



WORKING PAPER

ASSEMBLY — 40TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 23: Technical Assistance Programme

**SUPPORT TO THE CONTINUATION OF THE COMPREHENSIVE
REGIONAL IMPLEMENTATION PLAN FOR AVIATION SECURITY AND FACILITATION
IN AFRICA (AFI SECFAL PLAN)**

(Presented by the 54 Contracting States², Members of the African Civil Aviation Commission (AFCAC))

EXECUTIVE SUMMARY

The paper highlights the progress made in the AFI SECFAL Plan since inception and the proposed actions to enhance aviation security and facilitation.

Action: The Assembly is invited to:

- a) Urge ICAO to continue to provide its leadership and support to the AFI SECFAL Plan;
- b) Note the decisions of the SC of AFI-SECFAL Plan and AFI-DG resolution on the establishment, operationalization and funding of the AFI Region Security and Facilitation Collaborative Experts Scheme (AFI-CES);
- c) Note the need to reinforce and coordinate technical assistance missions in Africa through the AFI-CES and to work collaboratively in avoiding duplication of work in assisting African States while implementing the GASeP and the Regional Targets; and
- d) Encourage member States, International organizations and Partners to contribute in supporting the AFI-CES activities.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective — Security and Facilitation
<i>References:</i>	A40-WP/63 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 English and French versions provided by AFCAC

² Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cabo Verde, Cameroon, Central African Republic, Chad, Comoros, Congo, Côte d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Eswatini, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia, Zimbabwe

1. INTRODUCTION

1.1 In response to the call by States, sub-regional and international organizations as well as the industry to have a coordinated approach to enhancement of aviation security and facilitation in Africa within a strategic framework, the ICAO Council, at the second meeting of its 203rd Session, on 29 October 2014, approved the Comprehensive Regional Implementation Plan (AFI SECFAL Plan) Initiative.

1.2 Accordingly the AFI SECFAL Plan was launched on 18 May 2015, in Maputo, Mozambique, and the Steering Committee (SC) was established on this occasion. The Secretariat performs the daily activities of the Plan while the AFI SECFAL Steering Committee (SC) monitors and guides the implementation of the work programme and other related projects, supported by the Regional Aviation Security and Facilitation Group (RASFALG-AFI) operating under the auspices of AFCAC.

2. IMPLEMENTATION PROGRES

2.1 The AFI SECFAL Plan provides an appropriate platform for coordination of activities aimed at supporting and assisting States' efforts in AFI Region to meet their obligations for compliance with the relevant ICAO SARPS and oversight thereof and enhancement of aviation security and facilitation. This is achieved through among others, effective implementation of Global Aviation Security Plan (GASeP), Windhoek Declaration and Targets, National Civil Aviation Security Programmes and National Air Transport Facilitation Programmes.

2.2 Since inception in 2015, significant progress and achievement has been posted in the implementation of the AFI SECFAL Plan work programme and realisation of the planned activities. The following main achievements have been attained:

- a) Enhancement of collaborative efforts relating to existing capacity in AFI States to meet ICAO SARPs under the umbrella of "No Country Left Behind" (NCLB) initiative (technical assistance missions, training activities etc.).
- b) Realization of the Windhoek Declaration and Targets as endorsed by AU Summit, through implementation of the action plan approved by the Steering committee, in partnership with AFCAC, International and Regional organisations, Regional Economic communities, African Union Commission (AUC), INTERPOL, etc.

2.3 The African Champion DGs meeting held in South Africa in June 2018, being cognizant of the potential benefits of the Team of Experts of RASFALG-AFI, endorsed the Decision of the 7th SC on the establishment of the AFI Region Security and Facilitation Collaborative Experts Scheme (AFI-CES), taking into account the mechanisms in place on Safety in Africa, Cooperative Inspectorate Scheme (AFI-CIS).

2.4 The AFI-CES has been established as a vehicle for delivering assistance to States, supporting the implementation of the approved Work Programme. AFCAC, in close collaboration with the AFI SECFAL secretariat, established a Roster of Experts from member States where ICAO makes the validation and competencies. The team of Experts reinforced the RASFALG-AFI, among others by expanding its contributions to the AFI SECFAL Plan activities and to AFCAC in assisting States through technical missions on existing or potential Significant Security Concerns (SSeCs) and other aviation security and

facilitation deficiencies. To date there is a total of 82 Experts on the Roster established by AFCAC and validated by ICAO.

- 2.5 It is important to note that there is currently regional cooperation between ICAO and AFCAC to resolve SSeCs in one AFI State, under the AFI SECFAL Plan. The joint high level missions of ICAO and AFCAC and coordinated activities have advanced collaboration in the use of the AFI-CES thus rendering effective aviation security technical assistances to States.

3. CONCLUSION

- 3.1 The AFI region is making progress toward attainment of its goals. Currently the AFI Regional Average of Effective Implementation of Critical Elements is 59.12 per cent, with the AFI Regional Average Compliance with Annex 17 – Security Standards at present at 70.62 per cent^{*} (source: ICAO).
- 3.2 The results of the ICAO Universal Security Audit Programme (USAP) audits and deliberations during the various regional meetings reveal that there is still some work to be done before the objectives can be fully met;
- 3.3 Lack of funding for the AFI SECFAL Plan remains the biggest challenge to the implementation of the work programme and the decisions and recommendations of the SC. This anomaly is due to the absence of sustainable funding from the ICAO Regular budget, voluntary funds or donor contributions to support the proposed budget of the Plan. Currently, the bulk of the AFI SECFAL Plan is primarily funded under the Regular budget, voluntary contributions and pledges both financial and in kind offered by several States within the framework of the NCLB initiative. However, these resources are well below the necessary budget. This is further aggravated by the need for additional resources to take care of emerging threats such as cyber security, insider threat, PEDs and so on.
- 3.4 There is also a need to harmonize the various technical assistances for activities in the AFI region, and enhance collaboration among stakeholders and partners to optimize the available resources and reduce duplication of efforts.

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