



WORKING PAPER

ASSEMBLY — 40TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 23: Technical Assistance Programme

PROGRESS REPORT ON THE IMPLEMENTATION OF THE COMPREHENSIVE REGIONAL IMPLEMENTATION PLAN FOR AVIATION SECURITY AND FACILITATION IN AFRICA (AFI SECFAL PLAN)

(Presented by the Council of ICAO)

EXECUTIVE SUMMARY

This paper presents the progress made in the implementation of the Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan) and its Work Programme since the 39th Assembly held in 2016. In addition, it supports Assembly Resolution A39-38 designed to promote the implementation of the AFI SECFAL Plan.

Action: The Assembly is invited to:

- a) review progress on the implementation of the Resolution on the *Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa* adopted by the 39th Assembly (A39-38);
- b) support the continued implementation of the AFI SECFAL Plan;
- c) approve the attached draft Assembly Resolution on the *Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa* presented in Appendix C;
- d) urge States to make financial, in-kind and/or other contributions to support the implementation of the AFI SECFAL Plan; and
- e) urge States to coordinate assistance efforts and activities through the AFI SECFAL Plan and to share information with the AFI SECFAL Plan regarding their assistance activities.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective — <i>Security and Facilitation</i>
<i>Financial implications:</i>	The activities referred to in this working paper will be undertaken, subject to the resources available in the AFI SECFAL Plan budget and 2020-2022 Regular Programme Budget and/or from extra budgetary contributions.
<i>References:</i>	Doc 10075, <i>Assembly Resolutions in Force</i> (as of 6 October 2016) C-DEC 215/2, C-WP/14484 C-DEC 203/2, C-WP/14181 AFI SECFAL Plan document and work programme Global Aviation Security Plan (GASeP) Windhoek Declaration and Targets for Aviation Security and Facilitation in Africa Reports of the past eight AFI SECFAL Plan Steering Committee meetings

1. BACKGROUND

1.1 The threat of potential acts of unlawful interference against civil aviation continues to manifest itself due to the presence of active terrorist groups and events in the African region. The above-mentioned threats co-exist with the recorded increase in air transport passenger flows. Furthermore, the Universal Security Audit Programme Continuous Monitoring Approach (USAP-CMA) results indicate that progress has been achieved in the last three years in raising the level of effective implementation of ICAO Standards and Recommended Practices (SARPs) but more needs to be done to realize the targets established in the Global Aviation Security Plan (GASeP) and the associated regional plans. Increasingly complex current and emerging threats such as cyber security, landside security and insider threat, call for a coordinated and cohesive approach to mitigate the consequences.

1.2 Furthermore, at the international level, and as part of the coordination with the United Nations Security Council (UNSC) Global Counter-Terrorism Strategy, ICAO's leadership in traveller identification is recognized to have made a significant contribution to enhancing air transport facilitation, by using identification tools, as described in the ICAO Traveller Identification Programme (ICAO TRIP) Strategy, to ensure robust border control management. Controls on issuance of identity papers and travel documents, and measures for preventing counterfeiting, forgery or fraudulent use of identity papers and travel documents are detailed in ICAO Standards and Specifications related to Machine Readable Travel Documents (MRTDs) issuance. Furthermore ICAO is making available to States a powerful and useful inspection tool, the ICAO Public Key Directory (PKD) which allows them to authenticate and verify ePassports at their borders. In that context, ICAO actively supports UNSC resolutions 2178 (2014), 2309 (2016), 2368 (2017) and 2396 (2017) intended to stem the flow of foreign terrorist fighters (FTFs). UNSC resolution 2396 (2017) mandated the use, by Member States, of Advance Passenger Information (API) (an Annex 9 Standard, mandatory since 23 February 2018), as well as the development of the capability to collect, process and analyse, in furtherance of ICAO standards and recommended practices, passenger name record (PNR) data. The resolution also urges ICAO to work with its Member States to establish a standard for the collection, use, processing and protection of PNR data. Work on this is currently in progress.

1.3 The Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan) is an ICAO Programme intended to assist African States to enhance aviation security and facilitation, coordinate and align all capacity-building efforts and resolve systemic deficiencies in aviation security and facilitation in a sustainable manner.

1.4 The implementation of the AFI SECFAL Plan is anchored on a three-phase (short-, medium- and long-term) work programme approved by the Plan's Steering Committee (SC). The completion of the short term phase of the Plan on 31 December 2017 has had a positive impact on the effective implementation of State aviation security oversight systems, and compliance with Annex 17 — *Security* Standards and Recommended Practices and the Annex 9 — *Facilitation* provisions that support both aviation security and border security objectives.

2. DISCUSSION

2.1 Since its inception in 2015 in Maputo, Mozambique, the Plan has made significant progress under the guidance of the Steering Committee (SC) with the assistance of the ICAO Secretariat. The AFI SECFAL Plan Steering Committee has, so far, held eight meetings with the Eighth Steering Committee meeting held in Uganda in May 2019.

2.2 The short-term phase of the Plan ended on 31 December 2017 having largely achieved the planned activities and goals, and provided a good platform for implementation of the medium- and long-term phases (2018-2020 and 2021-2023 respectively). Collaboration and awareness between international and regional organizations including the African Union Commission (AUC), African Civil Aviation Commission (AFCAC), European Civil Aviation Conference (ECAC), European Union (EU), UN Counter-Terrorism Committee Executive Directorate (CTED), Airports Council International (ACI), International Air Transport Association (IATA), African Airlines Association (AFRAA), Regional Safety Oversight Organizations (RSOOs), World Customs Organization (WCO), International Organization for Migration (IOM), and the International Criminal Police Organization (INTERPOL), has been strengthened in terms of work in this area. The AFI SECFAL Plan Fund, established in 2017, has received voluntary financial contributions from Belgium, Malaysia, Saudi Arabia and Uganda and in-kind contributions through the provision of experts from many States in the Region and outside the Region.

2.3 In order to have a harmonized approach to the delivery of the ICAO Strategic Objectives, the AFI SECFAL Plan work programme, the Windhoek Declaration and Targets for aviation security and facilitation in Africa and the Africa and Middle East Aviation Security Roadmap have all been aligned with the GAsEP.

2.4 The Windhoek Declaration and Targets for Aviation Security and Facilitation in Africa were endorsed by the African Union (AU) Summit in July 2017 (Appendix A), thereby reinforcing the much needed political commitment to enhance compliance with the relevant ICAO SARPs relating to aviation security and facilitation.

2.5 The AFI Regional Aviation Security and Facilitation Group (RASFALG-AFI), under the auspices of AFCAC, continues to provide technical support to the AFI SECFAL Plan to help implement and monitor the aligned targets. The AFI Region Collaborative Experts Scheme (CES) has also been established as a vehicle for delivering assistance to States, supporting the implementation of approved Plan projects while making full use of the aviation security and facilitation expertise available in Africa.

2.6 In the spirit of inter-regional cooperation, the Africa and Middle East Regional Ministerial Conference held in Sharm El Sheikh, Egypt, from 22 to 24 August 2017, endorsed the Roadmap on Aviation Security aligned with the GAsEP. The AFI SECFAL Plan has also supported the establishment of the Regional Aviation Security and Facilitation Group in the ICAO Middle East Region in line with Council recognition of the importance of establishing regional mechanisms to address aviation security and facilitation challenges.

2.7 A project-based approach has been established for the AFI SECFAL Plan, with specific projects being developed and implemented for priority States founded on a comprehensive analysis of the AFI Region USAP-CMA results and State mission reports to determine the common areas of deficiencies, needs and proposed remedial measures to address the challenges in a sustainable manner.

2.8 In order to assist AFI States to implement the ICAO TRIP strategy, the AFI SECFAL Plan has enhanced awareness of the benefits of PKD membership, API implementation and PNR data in support of the dedicated roadmap developed highlighting notably the corresponding Annex 9 Standards, which are audited under the USAP-CMA (Appendix B).

2.9 In support of the AUC initiative for the AU Pan African ePassport the AFI SECFAL Plan is providing assistance to AFI States towards the development of an African e-passport compliant with

the ICAO Standards and Specifications on eMRTDs, aiming at facilitating free movement of persons on the African Continent.

2.10 It is anticipated that the ongoing resource mobilization strategy, coupled with the campaign by the ICAO Council and ICAO Secretariat, will culminate in increased resources to effectively implement the Plan through voluntary contributions from States and donor partners. Additionally, it is considered imperative that the Plan's implementation be supported and funded under the regular budget to ensure a sustainable funding mechanism.

2.11 Although the AFI SECFAL Plan has helped contribute to the improvement of the effective implementation of the Critical Elements (CEs) of aviation security oversight systems for the African States, significant challenges of qualified aviation security personnel, adequate infrastructure, financial resources and robust State commitment still remain in attaining the regional and GAsEP targets.

2.12 In considering the importance of the AFI SECFAL Plan in enhancing aviation security and facilitation in Africa in a sustainable manner, proposed updates to Assembly Resolution A39-38 are shown in Appendix C.

2.13 A summary of the specific results delivered by the AFI SECFAL Plan since the 39th Assembly are shown in Appendix D.

3. CONCLUSION

3.1 The implementation of the AFI SECFAL Plan is steadily progressing and has, to an extent, made an impact on compliance with Annex 17 — *Security* SARPs and with Annex 9 — *Facilitation* provisions that support both border management and border security objectives. The endorsement of the Windhoek Declaration and Targets by the African Union Summit signifies increased political commitment that needs to be transformed into tangible measures to enhance effective implementation of State aviation security oversight systems. It is evident that with a sustainable funding mechanism under the ICAO Regular budget, State commitment and strong stakeholder partnerships, the objectives of the Plan can be achieved including realization of the regional and GAsEP targets while ensuring that AFI States are complying with the UNSC resolutions 2178 (2014), 2309 (2016), 2368 (2017) and 2396 (2017).

APPENDIX A

AFRICAN UNION

الاتحاد الأفريقي



UNION AFRICAINE

UNIÃO AFRICANA

P. O. Box 3243, Addis Ababa, ETHIOPIA Tel.: Tel: +251-115- 517 700 Fax: +251-115- 517844 /
5182523
Website:
www.au.int

SC20226

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DECISIONS, DECLARATIONS & RESOLUTION

¹ Arabic and English translated from French by the African Union.
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DECISION ON THE SPECIALIZED TECHNICAL COMMITTEES

The Executive Council,

1. **TAKES NOTE** of the Reports of the Specialized Technical Committees (STC) and the recommendations contained therein;
 - I. **ON THE FIRST ORDINARY SESSION OF THE SPECIALIZED TECHNICAL COMMITTEE ON TRANSPORT, TRANSCONTINENTAL AND INTERREGIONAL INFRASTRUCTURE, ENERGY AND TOURISM (STC-TTIIET) - Doc. EX.CL/1024(XXXI)**
2. **COMMENDS:**
 - i) the Ministers responsible for Transport, Energy and Tourism for the successful holding of the First meeting of their Specialized Technical Committee (STC) and achieving notable outcomes for the development of the transport, energy and tourism sectors in Africa;
 - ii) the Government and people of the Togolese Republic for the generous hosting of the historic event of the First Meeting of the AU Specialized Technical Committee (STC) on Transport, Transcontinental and Interregional Infrastructure, Energy and Tourism.
3. **RECOGNIZES WITH APPRECIATION** the Member States which have declared their Solemn Commitment to implementation of the Yamoussoukro Decision towards the establishment of a Single African Air Transport Market (SAATM) and urges all other Member States to subscribe to the Solemn Commitment to the SAATM.
4. **REQUESTS** the Commission to:
 - i) submit the Rules of Procedure of the Specialized Technical Committee on Transport, Transcontinental and Interregional Infrastructure, Energy and Tourism to the next Session of the STC on Justice and Legal Affairs for clearance and, thereafter, to the Executive Council for consideration;
 - ii) submit the Regulatory Texts of the Yamoussoukro Decision on the liberalization of air transport markets in Africa to the next Session of the STC on Justice and Legal Affairs for clearance and, thereafter, to the Executive Council for consideration;
 - iii) disseminate the endorsed: (i) Report of the First Ordinary Meeting of the Specialized Technical Committee (STC) on Transport, Transcontinental and Interregional Infrastructure, Energy and Tourism

(STC-TTIIET); (ii) the Lomé Declaration of the STC-TTIIET; (iii) the African Union Plans of Action on Energy, Transport (Air, Maritime, Railway and Road), Tourism and PIDA; and (iv) the Windhoek Ministerial Declaration and Targets on Aviation Security Facilitation in Africa to all Member States and other stakeholders as well as facilitate their smooth implementation through capacity building measures whenever necessary;

- iv) take all the necessary measures within its mandate in collaboration with the Regional Economic Communities, specialized institutions, Member States, international partners and other stakeholders to speed up the implementation of the African Union Plans of Action on Energy, Transport (Air, Maritime, Railway and Road), Tourism and PIDA a view to enhancing integration and socio-economic development of Africa;
- v) ensure the elaboration and prioritization of implementation of appropriate energy, transport, tourism and infrastructure programmes, including unlocking access to infrastructure for rural and remote areas, that are crucial for the successful achievement of the AU Agenda 2063 and the Global Agenda 2030.

5. **APPEALS** to the African Development Bank, the United Nations Economic Commission for Africa, the European Union, the World Bank and other development partners to support the implementation of the African Union Plans of Action on Energy, Transport (Air, Maritime, Railway and Road), Tourism and PIDA.

APPENDIX B
EXTRACT OF THE ICAO TRIP IMPLEMENTATION ROADMAP FOR
MEMBER STATES SHOWING THE ANNEX 9 AUDITED STANDARDS

ICAO TRIP element	Implementation Action	Agencies Responsible	References	Supporting Resources	Timeframe & Status (if available)	Corresponding Annex 9 Provisions (Fifteenth Edition, October 2017)
All	Establish National Air Transport Facilitation Programme (NATFP)	Civil aviation authority	Annex 9 and Doc 10042 – <i>Model National Air Transport Facilitation Programme</i>	Secretariat	2020 onwards	Standard 8.17 Audited
All	Establish National Air Transport Facilitation Committee (NATFC)	Civil aviation authority	Annex 9 and Doc 10042	Secretariat	2020 onwards	Standard 8.19 Audited
MRTDs	Completion of Machine Readable Passports implementation	Travel document issuing authority; civil aviation authority	Annex 9 and Doc 9303	Secretariat and TAG/TRIP	Q4 2019	Standard 3.11 Audited
MRTDs	Implementation of machine readable Convention Travel Documents (CTDs)	Travel document issuing authority; civil aviation authority	Annex 9, Doc 9303, ICAO/UNHCR Guide for Issuing MRCTDs for refugees	Secretariat and United Nations High Commissariat for Refugees (UNHCR)	2020 onwards	Standard 3.12 Audited
Document issuance and control	Application of processes and protocols for document issuance and controls to prevent theft	Travel document issuing authority	Annex 9 and Guide for Assessing Security of Handling and Issuance of TDs	Secretariat and TAG/TRIP	On-going	Standards 3.7; 3.8; 3.8.1 Audited
Interoperable applications	Use of globally interoperable applications and protocols linking MRTD holders to available watch lists and databases	Border control authorities and airlines	Annex 9, Doc 9303 and related guidance materials	Secretariat, TAG/TRIP, IATA, World Customs Organization (WCO), INTERPOL	On-going	Standard 3.10; Audited
Interoperable applications	Ensure linkage of MRTDs and their holders to relevant data in the course of travel and inspection operations such as Advance Passenger Information (API) and Passenger Name Record (PNR) with watch lists, information sharing etc.	Border control authorities, airlines and/or other agencies or departments	Annex 9, Doc 9303 and related guidance materials such as Guidelines on API, Doc 9944, and Guidelines on PNR Data	Secretariat, TAG/TRIP and relevant regional and international organizations, e.g. IATA, WCO, etc.	On-going	Standard 9.8; Audited
Interoperable applications	Implementation of an Advance Passenger Information (API) system	Border control authorities, airlines and/or other agencies or departments	Annex 9, Doc 9303 and related guidance materials such as Guidelines on API	Secretariat, TAG/TRIP and relevant regional and international organizations, e.g. IATA, WCO, etc.	On-going	Standards 9.5, 9.6 & 9.8; Audited

APPENDIX C

DRAFT AMENDMENT TO ASSEMBLY RESOLUTION

~~A39-38~~ **A40-XX: Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa**

Whereas it is essential that there be increased coordinated efforts under ICAO leadership to reduce serious aviation security and facilitation deficiencies in the Africa-Indian Ocean (AFI) Region which are detrimental to the functioning and further development of international civil aviation;

Whereas UN Security Council, in resolution 2396 (2017), in welcoming ICAO's decision to establish a standard under Annex 9 — *Facilitation*, regarding the use of Advance Passenger Information (API) systems by its Member States, and recognizing that many ICAO Member States have yet to implement this standard, has decided, in paragraph 11, that in furtherance of paragraph 9 of resolution 2178 (2014) and the ICAO standard, its Member States are, inter alia, to establish API systems and shall require airlines operating in their territories to provide API to the appropriate national authorities;

Whereas UN Security Council, also in resolution 2396 (2017), at paragraph 12, has decided that “Member States shall develop the capability to collect, process and analyze, in furtherance of ICAO standards and recommended practices, passenger name record (PNR) data and to ensure PNR data is used by and shared with all their competent national authorities, with full respect for human rights and fundamental freedoms for the purpose of preventing, detecting and investigating terrorist offenses and related travel, further calls upon Member States, the UN, and other international, regional, and sub regional entities to provide technical assistance, resources and capacity building to Member States in order to implement such capabilities, and, where appropriate, encourages Member States to share PNR data with relevant or concerned Member States to detect foreign terrorist fighters returning to their countries of origin or nationality, or travelling or relocating to a third country, with particular regard for all individuals designated by the Committee established pursuant to resolutions 1267 (1999), 1989 (2011), and 2253 (2015), and also urges ICAO to work with its Member States to establish a standard for the collection, use, processing and protection of PNR data”;

Noting that the Council of ICAO has taken steps to address aviation security and facilitation issues through the development of a Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (the AFI SECFAL Plan) as an ICAO Programme;

Noting that significant effort has been made towards reaffirming political commitment in Africa, in collaboration with the African Union Commission (AUC) and African Civil Aviation Commission (AFCAC), and that the Windhoek Declaration and specific targets ~~have been~~ adopted by the Ministerial Conference on Aviation Security and Facilitation in Africa held in April 2016 in Windhoek, Namibia and ~~will be presented to~~ have been endorsed by the African Union Assembly (AU) Summit of Heads of States and Government ~~for endorsement~~ on 1 July 2017 in Addis Ababa, Ethiopia;

Recognizing that many Contracting States in the AFI Region may not have sufficient technical or financial resources to comply with the requirements of the Chicago Convention and its Annexes and therefore rely on ICAO, development partners, industry and other stakeholders for expertise and assistance;

Recognizing the need to coordinate, under the ICAO umbrella, activities of all stakeholders providing assistance to States in the AFI Region;

Recognizing that ICAO may require additional resources to successfully carry out its coordination role; and

Considering the willingness of the international community to assist the AFI Region in giving, as soon as possible, a concrete and substantial commitment to the AFI SECFAL Plan;

The Assembly:

1. *Urges* Member States of the AFI Region to commit to the achievement of the goals and objectives of the AFI SECFAL Plan;
 2. *Urges* Member States to call upon aircraft operators offering international air transport services to participate in electronic data interchange systems by providing advance passenger information in order to achieve maximum efficiency levels in the processing of passenger traffic at international airports;
 3. *Requests* Member States that have not already done so, to develop the capability to collect, process and analyze passenger name record (PNR) data and to ensure that PNR data is used by and shared with their competent national authorities, with full respect for human rights and fundamental freedoms for the purpose of preventing, detecting and investigating terrorist offences and related travel;
 24. *Encourages* Member States of the AFI Region to strengthen cooperation across the region in order to optimize the use and sharing of available resources through regional and sub regional projects and the AFI Collaborative Experts Scheme (CES) in all aspects of aviation security and facilitation oversight;
 35. *Encourages* all Member States, UN Organizations (especially UNDP, UNODC, Security Council Counter Terrorism Committee, and others), aviation industry, and financial and other donors to support the AFI SECFAL Plan and work with ICAO for its implementation;
 46. *Instructs* the Council to ensure a strong ICAO leadership role in coordinating activities, initiatives and implementation strategies aimed specifically at meeting the goals and objectives of the Plan, in order to achieve sustained improvement of aviation security and facilitation in the AFI Region and to allocate resources to the Plan under the Regular budget and to relevant Regional Offices accordingly;
 57. *Instructs* the Council to implement the AFI SECFAL Plan in line with business plan principles, programme management practices and available resources; and
 68. *Instructs* the Council to monitor and measure the status of implementation in the AFI Region throughout the triennium and to report to the next Assembly on the progress made.
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APPENDIX D

Specific deliverables of the AFI SECFAL Plan since the 39th Assembly

- a) Implementation of the short term phase (2015-2017) of the Plan work programme has been accomplished including realization of the majority of the Targets. The average Effective Implementation (EI) of the Critical Elements of the security oversight systems has sustained steady improvement;
- b) Political commitment for the implementation of the Plan has been reinforced through the endorsement of the Windhoek Ministerial Declaration and 15 targets by the African Union (AU) Summit of Heads of State and Government on 1 July 2017;
- c) Intensification of monitoring of the implementation of the AFI SECFAL Plan is ongoing through priorities set by the African Directors General of Civil Aviation;
- d) Resource mobilization strategy, augmented with campaign by the ICAO Secretariat and ICAO Council initiated in 2017, has attracted receipt of voluntary financial or in-kind contributions and establishment of the AFI SECFAL Plan Fund;
- e) AFI SECFAL Plan projects have been formulated and are being implemented under the AFI SECFAL Fund including facilitation training on the Control of the Authenticity and Validity of Travel Documents at Borders – Level 1;
- f) As part of the work to enhance aviation security awareness and sensitization, several workshops have been conducted in the region targeting aviation security and facilitation experts and Senior and Middle managers;
- g) Increased inter-regional cooperation to improve aviation security has been achieved through the adoption of the Africa and Middle East Aviation Security Roadmap during the Ministerial meeting on the Global Aviation Security Plan (GASeP) hosted by the Arab Republic of Egypt, in Sharm El Sheikh, Egypt, August 2017;
- h) Increased staff resources through the recruitment of two professional aviation security and facilitation officers at Eastern and Southern Africa (ESAF) and Western and Central African (WACAF) Regional Offices under the regular budget to support the Plan;
- i) AFI SECFAL Plan, in collaboration with the Legal Affairs and External Relations Bureau (LEB), convened a legal seminar in Nairobi to foster the ratification of key aviation security and air law international instruments by AFI States;
- j) Eight AFI SECFAL Plan Steering Committee meetings have been held with decisions and recommendations made to provide guidance on the effective implementation of the Plan;
- k) The Regional Aviation Security and Facilitation Group for Africa (RASFALG-AFI) experts continue to implement annual programmes focused on assisting States with specific challenges to implement the AFI SECFAL Plan activities;
- l) Consolidation of data pertaining to all projects and programmes relating to aviation security and facilitation in the AFI Region has been done to support the harmonization of aviation stakeholder assistance programmes and eliminate duplication of activities to avoid wasting limited resources;
- m) A comprehensive database of available qualified aviation security and facilitation experts and facilities in AFI Region has been developed to inform the Collaborative Experts Scheme (CES)

which will act as the vehicle for delivering assistance projects using local experts in collaboration with AFCAC, to facilitate the sharing of information, pooling and optimal utilization of resources and facilities;

- n) Concerted efforts and assistance by ICAO to States is ongoing to resolve Significant Security Concerns (SSECs) and to prevent the recurrence of more SSECs in the AFI Region. Since 2016, three posted SSECs in one AFI State have been resolved, while six SSECs in two States remain outstanding;
- o) The Plan is supporting States to implement the 39th ICAO Assembly Resolutions related to Aviation Security and Facilitation, UN Security Council Resolutions 2178 (2014) and 2309 (2016), through the conduct of workshops in coordination with partners such as IATA, UNCTED, CTITF/UNCCT, to raise awareness of threats and countermeasures relating to Foreign Terrorist Fighters (FTFs), soft targets, and landside security;
- p) The AFI SECFAL Plan work programme, Windhoek Declaration and Targets and the Africa and Middle East Aviation Security Roadmap have been aligned with the GAsEP;
- q) Based on Universal Security Audit Programme-Continuous Monitoring Approach (USAP-CMA) results and reports of missions to States, a comprehensive analysis has been conducted to determine the common areas of deficiencies, needs and proposed remedial measures to address implementation challenges in a sustainable manner;
- r) Consolidation of support for the Plan is being achieved with partners such as the African Union Commission (AUC), African Civil Aviation Commission (AFCAC), Airports Council International (ACI), European Civil Aviation Conference (ECAC), European Union (EU), UN Counter-Terrorism Committee Executive Directorate (CTED), International Air Transport Association (IATA), African Airlines Association (AFRAA), Regional Safety Oversight Organizations (RSOOs), World Customs Organization (WCO), International Organization for Migration (IOM), and the International Criminal Police Organization (INTERPOL); and
- s) States have been assisted, supported and guided in the development, amendment and promulgation of civil aviation security regulations, National Civil Aviation Security Programmes, National Civil Aviation Security Training Programmes, National Civil Aviation Security Quality Control Programmes, Aviation Security Certification Systems, National Air Transport Facilitation Programmes, Airport Security Programmes and Airport Facilitation Programmes.

— END —