



WORKING PAPER

ASSEMBLY — 40TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 20: No Country Left Behind Initiative

REGIONAL COOPERATION

(Presented by South Africa)

EXECUTIVE SUMMARY

Technical Co-operation is about cooperation, partnership and, where necessary, providing assistance to developing countries to meet their international obligations in adhering to ICAO Standards and Recommended Practices and in implementing Global Aviation Plans, enhancing safety and security as well as developing the civil aviation sector in general, including human resource development.

The Regional Cooperation Strategy extends to the strategic planning and operationalization of the ICAO Initiative, No Country Left Behind, where the Southern African Development Community (SADC) States recognize different levels of development and the process of continuous improvement and focus on adherence to global standards. The State Collaboration between regulators and industry should deliver the right assistance in the right place and at the right time.

The paper highlights the importance of establishing a Cooperation Strategy to build partnerships, and/or assisting States on their prioritized needs to improve the effective implementation of Standards and Recommended Practices. The paper further wishes to encourage other States who have already done so to proactively plan, coordinate, and implement Regional Cooperation.

Action: The Assembly is invited to:

- a) to note the content of the Working Paper; and
- b) to encourage States to proactively plan, coordinate, and implement Regional Cooperation, and to monitor the results against the impacts of achieving improved aviation safety and security.

<i>Strategic Objectives:</i>	This working paper relates to all ICAO Strategic Objectives
<i>Financial implications:</i>	There could be various cost implications depending on the scenario under consideration. Under normal circumstances, the State requesting the assistance should pay for the services provided. However, there may be cases where States require assistance but may not be in a position to pay for the service and external sources of funding may need to be secured.
<i>References:</i>	Global Programme (Technical Cooperation). ICAO Key Initiative (No Country Left Behind). United Nations Sustainable Development Goals. African Union (AU) Agenda 2063. Republic of South Africa – 7 Apex Priorities – National Development Plan.

1. INTRODUCTION

1.1 The United Nations 17 Sustainable Development Goals (UN SDG) aims to build a better world, and above all, one that is underpinned by cooperation. UN SDG Number 17 aims to “Enhance the Global Partnership for Sustainable Development, complemented by multi-stakeholder partnerships that mobilize and share knowledge, expertise, technology and financial resources, to support the achievement of the Sustainable Development Goals in all countries, in particular developing countries.”

1.2 South Africa also subscribes to the African Union (AU) strategic framework for the socio-economic transformation of the continent over the next 50 years, which is articulated in Agenda 2063. The African Union Agenda 2063 aspirations reflect our desire for shared prosperity and well-being, for unity and integration, for a continent of free citizens and expanded horizons. One of the seven African Aspirational Goals is to provide a prosperous Africa, based on inclusive growth and sustainable development. Aviation can provide a lifeline to revitalize national economies throughout Africa and contribute to development. The greater co-operation and co-ordination of efforts, the greater the opportunity to scale to even greater heights.

1.3 The South African Government has implemented a National Development Plan and has seven (7) Apex Priority Areas aimed at eradicating poverty, lower inequality, and creating jobs. Priority Apex Number 7 is: *A better Africa and world*. This recognizes that in order for South Africa to achieve its national priorities and goals, the State must be driven by its regional, continental and international obligations.

1.4 It is in alignment with these international, continental and national priorities that South Africa through the South African Civil Aviation Authority (SACAA), has developed a Regional Cooperation Strategy to improve aviation safety and security within the African continent.

1.5 It is recognized that aviation safety and security are shared responsibilities involving the International Civil Aviation Organization (ICAO), Contracting States, the industry and other stakeholders. The level of safety and security varies from one continent to the next, from one region to the other and from one State to the next. Notwithstanding the significant progress that has been made in improving aviation safety and security record in Africa, the current level of aviation safety and security in Africa indicates that the African region is still one in greater need for cooperation and collaboration, where deliberate efforts are made to improve the situation. South Africa has recognized its role in being a strategic partner in this regard.

1.6 South Africa has achieved an Effective Implementation (EI) percentage, which is above the global average for both aviation safety and security Standards and Recommended Practices. South Africa’s rating in general is compliant with various targets of ICAO e.g. Performance Based Navigation, Safety Management System, etc. Furthermore, as a State with an EI above 65 per cent South Africa remains committed and dedicated to assist other States, whose EI is below 60 per cent, in accordance with the Global Aviation Safety Plan’s State Safety Programme, and in support of the aspirational global targets set in the Global Aviation Security Plan.

2. DISCUSSION

2.1 Against this background and context, South Africa is committed to realizing this cooperation and collaboration in the African continent. More specifically, South Africa has adopted a stakeholder-inclusive position to balance the needs, interests and expectations of stakeholders.

2.2 South Africa has in recent years been conducting Technical Assistance Missions at the request of various States in the continent. The Assistance Missions spans across all functional areas in the organization. The Technical Assistance Missions Programme has been reactive in nature, leading to unmeasurable outcomes and the sudden extraction of resources to respond to urgent and critical requests. In the financial year 2018-2019, there were 35 Technical Cooperation and Assistance Missions conducted to various countries across the continent in the areas of aviation safety, security and air navigation.

2.3 South Africa has decided to take a deliberate and proactive approach of developing a strategy and implementation plan for cooperation and collaboration.

2.4 The outcome expected is a cooperation and relationship building strategy, which will deliver significant impact in improving the quality of the African Aviation System. This is not expected to be a one-sided effort but an effort, where South Africa can also benefit and learn from our aviation counterparts.

2.5 South Africa, through the SACAA, is working towards a deliberate approach to regional assistance in order to remove the barriers to safety and security oversight effective implementation. The overall objective is to respond to the ICAO's initiative *No Country Left Behind* (NCLB) in a coordinated, structured approach with a measurable impact.

2.6 The key element in the development of the regional cooperation strategy with the Southern African Development Community (SADC) States was to consult the Aviation Authorities individually, understand and diagnose their Effective Implementation (EI) status and provide the best applicable resources of assistance, cooperation and collaboration in improving aviation safety and security in this region. This was done in consultation with the all SADC countries. Additionally, relevant stakeholders were identified to achieve this objective, which includes the Regional Safety Oversight Organisation (RSOO), through which States can collaborate and share resources to improve their safety oversight capabilities. The SADC RSOO is the SASO (SADC Aviation Safety Organisation).

2.7 More specifically, the Regional Cooperation Strategy has the following elements to ensure effective planning, implementation, monitoring and evaluation:

- a) Regional Cooperation Strategy Development process;
- b) Cooperation strategy approach and focus selectivity;
- c) Cooperation or Assistance – State selection criteria;
- d) Regional Strategy Implementation;
- e) Risk Management; and
- f) Results Management – Monitoring and Evaluation.

2.8 The implementation of the strategy will be undertaken over a period of three (3) years, wherein the focus will be on those States that have clearly defined their specific interest in the co-operation and/or technical assistance. In some cases, the recipient State may not have the relevant financial support or funding to accomplish a critical technical project to improve its safety status. In this case, after full assessment of the need and importance, South Africa may need to also identify relevant funding mechanisms to be able to assist the emergent need from the State.

2.9 The Programme also includes a set of benefits and indicators to monitor not only the programme but also the overall outcome of this strategy. The aim is to ensure an outcome- and impact-based approach to achieve the implementation of the strategy. Once the aims, benefits and outcomes have been defined for each specific selection, the results will be measurable through the indicators set and the impact defined by all stakeholders involved.

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