



WORKING PAPER

ASSEMBLY — 41ST SESSION

EXECUTIVE COMMITTEE

Agenda Item 24: Technical Assistance Programme

**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 the 40th Session of the Assembly in 2019. In addition, it supports Assembly Resolution A40-23 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) urge States and international organizations to make financial, in-kind and other contributions to support the implementation of the AFI SECFAL Plan; and
- c) support the extension of the term of the AFI SECFAL Plan from 2024 to 2030 in line with the Global Aviation Security Plan (GASeP) Roadmap.

<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 made available through the AFI SECFAL Plan Fund, the 2023-2025 Regular Budget and extra budgetary contributions.
<i>References:</i>	Doc 10140, <i>Assembly Resolutions in Force</i> (as of 4 October 2019) AFI SECFAL Plan document and work programme Global Aviation Security Plan (GASeP) Revised Windhoek Ministerial Declaration and Targets for Aviation Security and Facilitation in Africa Reports of the AFI SECFAL Plan Steering Committee meetings

1. BACKGROUND

1.1 Threats against civil aviation continue to manifest and evolve as evidenced by active terrorist activities across the African region and the world at large. Even though the COVID-19 pandemic significantly affected air transport activities and travel, the threats have prevailed including emerging threats such as cyber security, landside security, and insider threats calling for a coordinated and cohesive approach to mitigate the consequences. 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.

1.2 The Universal Security Audit Programme Continuous Monitoring Approach (USAP-CMA) results indicate that notable progress has been achieved in the last triennium in raising the level of effective implementation of ICAO Standards and Recommended Practices (SARPs), and more needs to be done to realize the targets established in the Global Aviation Security Plan (GASep) and the related regional plans. The USAP-CMA validation activities were also severely affected by the pandemic-related circumstances.

1.3 Since its inception in 2015, the implementation of the AFI SECFAL Plan has been anchored on a three-phase (short, medium, and long-term) work programme approved by the Plan's Steering Committee (SC). Despite the impact of the COVID-19 pandemic on some of the activities of the work programme, the actualization of the medium-term phase deliverables, completed on 31 December 2020, was largely achieved, positively impacting the effective implementation of State aviation security oversight systems, and compliance with Annex 17 – *Aviation Security* SARPs and the security-related provisions of Annex 9 – *Facilitation*.

2. DISCUSSION

2.1 Since its inception in 2015 in Maputo, Mozambique, the Plan has made significant progress under the guidance of the SC with the assistance of the ICAO Secretariat. The Eleventh Meeting of the Plan SC held in Abuja, Nigeria on 17 May 2022, deliberated on progress reports covering decisions of the 10th Meeting in July 2021, activities of the Regional Aviation Security and Facilitation Group (RASFALG-AFI), status of implementation of the Windhoek declaration and targets, and also approved the Plan 2022 work programme. The Plan work programme hinges on the long-term phase targets ending in 2023.

2.2 To ensure the continued provision of assistance and support initiatives to help AFI States, in line with the Plan objectives, the SC encouraged donor States to enhance voluntary contributions, both in-kind and financial, including the provision of experts, training and targeted assistance. The SC endorsed the extension of the AFI SECFAL Plan programme beyond the current phase to 2030.

2.3 The short and medium term phases of the Plan ended on 31 December 2017 and 31 December 2020 respectively, having largely achieved the planned objectives and deliverables despite some challenges, including but not limited to the COVID-19 pandemic and related restrictions in 2020 and these achievements have created a firm foundation for the long-term phase (2021-2023).

2.4 The cooperation, collaboration, and coordination between international and regional organizations such as the African Union Commission (AUC), African Civil Aviation Commission (AFCAC), UN Counter-Terrorism Committee Executive Directorate (CTED), the European Union (EU), International Criminal Police Organization - INTERPOL, Airports Council International (ACI), International Air Transport Association (IATA), etc., have been pivotal to the implementation of the work programme to

address deficiencies, eliminate duplication of efforts and optimize available resources to deliver more efficient assistance activities.

2.5 The AFI SECFAL Plan work programme has been aligned with the Windhoek Declaration and Targets as revised and endorsed by the African Union (AU) in May 2021, the ICAO Africa and Middle East Aviation Security Roadmap and the GAsEP to reinforce political commitment and to harness synergies to help States comply with the relevant ICAO SARPs.

2.6 Other notable milestones reached in the last triennium include: building technical expertise capacity, implementation of State-specific projects approved by the SC, elevating Effective Implementation of the Critical Elements of State Aviation Security Oversight Systems (EI of the CEs), and enhancing compliance with relevant provisions of Annex 9 – *Facilitation* and Annex 17 – *Aviation Security*. This has been achieved through harmonization of processes, talent identification and exposure of experts through the AFCAC Collaborative Experts Scheme (AFI-CES), sharing of resources and information, embracing technological developments and adopting best practices. The AFI-CES has been established with a pool of experts available in the Region to support the execution of the AFI SECFAL Plan work programme activities and implementation of State-specific projects.

2.7 In compliance with the AFI SECFAL Plan Programme document, the RASFALG-AFI, through AFCAC, continues to provide technical support to the SC. In addition, building the capacity of aviation security and facilitation professionals and the promotion of the Next Generation of Aviation Professionals (NGAP) initiative is ongoing in collaboration with States, AFCAC, and other partners.

2.8 Through the period of reporting, the ICAO Secretary General and the SC Chairperson have provided regular progress reports to the ICAO Council highlighting the achievements, challenges, and initiatives including the activities to support States during the COVID-19 pandemic. Five priority State-specific projects were established in accordance with the needs of States with priority given to resolving existing Significant Security Concerns (SSeCs), preventing new SSeCs, and elevating the EI levels of States. The AFI SECFAL Plan is supporting the AUC and AFI States with the development of the African e-passport and the realization of the goal for free movement of people under the AUC agenda 2063.

2.9 As regards the EI of the CEs, steady progress has been posted to attain the GAsEP target of 80% of African States to achieve 65% average EI by 2020. The overall average EIs for the African Region has increased from 53.06% in 2015 (Plan inception) to 61.90% in December 2021. However, this manifestation is hampered by the low level of USAP-CMA validation activities to verify the progress of States, which was further aggravated by the travel restrictions caused by the COVID-19 pandemic. It is envisaged that intensified USAP-CMA off site (document-based) and onsite validation will provide a true indication of the efforts of States and inform AFI SECFAL Plan and other relevant interventions. Although the AFI SECFAL Plan has contributed to the improvement of the effective implementation of the CEs of aviation security oversight systems for the African States, factors such as the availability of qualified aviation security personnel, adequate infrastructure, financial resources and robust State commitment still pose a significant challenge in attaining the regional and GAsEP targets. Details are highlighted in the Appendix.

2.10 The AFI SECFAL Plan has supported various activities to raise awareness of, and enhance compliance with, the requirements of Annex 9 – *Facilitation*. In this regard, ICAO has sponsored the delivery of Facilitation Courses in Arabic, English and French languages to over 500 participants from all African States. Priority was also given to intensifying awareness and implementation of the elements of the ICAO Traveller Identification Programme (TRIP) Strategy, including Advance Passenger Information (API) and Passenger Name Record (PNR) requirements, which has also resulted in increased membership of the ICAO Public Key Directory (PKD) from three AFI States in 2015 to 15 in October 2021.

2.11 In the wake of the COVID-19 pandemic, the Plan continues to support the recovery of aviation through the coordination of priority activities funded by a special allocation from regular budget carry-over made by the ICAO Secretary General of CAD 553,000. Nonetheless, the recovery process in Africa requires shared responsibilities to address the inherent and unprecedented challenges and deficiencies. Also needed are substantial financial and human resources, reinforced political commitment of States, and collaborative dialogue between States, ICAO, and partners to avail, share and harness synergies and necessary resources.

2.12 The recovery from the pandemic, including rebuilding in a sustainable manner, is critical and is a primary influence in determining priorities for 2022 and beyond. The AFI SECFAL Plan will continue to support the implementation of the Council Aviation Recovery Task Force (CART) Report recommendations and *Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis* related to aviation security and facilitation. The AU COVID-19 High-Level Task Force (HLTF) recommendations towards recovery in Africa support the elevation of the EI of the CEs to achieve the AFI SECFAL Plan and Windhoek Targets, as aligned to the GAsEP. The completion of State-specific projects and initiation of new activities to address the root causes of persistent areas of deficiency, as identified from analysis of the USAP-CMA results, is a key component of the Plan activities and a priority.

3. CONCLUSION

3.1 Despite the inherent challenges described above, the AFI SECFAL Plan has progressively exhibited the maturity to achieve its objectives of supporting the sustainable increase in the level of effective implementation of the CEs of aviation security oversight systems for the African States and compliance with the provisions of Annex 17 – *Aviation Security* and Annex 9 – *Facilitation*. During the COVID-19 pandemic, priority was given to remote and virtual assistance activities to ensure continued support to the efforts of States to sustain oversight and to guide recovery processes. The promotion of security culture, implementation of State-specific projects, promotion of compliance with the provisions of Annex 9 – *Facilitation*, support and advocacy for the elements of the ICAO TRIP Strategy - including API and PNR implementation and ICAO PKD membership, were critical areas of focus in the last triennium.

3.2 Throughout the implementation of the AFI SECFAL Plan work programme, focus remains on ensuring the continued alignment of GAsEP and Windhoek Targets. Other key areas of emphasis include: increased resource mobilization, the establishment of a sustainable funding mechanism for the Plan, embracing technological developments and Information and Communication Technology (ICT) tools, using the subject-matter experts available in Africa, improving efficiencies and eliminating duplication in assistance activities, strengthening regional cooperation and collaboration, and advocating for increased validation activities to measure the success of the Plan. The extension of the term of the AFI SECFAL Plan from 2024 to 2030, in line with the GAsEP Roadmap, on an adequately funded basis, is therefore essential to safeguard the coordinated development and enhancement of aviation security and facilitation in Africa.

APPENDIX

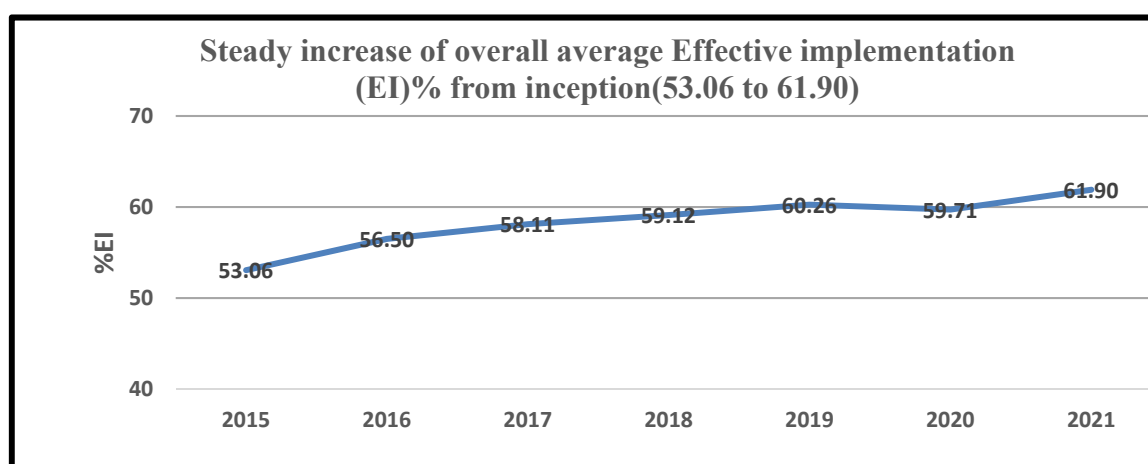
AFI SECFAL PLAN PROGRESS AND ACHIEVEMENTS FROM 2015-2022

This appendix highlights the details of the progress and achievements delivered by the AFI SECFAL Plan since inception in 2015. The effects and impact of the COVID-19 pandemic hindered the progress of the Mid Term phase of the Plan (2018-2020).

Figure 1. Performance status – Effective Implementation (EI) of Security oversight systems

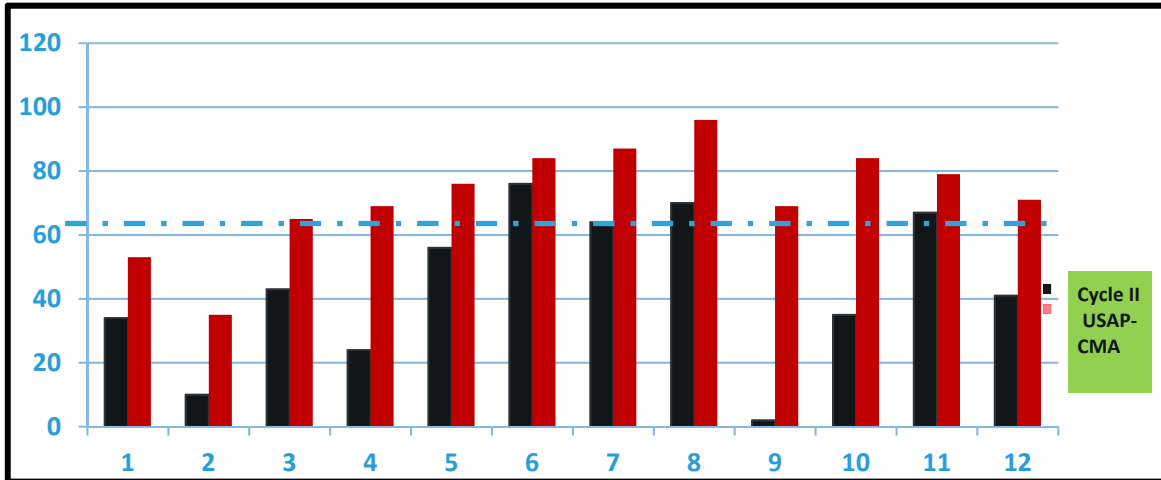
PERIOD	KEY PERFORMANCE INDICATOR	ACHIEVEMENT	PERFORMANCE
SHORT TERM (2015-2017)	At least 35% of States in the African region achieve at least a 65% EI of the CEs	44.4% of States met Target (126.8%)	Target was fully achieved by 126.8%
MID TERM (2018-2020)	At least 80% of States in the African region achieve at least a 65% EI of the CEs by 2020	54.90% of States met Target (68.6%)	Level achieved 68.6% of target. Limited number of USAP-CMA activities and COVID-19 pandemic restrictions prevented validation audits
LONG TERM (2021-2023)	90% of States in the region reach above 80% EI of the CEs	19.61% of States have so far met Target	Attainment of the target will depend on States performance and USAP-CMA activities

Figure 2. Status of EI 2015-2022 – Cycle II and USAP CMA results¹

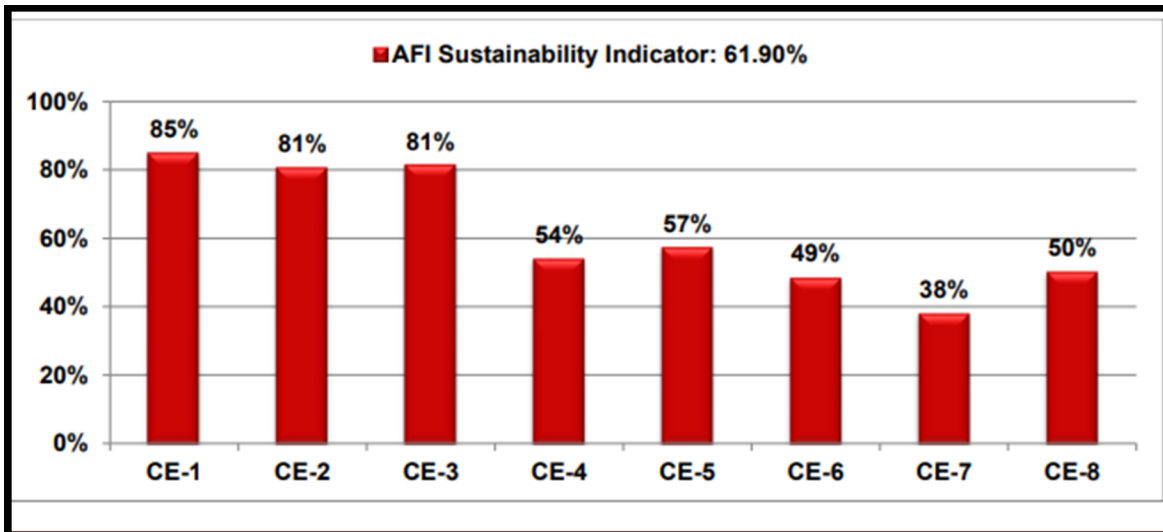


¹ i) 34 States audited under USAP-CMA (with most of these audits undertaken since the Plan inception) with an average EI of 66.2%. This score is above the GASep and Windhoek target. One of the States assisted by AFI SECFAL Plan improved from below 2% to above 60%; ii) The low rate of USAP-CMA activity and limited number of audits due to COVID-19 pandemic and related restrictions resulted in a slow progression of the EI elevation.

Figure 3. 12 States with an above 20% increase in EI performance



**Figure 4. Sustainability Indicator for AFI Region² (at 31 December 2021)
 (Effective Implementation of Critical Elements)**



² Sustainability Indicator is the average Effective Implementation (EI) of the eight Critical Elements (CE) of a State aviation security oversight system. The EI of a CE is defined as the number of satisfactory Protocol Questions (PQ) divided by the total number of applicable PQs related to that CE (CE-1 Primary Aviation Security Legislation; CE-2 Aviation Security Programmes & Regulations; CE-3 State Appropriate Authority for Aviation Security & its Responsibilities; CE-4 Personnel Qualifications & Training; CE-5 Provision of Technical Guidance, Tools & Security-critical Information; CE-6 Certification & Approval Obligations; CE-7 Quality Control Obligations; CE-8 Resolution of Security Concerns).

Figure 5. Increased membership of the ICAO Public Key Directory (PKD) from 2015 to 2020

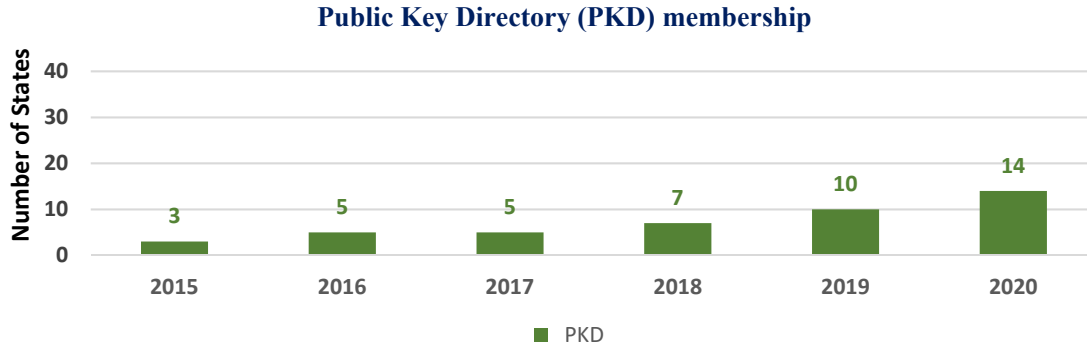


Figure 6. AFI SECFAL Plan priorities

AFI SECFAL Plan priorities in accordance with the Long Term Phase objectives (2020-2023) and the GAsEP Roadmap
<ul style="list-style-type: none"> • By 2023, 90% of AFI States reach above 80% EI of the CEs (GAsEP aspirational global target)
<ul style="list-style-type: none"> • Resolve and prevent potential Significant Security Concerns (SSeCs)
<ul style="list-style-type: none"> • Security Council Resolution 2309 (2016), ICAO TRIP Strategy (API/PNR/PKD)
<ul style="list-style-type: none"> • Application of better technological solutions and innovative techniques
<ul style="list-style-type: none"> • Windhoek Targets as revised and aligned with the GAsEP
<ul style="list-style-type: none"> • Initiation of new State specific projects to address the persistent weak areas of CEs 4, 5, 6, 7 & 8
<ul style="list-style-type: none"> • Enhanced advocacy for political commitment, the inclusion of aviation security as a priority in national development plans, improvement of civil aviation infrastructure
<ul style="list-style-type: none"> • By 2030, 100% of AFI States reach above 90% EI of the CEs (GAsEP aspirational global target)

— END —