



**WORKING PAPER**

**ASSEMBLY — 41ST SESSION**

**EXECUTIVE COMMITTEE**

**Agenda Item 14: Aviation Security — Policy**

**UPDATING THE GLOBAL AVIATION SECURITY PLAN (GASeP)**

(Presented by Bangladesh)

**EXECUTIVE SUMMARY**

The Global Aviation Security Plan (GASeP) was adopted in 2017 with the objective of assisting Member States, ICAO and other stakeholders in enhancing the effectiveness of global aviation security through a set of priority outcomes, priority actions and aspirational targets.

With the direction of the 40th Session of the Assembly, ICAO considered lessons learned from the implementation of the GASeP, including the observations of the evaluation carried out by ICAO's Office of Internal Oversight (OIO) from the experience of implementation of GASeP in the past five years. It is expected that ICAO will come up with a more realistic, achievable version of GASeP with more clarification and guidance.

This paper highlights the proposal of Bangladesh on the certain elements to be considered in the next revision of GASeP.

**Action:** The Assembly is invited to:

- a) request ICAO to consider the impact of COVID-19 pandemic and such unforeseen situations as a risk factor in the next version of the GASeP;
- b) request ICAO to consider the resetting of the GASeP aspirational goal target of effective implementation in a realistic approach;
- c) request ICAO to provide a template for State Aviation Security Priority Action Plan (SASPAP) to meet the target of aspirational goals;
- d) encourage member states to develop and State Aviation Security Priority Action Plan (SASPAP) based on the risk factors of the State; and
- e) request ICAO to provide a dedicated regional GASeP forum for DG's and/or state high-level authorities.

<i>Strategic Objectives:</i>	This working paper relates to the <i>Security and Facilitation</i> Strategic Objective.
<i>Financial implications:</i>	The ICAO activities referred to in this paper are expected to be undertaken within the resources available in the 2023-2025 Regular Budget and/or from extra-budgetary contributions as guided by the ICAO Business Plan 2023-2025.
<i>References:</i>	<i>Global Aviation Security Plan (GASeP)</i> (Doc 10118) Analysis of USAP-CMA Audit Result 2020 Analysis of USAP-CMA Audit Result 2021 ICAO 41 Assembly Working Paper A41-WP/4 EX/1

## 1. INTRODUCTION

1.1 The 39th Session of the ICAO Assembly agreed that there was a need for the accelerated development of a Global Aviation Security Plan (GASeP) as a future aviation security policy and programming framework. The GASeP was approved by the Council in November 2017.

1.2 The GASeP provides the foundation for States, industry, stakeholders and ICAO to work together with the common goal of enhancing aviation security worldwide and achieving five key priority outcomes, namely:

- a) enhance risk awareness and response;
- b) develop security culture and human capability;
- c) improve technological resources and foster innovation;
- d) improve oversight and quality assurance; and
- e) increase cooperation and support.

1.3 The Plan provides a Roadmap that outlines 94 tasks, accompanying 32 actions under the five key priority outcomes mentioned above.

1.4 The following are the GASeP's aspirational targets are based on the sustainability indicators of USAP-CMA activities, which represent the level of EI of the CEs of a State aviation security oversight system:

- a) 80 per cent of States reach above 65 per cent EI of CEs by 2020;
- b) 90 per cent of States reach above 80 per cent EI of CEs by 2023; and
- c) 100 per cent of States reach above 90 per cent EI of CEs by 2030.

## 2. DISCUSSION

2.1 **LEVEL OF EFFECTIVE IMPLEMENTATION:** After the inception of the GAsEP, ICAO and member states have made significant efforts in the development of aviation security system. However, The global and region-wise status of implementation of GAsEP in terms of the percentage of states with EI of CEs over 65% (target year 2020) and 80% (target year 2023) are given below:

	PERCENTAGE OF STATES WITH EI OF CEs OVER 65%									
	APAC	ESAF	EUR/NAT	MID	NACC	SAM	WACAF	AFI	GLOBAL	GAsEP Target
31 December 2020	54.05	59.09	<b>90.74</b>	76.92	36.36	61.54	34.78	47.06	63.04	80% (2020)
	PERCENT OF STATES WITH EI OF CEs OVER 80%									
31 December 2021	27.03	22.73	79.63	46.15	18.18	15.38	13.04	19.61	39.67	90% (2023)

*Note: In accordance with the Analysis of Audit Results booklet of 2020 and 2021 published by ICAO.*

2.2 **IMPACT OF COVID-19:** Due to the COVID 19 pandemic, countries could not progress their aviation security improvement efforts as usual. All the actions and efforts taken by states under the roadmap were shut down or slowed down for the last 2 year. Moreover, the on-site USAP-CMA activities by ICAO could not take place from March 2020 till the beginning of 2022. It is to be mentioned that depending on the national decisions, different countries have different impact of global pandemic like COVID-19.

2.3 **IMPLEMENTATION PROSPECT:** As shown in the table of paragraph 2.1 above, it has appeared that other than EUR/NAT, no other region could meet the target was set for the year 2020. The target of the year 2023 is very unlikely to meet in most of the region.

2.4 **STATE AVIATION SECURITY PRIORITY ACTION PLAN (SASPAP) TEMPLATE:** The GAsEP doesn't provide any standardized and structured template for State Aviation Security Action Plan. Such a template will bring member states to a common understanding as well as help governments in prioritizing their efforts and allocating budgets in the post-Covid situation. Considering that a common and structured template for the State Aviation Security Priority Action Plan (SASPAP) to meet the target of aspirational goals may be introduced in the next version of GAsEP. Member states may be encouraged to develop and State Aviation Security Priority Action Plan (SASPAP) based on the risk factors of the state.

2.5 **REGIONAL HIGH-LEVEL DIALOGUE ON GAsEP:** Implementation of GAsEP is highly dependent on the commitment of the high-level authorities of the governments. The 1<sup>st</sup> edition of the GAsEP doesn't provide any dedicated and regular forum for DG's and/or high-level state authorities to exchange experiences and views. In light of that ICAO may be requested to consider the introduction of a dedicated regional GAsEP forum for DG's and /or high-level state authorities.

### 3. **CONCLUSION**

3.1 In light of the above discussion, the next version of the GAsEP should set a realistic target experiencing the lessons learned from the unprecedented pandemic situation in the last 2 years, provide standardized and structured guidance for states to ensure the systematic approach of implementation and increase engagement of high-level authorities of the governments for keeping the GAsEP in their priority agenda.

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