security Threats

- Pan Am flight 103, Lockerbie, Scotland, 21 December 1988

- Resolution of the ICAO Council of February 1989

- UTA flight 772, Tenere Desert, Niger, 19 September 1989

- New-York, 9 September 2001

- ICAO Assembly Worldwide consensus

  – Tragic events in the USA: **Recognition of the use of an aircraft as a weapon of destruction**

West Africa : Air Cocaïne

- "Air Cocaine" incident in November 2009, when the burnt-out carcass (shown above) of an elderly Boeing 727 believed to have been transporting up to 11 tons of cocaine was found abandoned in the desert north of Gao, Mali.

- It is believed that the plane, had been flown direct from Venezuela - one of an entire "fleet" of decrepit airliners pressed into service by Latino cartels.
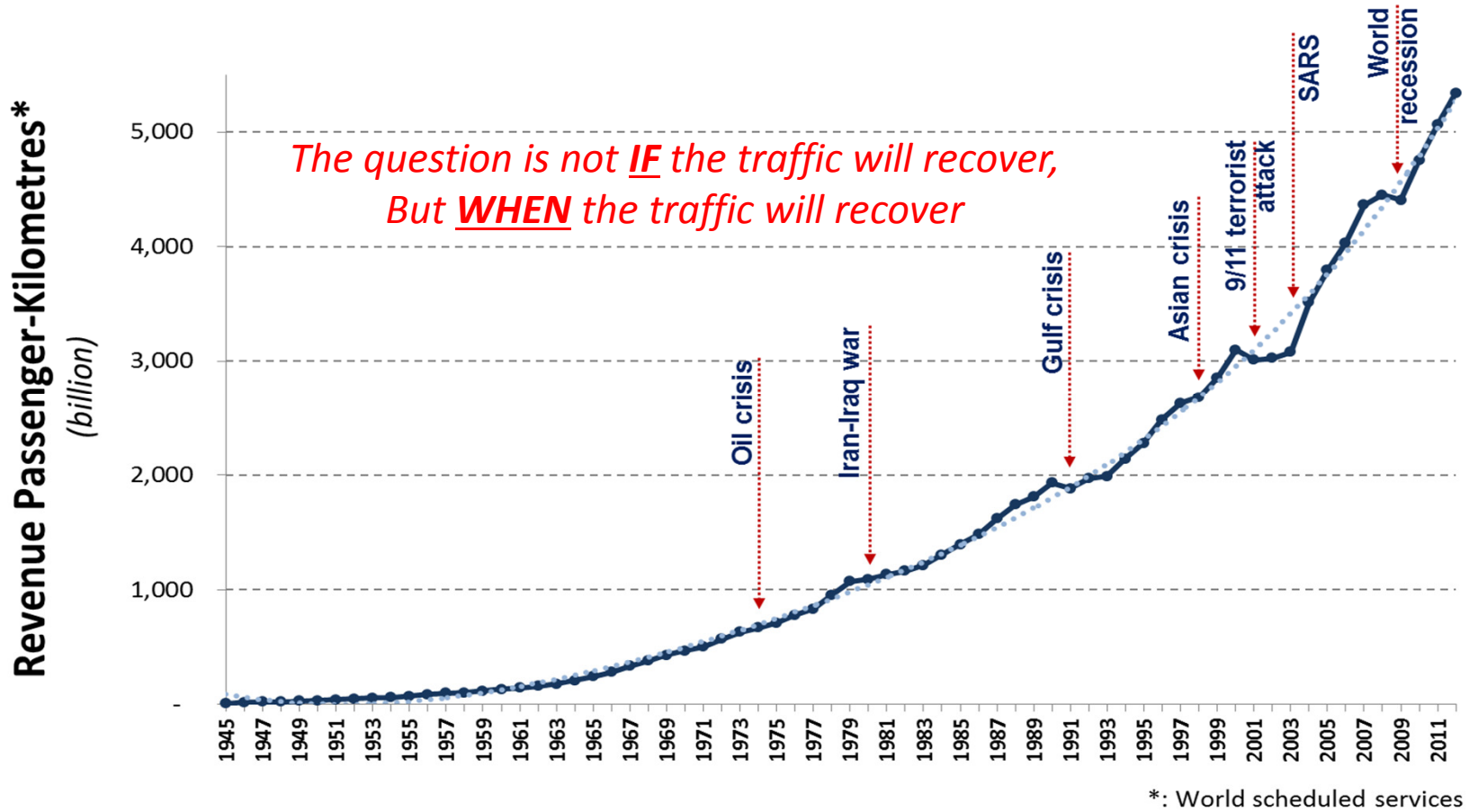
Terrorist Manpads Attacks

- Baghdad DHL aircraft (2003)
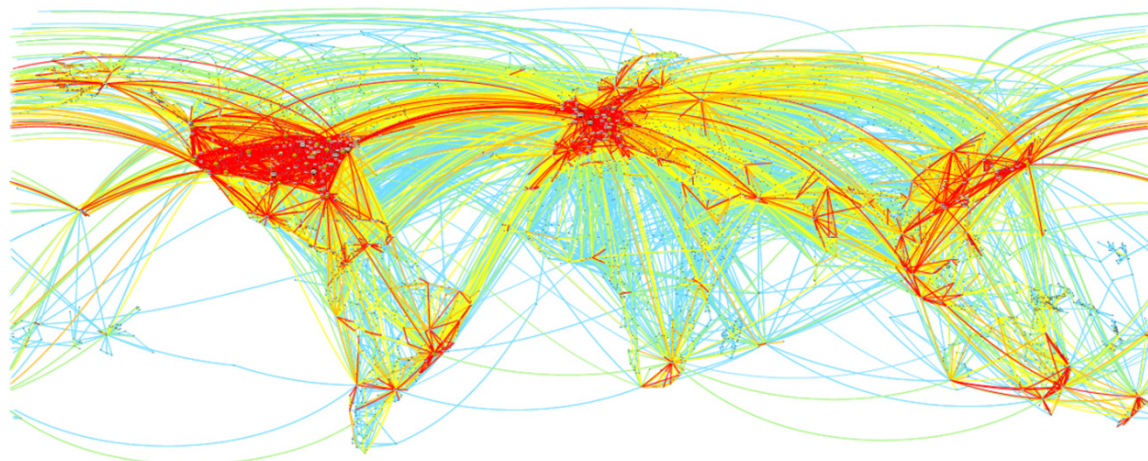
- Monbassa Israeli Boeing 757 attempted attack (2002)

-

- ICAO Assembly Resolution A37/17 :

  "directs the Council to continue its cooperation with UN CTC in the global efforts to combat terrorism."

*The question is not **IF** the traffic will recover,*
*But **WHEN** the traffic will recover*

*: World scheduled services

Look at air traffic flow increase…

2002

2010

CITIES mov		FLOW mov	
·	1 - 14999	⎯ FLOW2101-44279	
·	15000 - 58929	⎯ FLOW1001-2100	
●	58930 - 140764	⎯ FLOW401-1000	
●	140765 - 303197	⎯ FLOW166-400	
●	303198 - 556306	⎯ FLOW1-165	
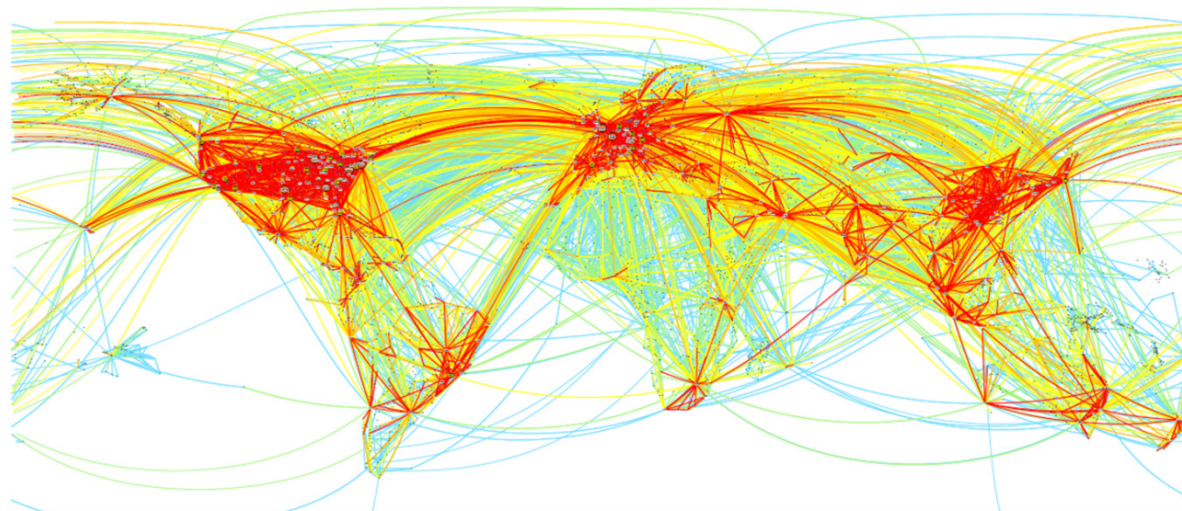
Air transport: 2012 world data…

- **2.9 billion passengers**
- 52 million ton. of freight
- 1 000 airlines
- 25 000 aircraft in service
- More than 4 000 airports
- 36 million airline routes
- 170 air navigation centers
- 1.5% Cargo Volume = 34.6% in value

…and in 2030

6 billion passengers

Contribution of ICAO

- Regulatory

- Coordination with International Partners

- Assistance

- Technical Cooperation

Annex 17: Security (AVSEC)

- Lead and support global efforts to establish sustainable civil aviation security regimes and oversight systems to:
  - prevent unlawful interference with civil aviation;
  - respond effectively to attacks and attempted attacks; and
  - assure the safe and efficient movement of people and goods

"Provide **technical assistance to States** in need, including funding, capacity building and technology transfer to effectively address security threats to civil aviation, in cooperation with other States, international organizations and industry partners."

37th ICAO Assembly, Montreal, October 2010

Civil aviation security threats and vulnerabilities

- Threats worldwide are continuing, evolving and challenging to predict
- All facets of civil aviation are at risk – passenger aircraft, air cargo, airports, and related facilities and operations
- **Despite improvements, Aviation Security Audits show many States with serious deficiencies**:
  - compliance with Standards and Recommended Practices
  - adequacy of oversight systems
- Some States threatened with "Significant Security Concerns" (SSeC) designation
- **Strong need/demand for assistance and capacity building**

ICAO AVSEC Assistance

Universal Aviation Security Audit Programme	Implementation Support and Development Programme	Technical Cooperation Bureau
OBJECTIVE VALIDATE THE OVERSIGHT CAPABILITY AND IMPLEMENTATION OF SARPS IN STATE	• **OBJECTIVE** • ASSIST STATES TO • ACHIEVE COMPLIANCE WITH • SECURITY RELATED SARPS	**OBJECTIVE** REMEDIAL ASSISTANCE PROJECTS (COST RECOVERY)
USAP Audit missions **Validation of Corrective Action Plans** **Bridge to Assistance**	**Aviation Security Training Packages (ASTPs)** **AVSEC Training** **Workshops/Exercises** **Short-term Assistance** **MRTD Programme**	**Recruitment of Experts** **Procurement Assistance** **Project Documents** **Source for Funding** **Long-term Assistance**

Annex 9: Facilitation (FAL)

*Facilitation is the efficient management of (customs, immigration, health and quarantine) **border control** processes, to expedite clearance (of **aircraft, passengers/crew, baggage and cargo**) and to prevent unnecessary delays*

- Maintain stability of supply chain
- Support economic growth
- Enable sustainable development of air transport
- Maintain security and flight safety
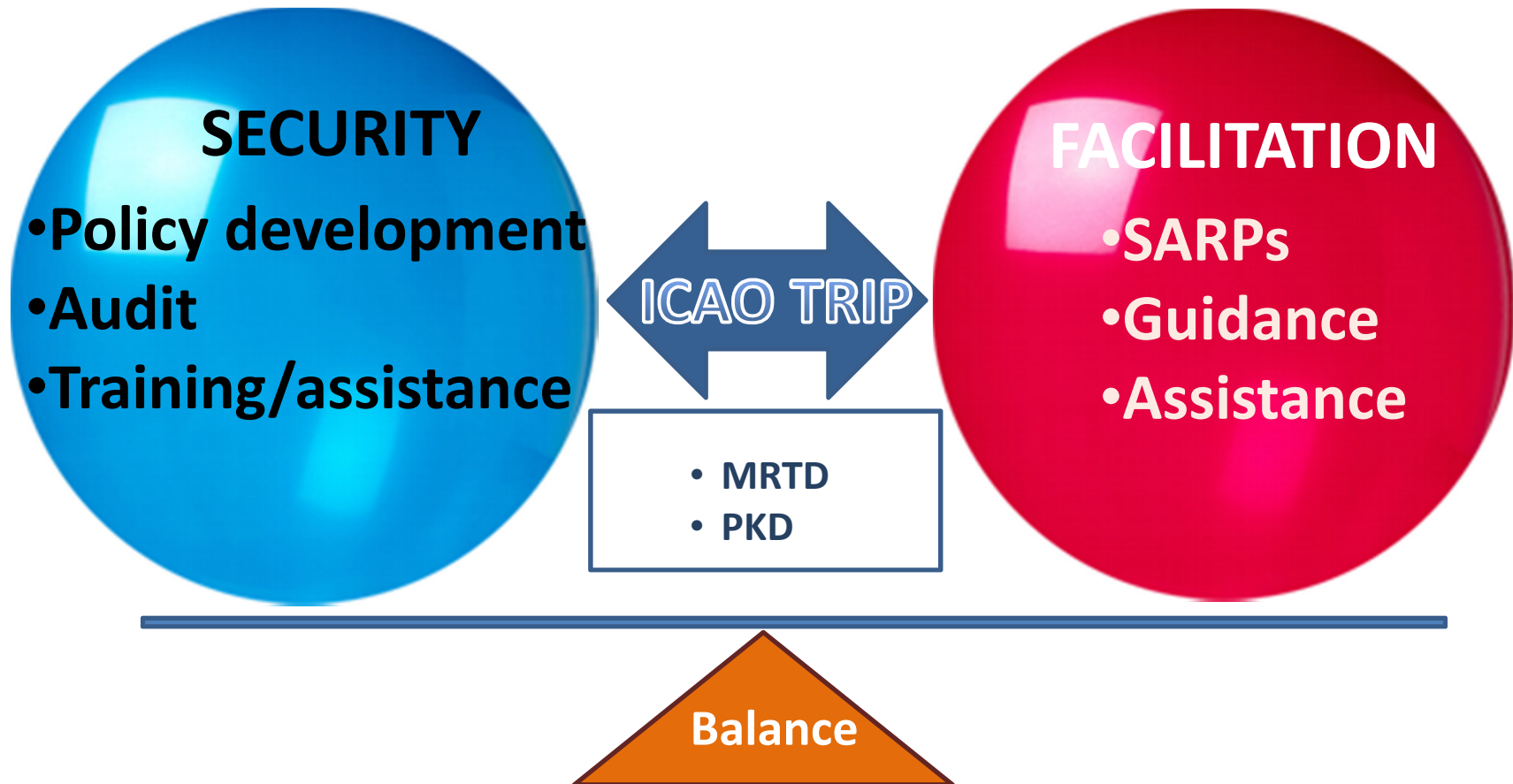
Annex 9 to the Chicago Convention
- facilitation of landside formalities for clearance of aircraft, passengers, goods and mail
- requirements of customs, immigration, public health and agriculture authorities
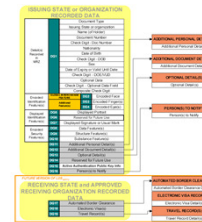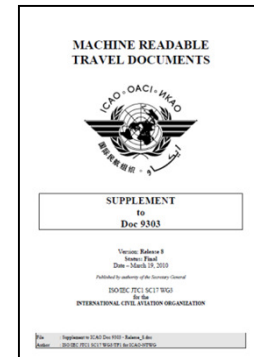
Balancing Security and Facilitation

Improving security

Efficient operations

SECURITY
- Policy development
- Audit
- Training/assistance

ICAO TRIP

- MRTD
- PKD

FACILITATION
- SARPs
- Guidance
- Assistance

Balance

First Things First - ICAO Compliance

MRP

CHIP RFID
14443

IMAGE
FACE

LDS
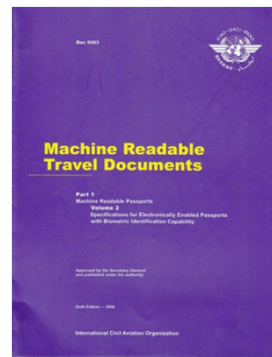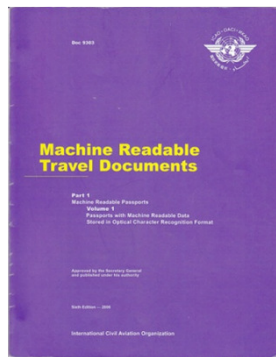
011101001010

PKI DIGITAL
SIGNATURE
PKD

ICAO MRTD Programme

DOC 9303
ISO: SC17 WG3
ISO/IEC 7501

Part 1
Vol. 1. Passports
Vol. 2. ePassports

Part 2
Visa

Part 3
Vol.1. Official Travel Document

Vol.2. Official Travel Document – Specifications for E-MRTDs

ePassports Standards & Specifications

- **Enhance Security**
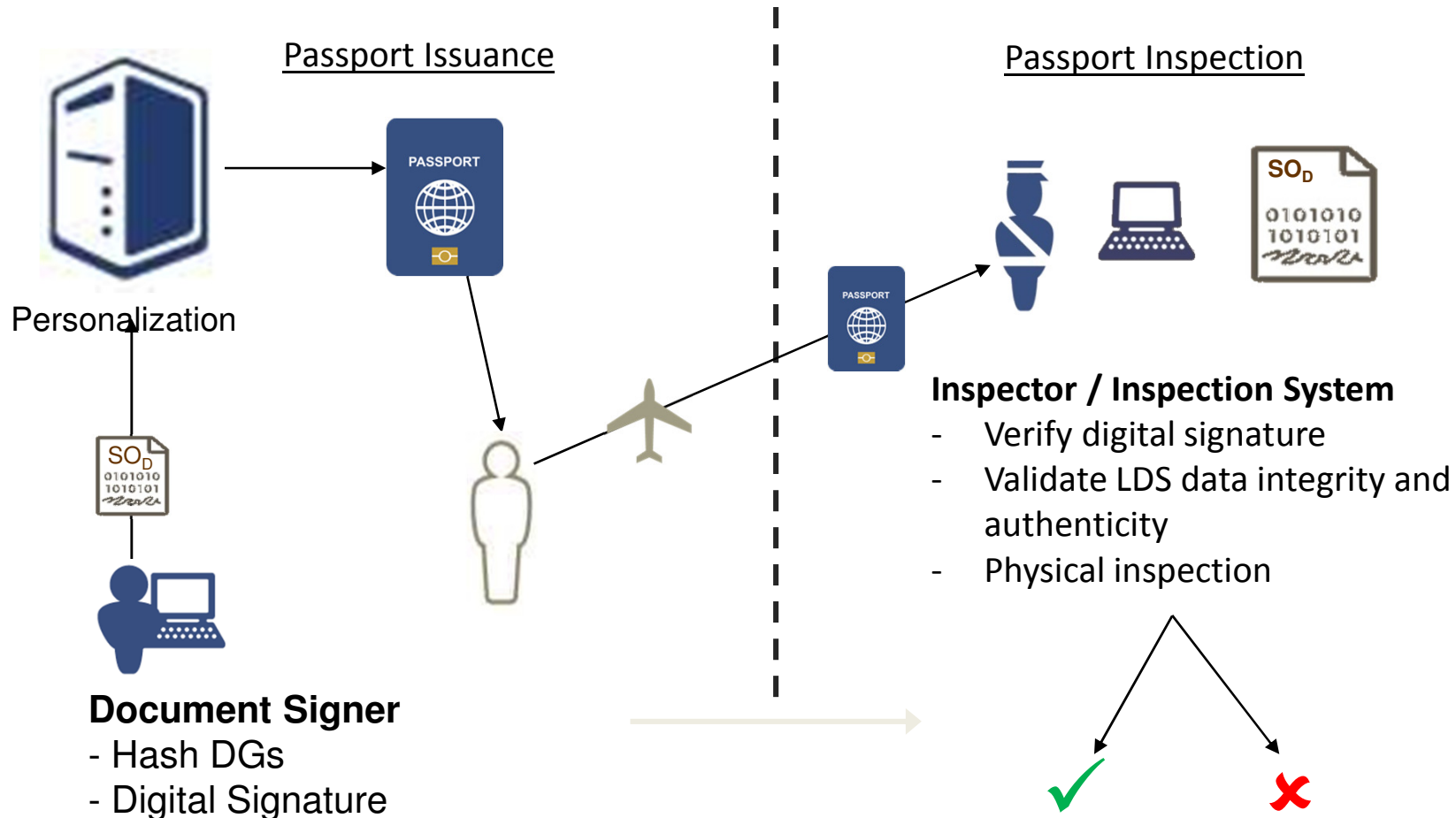- **Biometrics for identity confirmation**

Assistance on Travel Documents

- The new UN e-LP

- Joint TC project between UN and ICAO

- Specs designed by ICAO MRTD experts

- State-of-the-art technology

- Fully ICAO-compliant

- Takes full advantage of ICAO PKD security benefits

ePassports & Public Key Infrastructure (PKI) Operational View

Passport Issuance

Passport Inspection

Personalization

Document Signer
- Hash DGs
- Digital Signature

Inspector / Inspection System
- Verify digital signature
- Validate LDS data integrity and authenticity
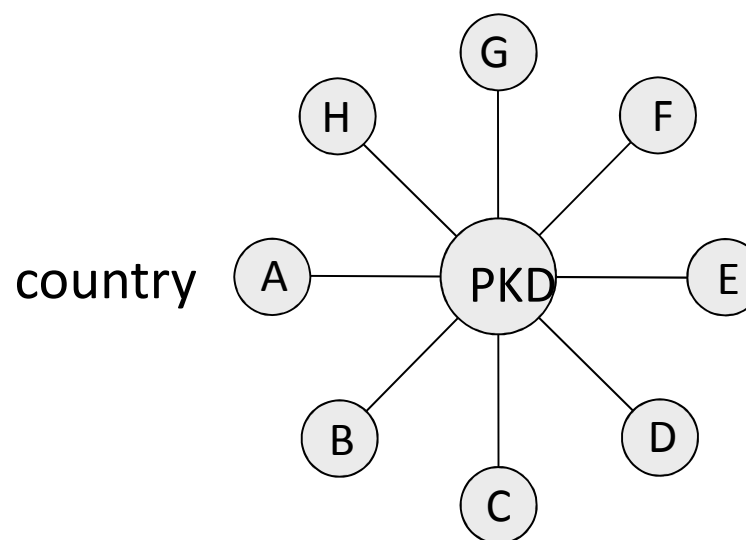- Physical inspection

ICAO Public Key Directory Authentication & Validation of ePassports

via bilateral Exchange – Out-of-band

Via PKD

country

country
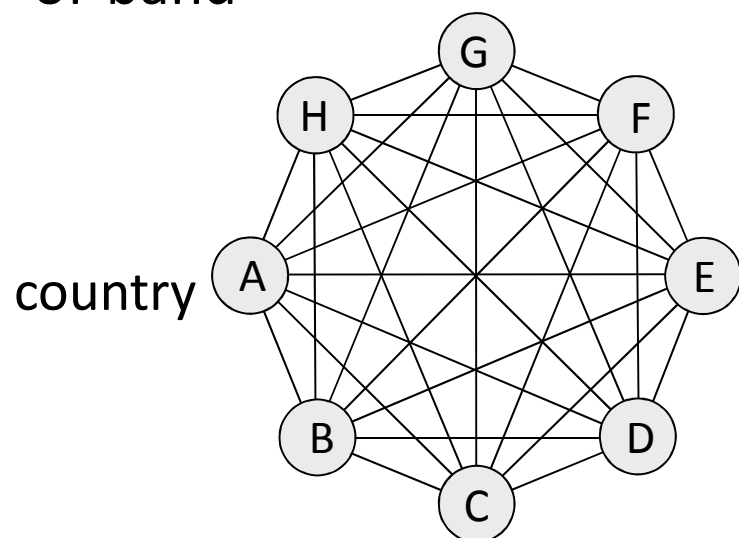
This example shows **8 States** requiring **56** bilateral exchanges (left) or **2** exchanges with the PKD (right) to be up to date with certificates and revocation lists.

In case of **191** ICAO States **35,910** bilateral exchanges would be necessary while there are still **2** exchanges necessary with the PKD.

ePassport Issuing States - 96
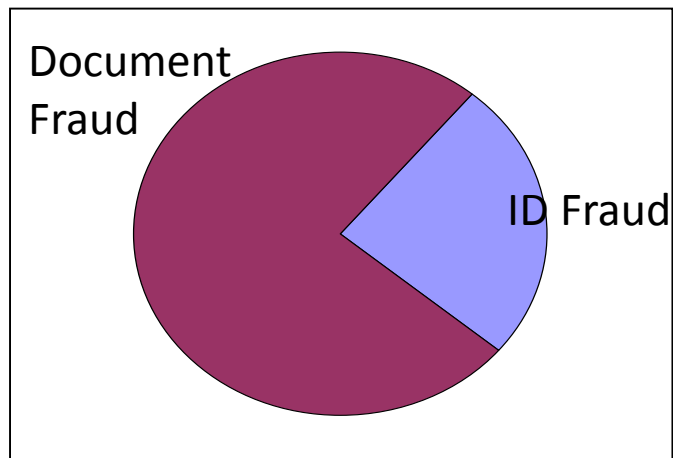**PKD Membership – 35 States + 3 entities**

Shift to Identity Fraud

2006

- Identity Fraud = 31%

- Docum. Fraud = 54%

- Remainder = 15%*
  *Intergraph Study, 2010

2009

- Identity Fraud = 71%

- Docum. Fraud = 29%
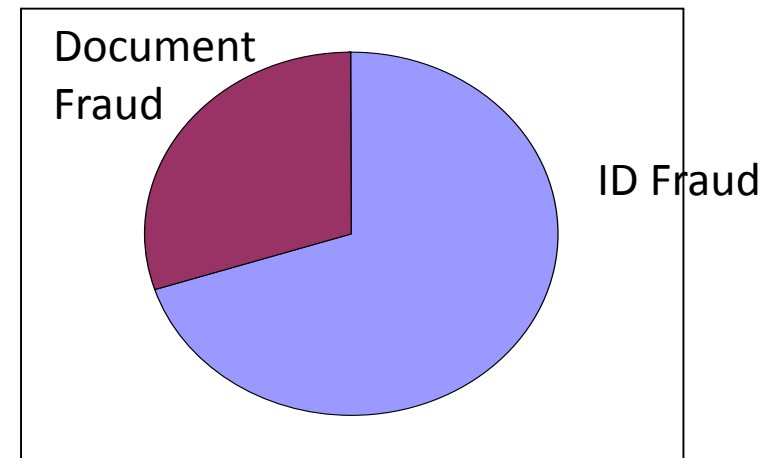
Threats - Identity Fraud

Enhancing the MRTD Programme

ICAO Traveller Identification Programme (ICAO TRIP)

- Holistic approach to identification management and travel documents

- Applicable to all mode of transports and borders

- Integrates MRTDs, PKD and other elements of traveller identification management

- Submitted to the 38th Session of the ICAO Assembly - for the final endorsement of the TRIP Strategy

Holistic approach to traveller identification management: five dimensions

HOLISTIC TRAVELLER IDENTIFICATION MANAGEMENT

Civil Registries

Airlines

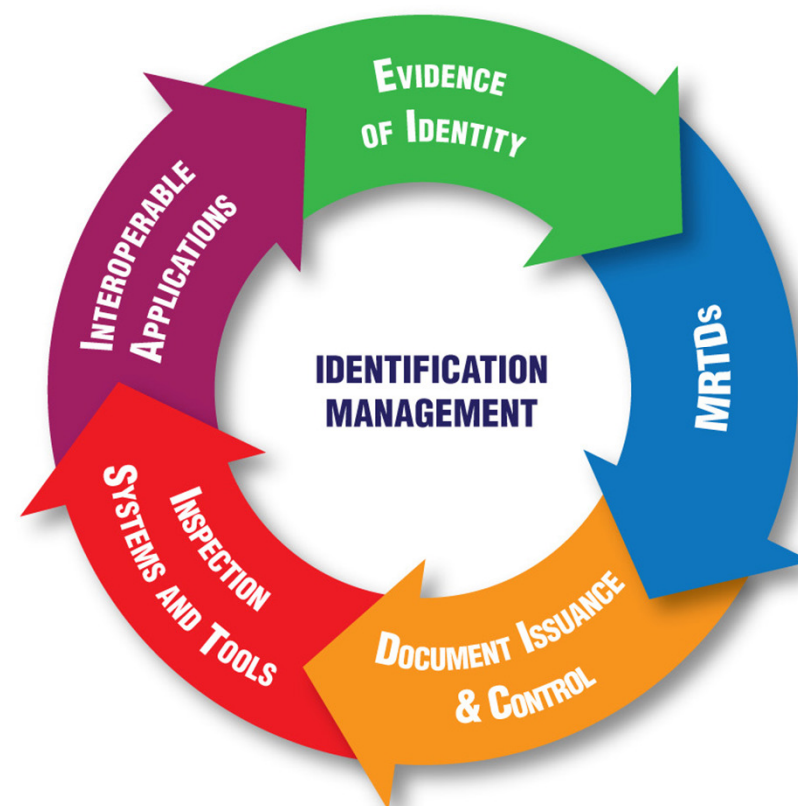Airports

Travel Document Issuing Authorities

International Organizations

Evidence of Identity

Interoperable Applications

MRTDs

TRAVELLER IDENTIFICATION MANAGEMENT

Travel Document Industry

Border Control Authorities

Law Enforcement Authorities

Inspection Systems and Tools

Document Issuance and Control

Aviation Security Authorities

Regional Organizations

ICAO TRIP Relevance to UN CT Strategy

Security Council Resolution 1373 (2001)

"The Security Council,

2. *Decides also* that all States shall:

(g) **Prevent the movement of terrorists or terrorist groups by effective border controls and controls on issuance of identity papers and travel documents**, and through measures for preventing counterfeiting, forgery or fraudulent use of identity papers and travel documents."

Why new Strategy for Traveller Identification?

Drivers for implementing secure traveller identification

- Continuing and evolving **security threats**

- Concerns with **terrorism and trans-border crime** (drugs, child abduction, human trafficking, illegal immigration)

- Pressures to improve **efficiency of border inspection** and control

- Opportunities for cost-effective **deployment of security resources** focused on priority risks

Capacity Building & Assistance

- American Region – ICAO/OAS-CICTE
  - North, Central and South America

- East Europe-Central Asia – ICAO/OSCE

- Asia Pacific – CASP

- Individual States (over 60)

Assistance to States: needs

Enormous **challenges and gaps** in developing and fragile countries:

- Weak **capacity** to uniquely identify individuals for the purposes of border controls, terrorism prevention and law enforcement

- Lack of **robust identification management** systems

- **Identity and travel document fraud** used for engaging in terrorism and organised trans-border crime

Assistance to States: needs

Challenges and gaps – contd.

- Staff lacking **competences**, **skills** and tools

- Lack of trust and technical means required for effective **inter-agency and cross-border cooperation**

- Inadequate traveller identification management and border controls

- Considerable **mobility of cross-border** populations

Asking Big Questions

- Is the current level of technical cooperation assistance sufficient, given the extent of the challenge?

- How to make the assistance to States larger, more relevant and more effective?

Consolidating strategic partnership between ICAO and UNCTC

Future prospects – short term

- Intensifying gap analysis and assessment missions
- Intensifying project development and implementation
- ICAO's closer involvement in UNCTC and the Global Counter Terrorist Strategy and CTITF
- Developing and launching training programmes
- Supporting regional initiatives
- Developing closer working partnerships with other agencies and donor programmes

Consolidating strategic partnership between ICAO and UNCTC

Future prospects – mid or long term

- Establishing an ICAO-UNCTC bilateral framework dedicated to providing technical assistance to States in implementing the TRIP Strategy.

- Linking together:
  - States in need for assistance
  - Donor programmes
  - International development agencies

- Objective: to provide a one-stop shop for States in need to access funds and expertise required for Traveller Identification **capacity building**

Consolidating partnership

Donor Programmes

ICAO/UN Member States

UN CTED

ICAO Regional Offices

UN Agencies

ICAO TCB

Regional Organizations

ICAO TAG/MRTD Working Groups

International Organizations

Industry

Development Agencies

ICAO TRIP IMPLEMENTATION

Phase I: Africa Region – Assistance projects under preparation with several Regional Economic Communities in coordination with AUC & ACSRT

CEN-SAD: Community of Sahel-Saharan States, 28 Member States:

Benin, Burkina Faso, Central African Republic, Chad, Comoros, Cote d'Ivoire, Djibouti, Egypt, Eritrea, Gambia, Ghana, Guinea, Guinea Bissau, Kenya, Liberia, Libya, Mali, Mauritania, Morocco, Niger, Nigeria, Sao Tome & Principe, Senegal, Sierra Leone, Somalia, Sudan, Togo and Tunisia.

COMESA: Common Market for Eastern and Southern Africa, 19 Member States:

Burundi, Comoros, D. R. Congo, Djibouti, Egypt, Eritrea, Ethiopia, Kenya, Libya, Madagascar, Malawi, Mauritius, Rwanda, Seychelles, Sudan, Swaziland, Uganda, Zambia and Zimbabwe.

ECCAS: Economic Community of Central African States, 10 Member States:

Angola, Burundi, Cameroon, Central African Republic, Chad, Democratic Republic of Congo, Equatorial Guinea, Gabon, Republic of Congo, São Tomé and Príncipe.

ECOWAS: Economic Community of West African States, 15 Member States:

Benin, Burkina Faso, Cape Verde, Côte d'Ivoire, Gambia, Ghana, Guinea, Guinea Bissau, Liberia, Mali, Niger, Nigeria, Senegal, Sierra Leone and Togo.

Way Forward

- Travel and Tourism:
  - ICAO Traveller Identification Programme (TRIP)
  - Public Key Directory (PKD) for ePassport issuing States
- Trade and Cargo:
  - Cooperation with Word Customs Organization
  - Enhancement of eFreight and Development of eCargo and PKD for Cargo
- AVSEC Assistance – Manpads
- Air Navigation: Identification of suspicious Flights

Facilitating air cargo

Air Cargo facilitation (in cooperation with WCO and TIACA)

- Enhance efficiency and modernization of air cargo for global trade and economic development

- Provide means and tools for enhancing and implementing effective risk management systems

- Safeguarding reliability by offering a high level of security (such as enhancing e-freight processes)

Shippers | Origin Freight Forwarders | Export Customs | Carrier | Import Customs | Destination Freight Forwarders | Consignees

Way Forward

- Implementation of TRIP on a regional basis

- Strengthening cooperation between ICAO, UNCTC and other international agencies

- Strengthening relation and cooperation with regional grouping having mandate

- Increasing donor States' contribution and financial support to ICAO assistance activities in order to enhance ICAO assistance and technical cooperation capacity building projects in the field

- Increasing PKD membership

ICAO is committed to implement the Agreement between UN and ICAO by contributing to the assistance provided to the States by the *Security Council*

**Thank You, Merci,
Shukran, Spasiba, Xie Xie,
Gracias**

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