



ASSEMBLY – 39TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 14: Technical Assistance Programme

Agenda Item 18: Implementation Support and Development – Security (ISD-SEC)

REPORT ON 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 its inauguration during the AFI Aviation Week, in May 2015 in Maputo, Mozambique. In addition, it presents a draft Assembly Resolution designed to promote the implementation of the AFI SECFAL Plan.

Action: The Assembly is invited to:

- a) support the continued implementation of the AFI SECFAL Plan;
- b) adopt the Resolution on the *Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa*, presented in Appendix A; and
- c) urge States to make financial, in-kind and /or other contributions to the implementation of the AFI SECFAL Plan.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective C — <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 2017-2019 Regular Programme Budget and/or from extra budgetary contributions.
<i>References:</i>	Doc 10022, <i>Assembly Resolutions in Force</i> (as of 4 October 2013) C-WP/14181 C-DEC 203/2 AFI SECFAL Plan document AFI SECFAL Plan Steering Committee Terms of Reference Reports of the first, second and third AFI SECFAL Plan Steering Committee meetings

1. BACKGROUND

1.1. Suspected, attempted and perpetrated acts of unlawful interference against civil aviation continue to be recorded in Africa, including those in the recent past such as the destruction of a Russian airliner over the Sinai peninsula in Egypt; an explosion on board a Daalo Airline flight from Somalia to Djibouti; an explosion in a check-in area at a regional airport in Somalia; and the hijacking of an Egyptian Airliner on a domestic flight from Alexandria to Cairo. The above-mentioned events, together with the persistent results of ICAO Universal Security Audit Programme (USAP) activities, demonstrate the urgent need by African States to continuously and effectively improve implementation of Annex 17 – Security Standards and Recommended Practices and security-related provisions of Annex 9 – Facilitation to the Convention on International Civil Aviation.

1.2. Numerous activities aimed at enhancing aviation security (AVSEC) and facilitation (FAL) in Africa have been sponsored and implemented by various stakeholders, including States, sub-regional, regional and international organizations, and industry. These activities have largely been characterized as independent initiatives that focus on specific components of aviation security and facilitation. A growing number of States, organizations and assistance institutions were calling for a coordinated effort to optimize the efficiency and effectiveness of enhancement and assistance efforts within a common strategic framework of identified priorities and goals under the ICAO umbrella.

1.3. The Aviation Security and Facilitation in Africa (AFI SECFAL) Initiative was unanimously supported by States at the AFI Aviation Security Meeting held in Dakar, Senegal, on 28 May 2014. It was subsequently endorsed at the 24th Extraordinary Plenary Session of the African Civil Aviation Commission (AFCAC), held from 1 to 4 July 2014 in Dakar, Senegal. During this Session, the African States requested that ICAO approve the Initiative as an ICAO programme.

1.4. The ICAO Council, at the second meeting of its 203rd Session on 29 October 2014, approved the AFI SECFAL Initiative as an ICAO programme and requested that the Secretary General report regularly on the progress of its implementation. Accordingly, the initiative was renamed the Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan).

2. DISCUSSION

2.1. The primary objective of the AFI SECFAL Plan is to enhance aviation security and facilitation in Africa in a sustainable manner. The secondary objective of the Plan is to coordinate and align all capacity-building efforts in the field of Aviation Security (AVSEC) and Facilitation (FAL) by ICAO, States, regional and international organizations, and governmental and non-governmental organizations with African Union Commission (AUC) programmes and ICAO policies, in support of the overall objective.

2.2. The first and second meetings of the AFI SECFAL Plan Steering Committee were held on 18 May 2015 in Maputo, Mozambique and 27 November 2015 in Montréal, Canada respectively. At its third meeting, held in Malabo, Equatorial Guinea on 1 July 2016, it was agreed that the current AFI SECFAL Plan activities and work programme should be updated to incorporate the Windhoek Declaration and targets, as described below.

2.3. The AFI SECFAL work programme reflects the short, medium and long-term deliverables, with the ultimate goal of enhancing the capacity to prevent acts of unlawful interference against civil aviation while facilitating the efficient movement of passengers and goods by air and augmenting border control.

2.4. The AFI SECFAL Plan Regional Group (RASFG-AFI) was established in September 2015 as stipulated in the AFI SECFAL Plan document under the direction of the African

Civil Aviation Commission (AFCAC) with the support of ICAO. Its primary responsibility is to assist the Steering Committee (SC) in identifying and formulating solutions to regional security and facilitation issues, increase awareness among stakeholders, and monitor progress in implementing the Plan.

2.5. Since the launch of the Plan, significant effort has been made towards building the necessary political commitment in the AFI Region, in collaboration with the AUC and African Civil Aviation Commission (AFCAC). In this regard, a Ministerial Conference on Aviation Security and Facilitation in Africa, purposed to increase awareness of the Plan, reinforce the comprehensive political commitment and support of African States, donor States, organisations, industry and development partners was held from 4 to 7 April 2016 in Windhoek, Namibia.

2.6. The Ministerial Conference recognized the necessity for a structured approach to address deficiencies and challenges and the prerequisite to reaffirm commitment to improve the level of compliance with aviation security and facilitation Standards and Recommended Practices. The Conference also adopted the Windhoek Declaration on Aviation Security and Facilitation in Africa together with associated targets (Appendix B - *Windhoek Declaration on Aviation Security and Facilitation in Africa* and Appendix C- *Aviation Security and Facilitation Targets for Africa*) and called for an Action Plan to ensure the declaration and targets are implemented and achieved. It was further agreed that the instruments adopted by the Conference be expeditiously forwarded to the African Union Commission Organs for consideration and subsequent endorsement by the AU Assembly of Heads of State and Government.

2.7. In considering the importance of the AFI SECFAL Plan in enhancing aviation security and facilitation in Africa in a sustainable manner, a draft Assembly Resolution designed to promote its implementation is proposed in Appendix A.

2.8. At its 205th session, the Council, in considering the AFI SECFAL Plan, highlighted that there may be merit in establishing similar programmes in other ICAO regions. The Council also recognized the need for ICAO Regional offices to collaborate with States and relevant stakeholders to establish effective mechanisms to address the challenges being faced in the fields of aviation security and facilitation.

2.9. Notwithstanding the advances made to date, the AFI SECFAL Plan continues to face funding challenges. In order to further develop and implement the AFI SECFAL Plan and work programme and ensure realization of the provisions of Windhoek Declaration and targets there of, States, development partners and industry are strongly urged to contribute financially and/or in-kind.

3. CONCLUSION

3.1 Although the AFI SECFAL Plan was established recently, significant progress has been made in implementing the work programme and obtaining the political commitment from the highest level within Africa. There is evident strong will and support for the Plan by the African States, as well as by regional and international organizations and industry partners. Most importantly, this political support and commitment need to be translated into concrete and demonstrated actions.

APPENDIX A

DRAFT ASSEMBLY RESOLUTION

A39-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;

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 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 the African Union Assembly of Heads of States and Government for endorsement;

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;

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. *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 in all aspects of aviation security and facilitation oversight;
3. *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;
4. *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 relevant Regional Offices accordingly;
5. *Instructs* the Council to implement the AFI SECFAL Plan in line with business plan principles, programme management practices and available resources;
6. *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.

APPENDIX B

AFRICAN UNION

الاتحاد الأفريقي



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**MINISTERIAL CONFERENCE ON AVIATION SECURITY AND FACILITATION IN
AFRICA**

7 APRIL 2016

WINDHOEK, REPUBLIC OF NAMIBIA

**WINDHOEK DECLARATION ON
AVIATION SECURITY AND FACILITATION IN AFRICA, 7th APRIL 2016**

We, African Ministers responsible for Civil Aviation Security and Facilitation, meeting in Windhoek, Republic of Namibia on 7 April 2016, on the occasion of the Ministerial Conference on aviation security and facilitation in Africa organized by the African Civil Aviation Commission (AFCAC) under the auspices of the African Union Commission (AUC);

Mindful of the Convention on International Civil Aviation done in Chicago on 7 December 1944;

Mindful of the Constitutive Act of the African Union (AU) adopted in Lomé, Togo, on 11 July 2000, particularly Articles 14, 15 and 16 thereof which entrust the AUC with the role of coordination in the transport, communication and tourism sectors;

Mindful of the Treaty Establishing the African Economic Community signed in Abuja, Nigeria, in June 1991;

Mindful of the Organization of African Unity (OAU) Convention on the Prevention and Combating of Terrorism adopted in Algiers, Algeria on 14 July 1991 and entered into force on 6 December 2012, which provides requisite conditions for the African Union Commission to build a framework to fully and effectively provide response to ever changing threats on the continent including civil aviation;

Mindful of the AU Agenda 2063, which amongst others provides for the implementation of the Yamoussoukro Decision towards the establishment of a single African air transport market, the introduction of an African passport issued by Member States, capitalizing on the global migration towards ePassports, and the abolishment of visa requirements for all African citizens in all African Countries by 2018;

Mindful of the third AU Conference of Ministers responsible for Air Transport held in Addis Ababa, Ethiopia, from 7 to 11 May 2007, under the theme “Achieving a single, safe and secure airspace for Africa’s development and integration” which adopted the Declaration on aviation security in Africa and subsequently endorsed by the AU Assembly of Heads of State and Government in Accra, Ghana on 29 June 2007, through Decision EX.CL/Dec.359 (XI) and supplemented by specific policy contained in the African Civil Aviation Policy adopted by the Second African Union Conference of Ministers of Transport conducted in Luanda, Angola from 21 to 25 November 2011 under the theme: “Consolidating the transport sector for the stimulation of economic integration in Africa” endorsed by the AU Assembly of Heads of State and Government in Addis Ababa on 23 to 27 January 2012 through Decision EX.CL/Dec.682 (XX);

Mindful of the strong links between the Strategic Objectives of the International Civil Aviation Organization (ICAO) and the United Nations 2030 Agenda for Sustainable Development, especially

in recognition that safe and secure aviation and global connectivity contribute essentially to socio-economic development;

Mindful of the Third African Union Conference of Ministers responsible for Air Transport, held from 7 to 11 May 2007 in Addis Ababa, Ethiopia, which adopted the Declaration on Aviation Security in Africa that was later endorsed by the AU Assembly in June 2007;

Mindful of the adoption of the Abuja Declaration on Civil Aviation Security in Africa by the African Ministers in charge of aviation security together with regional and international organizations, on 13 April 2010, in which they affirmed their commitment to preventing unlawful interference with civil aviation in all forms, with particular attention being placed on countering terrorist threats against civil aviation;

Mindful of the Regional Conference on aviation security, held in Dakar, Senegal, 17 to 18 October 2011, where African States appreciated ICAO's leadership role and agreed to intensify cooperation to enhance aviation security;

Mindful of the African Civil Aviation Policy (AFCAP) adopted by the Second Conference of the AU Ministers of Transport, in Luanda, Angola on 25 November 2011 and the strategies and commitments developed in the Declaration, subsequently endorsed by the Summit of Heads of State and Government, in Addis Ababa, Ethiopia, on 27 January 2012;

Mindful of the meeting of African Ministers of Transport held in Luanda, Angola, from 21 to 25 November 2011 which deliberated on aviation security and agreed on several issues notable of which was the need to establish a Regional Aviation Security Group and set up a Counter Terrorism Research Unit within the African Centre for the Study and Research on Terrorism and to coordinate the implementation of the Abuja Declaration and Roadmap;

Mindful of the new Constitution of the AFCAC, a specialized agency of the African Union, that came into force provisionally on 11 May 2010;

Mindful of the role of the New Partnership for Africa's Development (NEPAD) as a framework for the development of Africa;

Mindful of the United Nations Security Council resolutions: 1373 (2001) *on threats to international peace and security caused by terrorist acts*; 1624 (2005) *on threats to international peace and security*; and 2178 (2014) *on threats to international peace and security caused by foreign terrorist fighters*;

Mindful of the various programmes, objectives and targets currently being pursued under ICAO's No Country Left Behind (NCLB), campaign launched in 2014;

Considering that the Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL) Plan was unanimously supported by States at the AFI Aviation Security Meeting in Dakar, Senegal, on 28 May 2014, endorsed at the 24th Extraordinary Plenary Session of the AFCAC, held from 1 to 4 July 2014 in Dakar, Senegal; and approved by the ICAO Council as an ICAO programme at its 203rd Session on 29 October 2014;

Considering the importance of aviation security and facilitation in air transport industry development world-wide, and its impact on national economic development particularly in Africa;

Considering the compelling need to continuously improve aviation security and facilitation in Africa and the need to urgently find immediate and sustainable resolution to deficiencies in aviation security;

Commending ICAO for its continued technical assistance to Africa, including the establishment of AFI SECFAL Plan and the support given to AFCAC in the establishment of the African Regional Aviation Security and Facilitation Group (RASFG-AFI);

Having considered the Report of the Experts who met in Windhoek, Namibia, from 4 to 6 April 2016.

Concerned by:

- Recent aviation security terrorist attacks;
- Challenges in safeguarding international civil aviation in a demanding aviation security environment;
- Inadequate enforcement powers allocated to the designated Appropriate Authority for aviation security oversight;
- Inadequacy of financial resources to ensure effective development and implementation of Primary Legislation and Regulations on aviation security and facilitation;
- Insufficient States' capacity and capability to address tenuous security environment, conflict zones, new and emerging threats, including insider threats, insurgents and transnational criminal group activities;
- Inadequate levels of effective implementation of the critical elements of an aviation security oversight system, compliance with the ICAO SARPs related to ICAO Annexes 17 and 9, implementation of State's Corrective Action Plans;
- Insufficient effective National Programmes: National Civil Aviation Security Programme (NCASP), National Civil Aviation Security Training Programme (NCASTP), National Civil Aviation Security Quality Control Programme (NCASQCP) and National Air Transport Facilitation Programme (NATFP);
- Insufficient functioning of the National Aviation Security and Air Transport Facilitation Committees and the challenges in establishing a national coordination mechanism for facilitation and aviation security;
- Weak security and facilitation culture;
- Insufficient number of competent/skilled aviation security professionals;
- Low level of States' participation to ICAO Public Key Directory (PKD);

- Challenges in harmonization and intensification of assistance and capacity-building efforts;
- Insufficient guidance and training for implementation of the security-related provisions of Annex 9 – *Facilitation*;
- Insufficient systems and tools for the efficient and secure reading and verification of Machine Readable Travel Documents (MRTDs) at borders, including use of the ICAO Public Key Directory and the INTERPOL Stolen and Lost Travel Documents (SLTD) database; and
- Slow pace of the implementation of border control and aviation security requirements of Security Council Resolution 2178 (2014), including the use of Advance Passenger Information (API); and

Recalling:

1. The importance of air transport in the economic development of the Continent particularly the attendant increased interactions among peoples, and wealth creation resulting from the various forms of exchanges so facilitated; and
2. The role of the ICAO in fostering the development of international civil aviation;

Reaffirming:

1. The urgent need to implement national, regional and continent-wide strategies on aviation security and facilitation in the African continent with a view to promoting aviation as a viable mode of transport which enhances Africa's development and integration;
2. The need for the full implementation of the Memorandum of Cooperation (MOC) between the AUC, AFCAC and ICAO; and

Welcoming the various initiatives undertaken by sector organizations in the continent and by Regional Economic Communities (RECs) and partners;

Undertake to:

1. Ensure political commitment at the national, regional and continental level for aviation security and facilitation;
2. Meet our States' aviation security and facilitation obligations under the Convention on International Civil Aviation (the Chicago Convention), including ensuring effective aviation security oversight;
3. Ensure the implementation of the policy objectives, commitments, regulations and strategies on aviation security and facilitation as adopted in the AFCAP;
4. Ensure that aviation security is given its due consideration in States' National Development Plans;

5. Accelerate the establishment and strengthening of Appropriate Authorities with sufficient independent regulatory oversight for aviation security;
6. Ensure the provision of sustainable funding and other resources to carry out effective aviation security oversight and implementation of aviation security and security-related facilitation measures;
7. Ensure that the provisions of ICAO Annexes 17 and 9 related to the establishment of National Civil Aviation Security Committees (NCASC) and National Air Transport Facilitation Committees (NATFC) are implemented;
8. Ensure the development of sustainable national programmes within the States, including National Civil Aviation Security Programme (NCASP), National Civil Aviation Security Training Programme (NCASTP), National Civil Aviation Security Quality Control Programme (NCASQCP) and National Air Transport Facilitation Programme (NATFP);
9. Support the effective implementation of the ICAO Aviation Security Assistance and Capacity Building Strategy, the Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan);
10. Ensure the timely resolution of all Significant Security Concerns (SSeCs) and deficiencies identified through the Universal Aviation Security Audit Programme – Continuous Monitoring Approach (USAP-CMA) and ensure the progressive increase in the Effective Implementation (EI) rate of ICAO's eight Aviation Security Oversight Critical Elements to no less than the world average;
11. Promote the introduction of self-service options at airports to increase throughput of passengers and reduce crowding in vulnerable areas;
12. Ensure effective implementation of border control and aviation security requirements of Security Council Resolution 2178 (2014), including the use of Advance Passenger Information (API);
13. Ensure the inclusion of the INTERPOL Stolen and Lost Travel Document (SLTD) Database screening solutions within the AFI SECFAL Plan;
14. Support and encourage the extension of the INTERPOL Secure Global Communication System (I-24/7) beyond National Central Bureau's (NCB's) and more importantly to Border Control Points for access and effective use of the SLTD Database;
15. Ensure the coordination with relevant authorities for the removal of all non-Machine Readable Passports (MRP) from circulation;
16. Increase the effective use of ICAO Aviation Security Point of Contact (PoC) network for real time information sharing;

17. Ensure the availability and retention of sufficient and competent/skilled aviation security and facilitation professionals;
18. Make resources available to AFCAC to enable it to effectively play its roles in aviation security and facilitation;
19. Coordinate with relevant authorities to conduct risk assessments on the threats affecting civil aviation;
20. Cooperate and collaborate regionally and bilaterally to share information, as well as to provide technical assistance; and
21. Promote sub-regional cooperation in the field of aviation security and facilitation training.

Decide to:

1. Adopt the Aviation Security and Facilitation Targets annexed to this Declaration and ensure the implementation of the ICAO AFI SECFAL Plan which aims to enhance aviation security and facilitation in a sustainable manner;
2. Direct AFCAC Secretariat to establish effective monitoring, evaluating and reporting mechanisms for this Declaration;
3. Take the necessary steps to ratify all International conventions on Aviation Security and Facilitation;
4. Ensure active participation by the relevant Ministers at high-level aviation security and facilitation meetings; and
5. Ensure active participation at all ICAO and AFCAC events that promote aviation security and facilitation;

Make a Solemn Appeal to the ICAO, the United Nations Economic Commission for Africa (UNECA), the African Development Bank (ADB), the World Bank (WB) and all Civil Aviation development partners and organizations to support the aviation security and facilitation programmes of the AU;

Urge African States and Regional Economic Communities (RECs) to foster cooperation in the air transport sub-sector;

Urge States manufacturing facilitation and aviation security equipment and software to remove all restrictions of selling and exporting those equipment and software to protect civil aviation against Acts of unlawful interference;

Call on African States to provide resources and support the implementation of the ICAO AFI SECFAL Plan; and

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EX/9

Appendix B

B-8

Request the AUC to submit for endorsement this Declaration to the next AU Assembly of Heads of States and Government of the AU.

Done and adopted in Windhoek, Republic of Namibia on this 7th day of April 2016

APPENDIX C



MINISTERIAL CONFERENCE ON AVIATION SECURITY AND FACILITATION IN AFRICA

WINDHOEK, NAMIBIA, 4-7 April 2016

AVIATION SECURITY AND FACILITATION TARGETS FOR AFRICA

Progressive improvement of the level of Effective Implementation (EI) of the Critical Elements (CEs) of States' aviation security oversight systems through the implementation of applicable ICAO Standards and Recommended Practices, and ease of travel through implementation of African Union decisions, ICAO policies and recommendations is critical to the development of air transport and economic growth. It is hence required to ensure that:

1. A minimum of fifty per cent of African States achieve at least the global average of EI of the CEs by 2017, 75 per cent of the States achieve this by 2020 and all African States by the end of 2023;
2. As matter of urgency, appropriate action is immediately taken to address all existing Significant Security Concerns (SSECs) in the region and any new SSECs are resolved within 3 months;
3. Appropriate Authorities with clearly defined roles and sustainable resources are designated to carry out oversight functions of Aviation Security and Facilitation in at least 50per cent of African States by 2017 and all African States by the end of 2020;
4. By the end of 2017, all States have the following written and approved National Programmes: National Civil Aviation Security Programme (NCASP), National Civil Aviation Security Quality Control Programme (NCASQCP), National Civil Aviation Security Training Programme (NCASTP) and National Air Transport Facilitation Programme (NATFP);
5. All States establish functional National Civil Aviation Security Committees (NCASC) and National Civil Air Transport Facilitation Committees (NATFC) by the end of 2020;

6. Security Risk Management processes, which take into account ICAO's Risk Context Statement, and crisis response procedures are established in all States by the end of 2020;
7. All States join the ICAO Aviation Security Point of Contact (PoC) network by the end of 2017;
8. All States develop appropriate policies for the attraction, development and retention of human resources by the end of 2017;
9. All States develop sustainable aviation security and facilitation training capacities by the end of 2023. This may include adapting existing courses to the local needs, developing online and blended learning training, and training of course developers;
10. All States issue only Machine Readable Passports (MRPs) in conformance to ICAO Doc 9303 – *Machine Readable Travel Documents* and ensure that all non-MRPs are removed from circulation by the end of 2017;
11. All States invest in improving basic sources of reliable data, such as civil registration and vital statistics systems, and establish procedures for reporting information about stolen, lost and revoked travel documents for inclusion in the INTERPOL Stolen and Lost Travel Documents (SLTD) database by end of 2020;
12. At least fifty per cent of all States issue only Machine Readable Travel Documents (MRTDs) to refugees and stateless persons by end of 2017 and all States by the end of 2020;
13. At least thirty per cent of all States join the Public Key Directory (PKD) by the end of 2017, at least 70per cent by the end of 2020 and all States by the end of 2023;
14. All States should introduce a provision on Advanced Passenger Information (API) in their respective national legislations that adheres to the internationally recognized (PAXLST) standard for the transmission of API by the end of 2020; and
15. All States take appropriate actions to develop their ability to conduct security risk assessments to protect civil aviation against any possible threat scenario, including but not limited to, person-borne improvised explosive devices (IEDs), Man Portable Air Defence Systems (MANPADS), IEDs in cargo, insider threat, etc. by the end of 2023.

— END —