



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

7TH STEERING COMMITTEE MEETING

Niamey, NIGER (19th July 2018)

**Agenda Item 2.4 Status of implementation of ICAO TRIP Strategy, PKD, API in
Africa and issuance of proposed Africa Passport.**

(Presented by Chief Facilitation Section - ICAO)

<p>EXECUTIVE SUMMARY</p>

<p>This working paper highlighted the background and status of implementation of the ICAO TRIP strategy, Public Key Directory (PKD), API in Africa and the proposed issuance of Africa passport.</p>
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1. INTRODUCTION

1.1 The 39th Session of the Assembly endorsed the priorities for the ICAO TRIP Strategy and expected outcomes for the 2017-2019 triennium. Assembly Resolution A39-20, consolidated statement of continuing ICAO policies related to facilitation, identified national and international action in ensuring the security and integrity of traveller identification and border controls. Specifically, the Assembly urged Member States, through their travel documents and border control programmes to uniquely identified individuals to maximize security and facilitation benefits, including preventing acts of unlawful interference and other threats to civil aviation. Furthermore, the Assembly endorsed the development of a roadmap for the implementation of the ICAO TRIP Strategy.

1.2 The ICAO trip has been developed in the context of the *No Country Left Behind* initiative but also in the light of the two UN Security Council resolutions 2178 and 2309 that were approved in 2014 and 2016 respectively. The two resolutions address the acute and growing threat posed by foreign terrorist fighters (FTF). The most relevant parts of the resolution are: “Reaffirms that all States shall prevent the movement of terrorists or terrorist groups by effective border controls and controls of issuance of identity papers and travel documents, through measures for preventing counterfeiting, forgery or fraudulent use of identity papers and travel documents” and “... calls upon all States to require that airlines operating in their territories provide passenger information to the appropriate national authorities in order to detect the departure from their territories, or attempted entry into or

transit through their territories , by means of civil aircraft, of individuals designated by the committee pursuant to resolution 1267(1999), 1989 (2011) and 2253 (2015)”.

2. ANNEX 9: FACILITATION

2.1 Facilitation is the efficient management of border control processes to expedite clearance (of aircraft, passengers/crew, baggage, cargo) and prevent unnecessary delays so as to maintain both the Security and the efficiency of air transport operations.

2.2 The most prominent example concerning changes made to Annex 9 over the years as a result of advances in technology concerns the Standards and Recommended Practices (SARPs) on Machine Readable Travel Documents, including the ICAO Public Key Directory. When machine readable passports were introduced, the Facilitation Division in 1988 proposed that a recommended practice be incorporated into Annex 9, urging Contracting States to issue machine readable passports in the layout set forth in ICAO Doc 9303. In 1995, fewer than 15 States had notified ICAO that they were issuing MRPs

2.3 In 2004, that number has risen to 86, and was expected to increase as it had become clear that most States regarded MRPs as a necessary tool in facilitating passenger clearance and improving security. Accordingly, the Division recommended that it become mandatory for States to issue MRPs. The Council agreed and a new Standard was adopted, in 2005. There are many other MRTD-related amendments that have been made to Annex 9 in the years since the Panel was set up. These include provisions to secure the issuance process of MRTDs; provisions that support the INTERPOL database; a Standard relating to refugee travel documents; provisions on the ICAO PKD.

2.4 Other advances in technology that have been considered by the Panel for incorporation into Annex 9 include developments in API, interactive API, the greater use of automated border control systems and the increase in the use of electronic travel systems that require a visa-exempt passport holder to obtain an authorization to travel to the destination State.

2.5 Significant Key current issues for Annex 9 include, amongst other things, the implementation of the API Standard that was adopted last year, in 2017 became effective on 23February 2018. ICAO participates in seminars and workshops organized by partner organizations such as the UN, the Organization for the Security and Cooperation in Europe, the World Customs Organizations and IATA, promoting the implementation of API.

3. PROGRESS MADE ON IMPLEMENTATION

3.1 ICAO TRIP roadmap aims to provide target milestones for the implementation by States of each element of the ICAO TRIP Strategy, including all of the applicable Annex 9 SARPs. Currently, five main sources of data assist in estimating the level of implementation of some items of the roadmap: the responses to 4 State Letters as well as statistics from the Universal Security Audit Programme - Continuous Monitoring Approach (USAP-CMA).

3.2 In Africa, 27 States are issuing e-passports, however only five (5) of those States are participating in the ICAO Public Key Directory (PKD). Moreover, there remains a significant gap between the number of States issuing e-passport and the number of PKD participants and those States using PKD in day-to-day border control operations. In Annex 9 to the Chicago convention Recommendation 3.9.1 states that “*Contracting States issuing or intending to issue e-MRTDs should join the ICAO PKD*” Also Recommendation 3.9.2 states that “*Contracting States implementing checks on e-MRTDs at border controls should join the ICAO Public Key Directory (PKD) and use the information available from the PKD to validate e-MRTDs at border controls*”.

3.3 In the effort to improve implementation of ICAO Traveller Identification Programme (TRIP), an MoU was signed between ICAO and the Economic Community of Central African States (ECCAS) in 2013 in field of security and facilitation of air transport which focuses on:

- Promotion of regional cooperation between States
- Cooperate in providing assistance to States for security
- Promotion of regional cooperation between States
- Promote the Traveller Identification Programme and other initiations related to MRTD

3.4 In the same spirit, a series of meetings, workshops, and seminars were held in Africa to sensitize the Region on the subject, including the TRIP Strategy Regional Seminar held in, Nairobi, Kenya from 10 to 12 November, 2015.

3.5 These events have given rise to various sub-regional initiatives in Africa. An ECCAS High Level meeting held in Brazzaville from 22 to 23 May, 2015 on the implementation of the ICAO TRIP, and attended by senior Government officials from the 8 ECCAS member States, provided the opportunity to brief participants about the new developments on MRTDs and technical specifications.

3.6 The outcome of this High Level meeting was the signature of a common Declaration addressing the issues States face as a first step towards developing a roadmap for facilitation of travel in the ECCAS States.

3.7 In line with numerous activities aimed at enhancing aviation Security and Facilitation in Africa, assistance to States under the ICAO TRIP Strategy has already commenced in the Sahel Region. The Government of Canada has generously funded a related technical assistance project, which includes workshops, specialized training and technical assessment missions to address capacity gaps.

3.8 During the Meetings of Experts and Ministers in charge of Civil Aviation in the Region of the Economic Community of Central African States (ECCAS), 3-6 April 2018, in Brazzaville; The Ministers decided to endorse the ICAO TRIP strategy and implementation of the Brazzaville Declaration adopted in May 2015.

3.9 Furthermore, another TRIP seminar is currently being planned to be held in WACAF before the end of the year 2018.

4. THE PROPOSED AFRICA PASSPORT

4.1 In an attempt to address the broader picture at the continental level, as opposed to the piecemeal sub-regional steps, the African Union (AU) is nurturing the idea of a common African passport which was made known at the AU Summit in Kigali, this would mean that every African would be eligible for the same centralised passport affirming to the continent of Africa as their point of origin.

4.2 The proposed common passport will make it easier for Africans to travel within the continent; cross border traders to conduct business; employers to hire across borders, and Africans to migrate to different parts of the continent for economic purposes. It will improve intra-African trade and will go a long way in easing the movement of domestic goods and services between member states.

5.0 CHALLENGES

5.1 There are various challenges facing the implementation of the TRIP within the African region, it is true that some States have further advanced than others; however they share more commonality in difficulties and hindrances that need to be overcome. There is an overriding challenge of mobilizing funding for the required undertaking; be it from Government sources or other alternatives.

5.2 There are no integrations or linking between current manual paper-based registrations and other ID-based systems such as health management, driving licences etc.

5.3 Lack of legislation to enable the implementation of API by States. The enactment of the necessary legislation will enable the smooth execution of the API as it cuts across many agencies and deals with the issue of personal data collections that needed to be backed by the national laws.

5.0 ACTION BY THE STEERING COMMITTEE

- 5.1 The Steering Committee is hereby invited to:
- a) Note the information contained in this working paper
 - b) Encourage each State to address the challenge of legislation to enable smooth implementation of the API.
 - c) Encourage States issuing e-MRTDs to join the ICAO PKD and
 - d) Ensure that the proposed African passport meets the necessary ICAO requirements

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