



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AFI COMPREHENSIVE REGIONAL IMPLEMENTATION PLAN FOR AVIATION SECURITY
AND FACILITATION IN AFRICA (AFI SECFAL PLAN)**

10TH AFI SECFAL STEERING COMMITTEE MEETING

Title Overview of AFI SECFAL Plan Progress (2015-2021)

(Presented by the AFI SECFAL Plan Secretariat)

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| EXECUTIVE SUMMARY | |
| This Working Paper presents information related to the overview of the AFI SECFAL Plan progress from 2015 to 2021. | |
| Action by the Meeting is proposed under Paragraph 5 . | |
| <i>Strategic Objectives</i> | Strategic Objective B Aviation Security and Facilitation |

1 ESTABLISHMENT AND BACKGROUND OF AFI SECFAL PLAN

1.1 The Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan) is an ICAO programme approved by the Council. The Plan together with the Steering committee (SC) was launched on 18 May 2015 in Maputo, Mozambique with the first SC meeting held on the same day. So far, nine meetings have been convened.

1.2 The SC which is responsible for providing advice and guidance to the Secretary General of ICAO regarding all aspects of the ICAO AFI SECFAL Programme, agreed to establish the Regional Aviation Security and Facilitation Group (RASFG-AFI) in line with the Decision of the Ministerial Meeting held in Luanda (Angola) in November 2011 and approved the Plan Programmes document. The SC also approved an 8-year (2018-2023) three-phase programme to be executed in the Short, Medium and long term.

1.3 The overall objective of the AFI SECFAL Plan is to enhance aviation security and facilitation in Africa sustainably through a strong political and technical commitment to building capacity, effective implementation and compliance with Annexes 9 and 17, harmonization of processes and sharing of resources, experience and information.

1.4 The ICAO Secretary General and SC Chairperson are mandated to provide regular progress reports to the ICAO Council and the secretariat and the RASFALG AFI are required to provided reports to the Steering committee. The ICAO council provides Reports and updates of the Plan activities to the ICAO Assembly. All necessary Reports and updates have been provided as required.

2. KEY ACHIEVEMENTS AND PROGRESS OF THE PLAN

AFI SECFAL Plan Work Programme

2.1 The implementation of the Plan Work Programme is progressing well and is currently in the long-term phase (2020-2023).

2.2 The majority of the deliverables for the short and medium term phases were achieved including:

- a) Appropriate Authorities for AVSEC and FAL are clearly defined and have the resources specifically assigned to these areas;
- b) States established/reactivated their National Civil Aviation Security Committee (NCASC) and National Civil Air Transport Facilitation Committee, (NATFC);
- c) States have approved National programmes: National Civil Aviation Security Programme (NCASP), National Civil Aviation Security Quality Control Programme (NCASQCP) and, National Civil Aviation Security Training Programme (NCASTP);
- d) Assistance activities in the African Region are actively coordinated to meet the ICAO Standards at a minimum; and
- e) In all AFI States, only Machine-Readable Passports (MRP) are issued and all non-MRP passports are removed from circulation.

2.3 The Long-Term phase (2021-2023) phase is mainly focusing on areas including:

- a) Activities aimed at assisting African States to meet their obligations to comply with the relevant ICAO Standards and Recommended Practices (SARPs) and GAsEP; and
- b) Activities towards the recovery of aviation from the COVID-19 pandemic

Regional Achievements

2.4 A Ministerial conference convened in Windhoek, Namibia, in line with the directives of the second SC meeting of November 2015 establishing Aviation Security and Facilitation Declaration Targets for Africa in April 2016. The Windhoek Declaration and Targets were aligned with the Plan Work Programme, and the Global Aviation Security Plan (GAsEP). To secure the necessary political will, the 17 Windhoek Targets were endorsed by the AU Heads of States and government. The AU Ministerial Sectoral Committee adopted the revised Windhoek targets in June 2021.

2.5 The Steering Committee approved five State specific assistance projects to cover AFI States with priority being given to resolving existing SSeCs in the two States and prevention of new SSeCs. However, the technical support is currently limited to remote activities due to travel restrictions caused by COVID-19 pandemic.

2.6 In the last six years, progress has been achieved in the area of capacity building of aviation professional in collaboration with ICAO HQ, AFCAC, States and partners. Notable of these is the establishment of AFI Security and Facilitation Collaborative Experts Scheme (CES), supported administratively by the African Civil Aviation Commission (AFCAC). The AFI CES was established to deliver assistance projects using African States experts and was operationalized in 2020. A summary of the improvements in aviation security experts growth is highlighted in the table below:

2.7 The Plan in collaboration with the ICAO Secretariat, has provided continuous support to the African Union Commission (AUC) and AFI States towards the development of the African e-passport in support of the free movement of people under the AUC agenda 2063.

2.8 Steady progress has been made towards attaining the GAsEP 2020 target of 80% of AFI States to achieve 65% average EI. The current AFI overall average EIs has increased from 53.06% at the inception of the Plan to 61.66 % as of June 2021. Despite the travel restrictions that have curtailed onsite validation

activities, further increase in EI is expected by end of the year 2021 after conduct of limited scope USAP-CMA Audit framework adopted during the COVID-19 travel restrictions period. Currently, 38 AFI Region States have been audited under the USAP-CMA (full onsite and limited scope) and 24 States have achieved individual national EI scores over the 65% GAsEP target for 2020. Comparatively, AFI Region has attained 65% of the GAsEP Target of 80% of States that have EI score of 65% and above. In 2021, five States of Rwanda, Gambia, Senegal, Botswana, and Gabon have received limited audit.

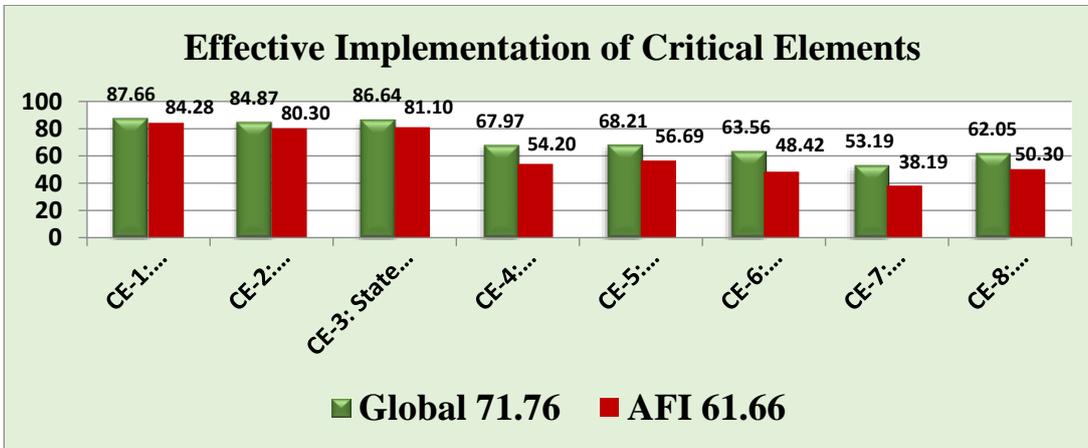


Figure 1: Average EI of CEs –June 2021

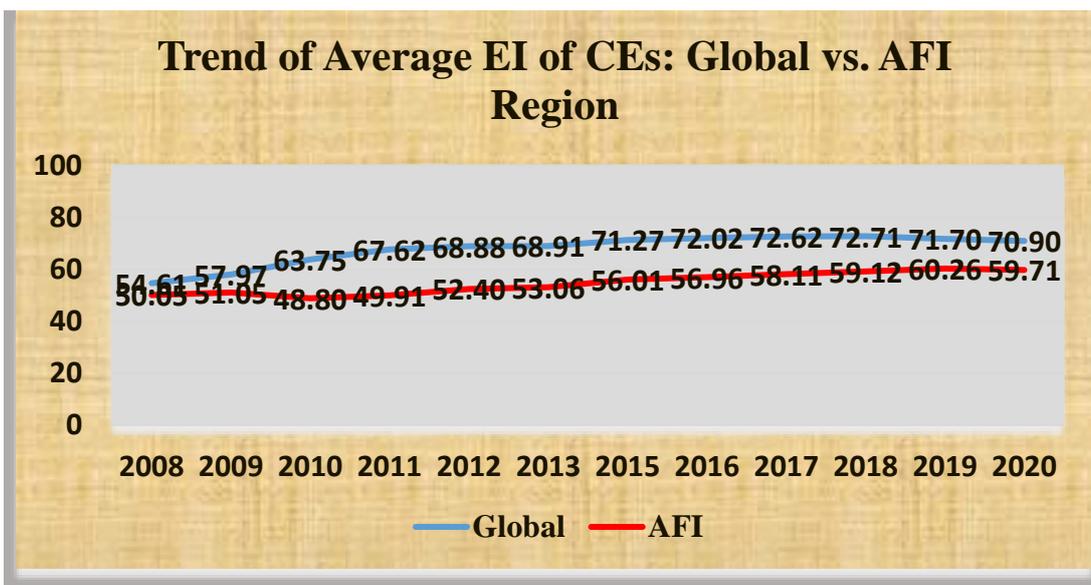


Figure 2: Average EI Trend: Global and AFI Region-2008-2020

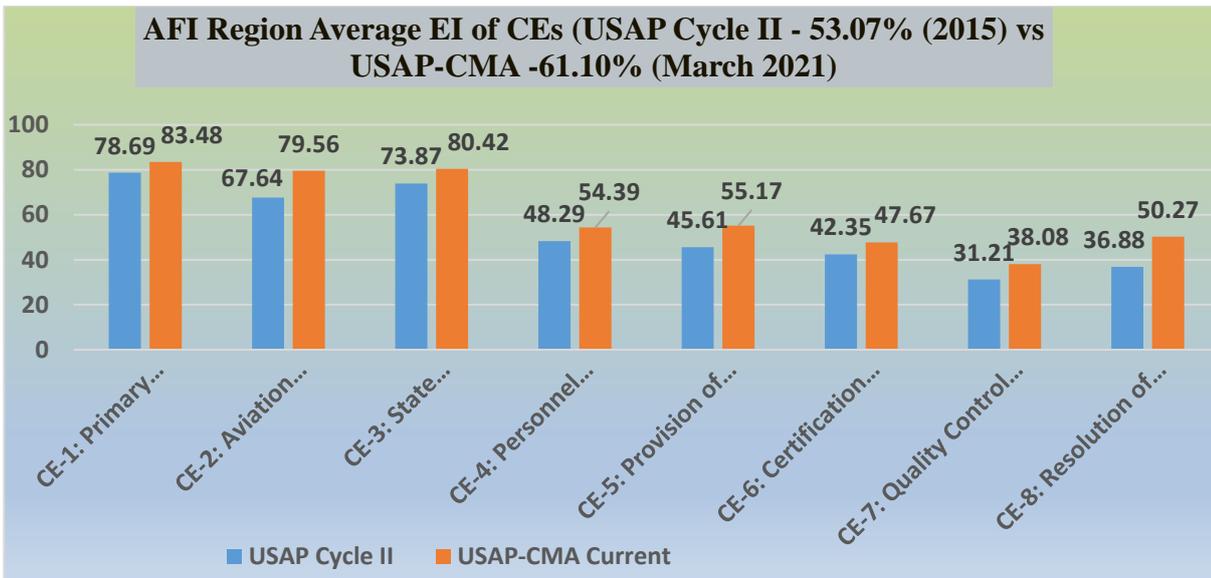


Figure 3: Average EI of CEs Trend: AFI Region-2015-2021

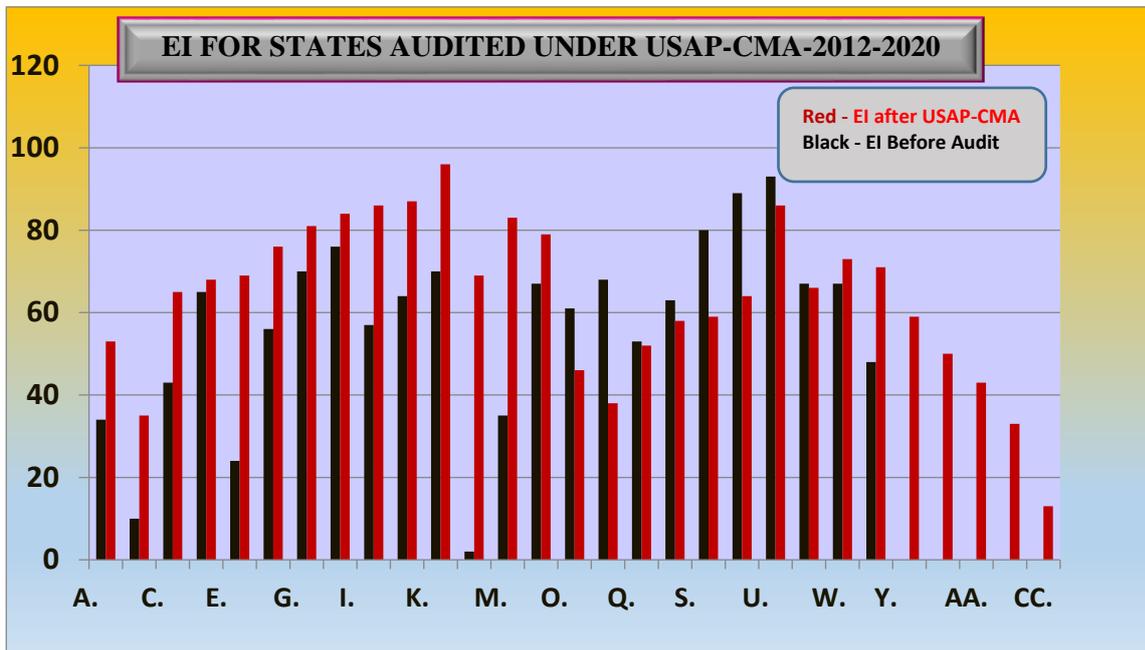


Figure 4: EI for States audited under USAP CMA- 2012-2020

| ICAO PRESIDENT RECOGNITION (AWARD)-2019 INCREASE OF EQUAL OR >20% | |
|---|-------------------|
| STATE | DIFFERENCE |
| AA | 21.94%+ve |
| BB | 67.39%+ve |
| CC | 16.21%+ve |
| DD | 34.15%+ve |
| EE | 28.28%+ve |
| FF | 23.88%+ve |
| GG | 31.13%+ve |
| HH | 25.21%+ve |
| II | 47.03%+ve |
| JJ | 62.38%+ve |
| KK | 45.61%+ve |
| LL | 19.69%+ve |

Figure 5: Outstanding States recognized for increased performance equal or above 20%

Note:

Chart in Figure 1 indicates the status of effective implementation of critical elements as of June 2021. Improvement has been posted after the limited scope USAP-CMA activities.

Graph in Figure 2 indicates the average EI Trend Global and AFI Region between 2008 and 2020. The AFI growth has been in synch with the global improvement.

Chart in figure 3 indicates trend of increasing average EI of CEs Trend in AFI Region-comparison of 2015 to March 2021. There has been improvement in each CE over the period.

Figure 4 indicates EI for States audited under USAP CMA- 2012-2020. The comparison shows the significant improvement posted and this has intensified since the inception of the Plan.

Table in Figure 5 indicates the outstanding and increased performance equal or above 20% of several states. Most of the States received certificates of recognition from the ICAO Council President.

2.9 Consolidation of the Plan, industry and partner activities under the umbrella of inter-regional coordination and collaboration is being undertaken to reduce duplication of efforts. In coordination with ICAO HQ, joint activities are ongoing or are planned with partners such as Airports Council International (ACI), the European Union (EU) through its CASE Project in Africa (implemented by the European Civil Aviation Conference (ECAC)), the World Customs Organization (WCO) and the United Nations (UN) through its counter-terrorism programme.

2.10 Significant progress has been made in the area of Facilitation. Recognition and advocacy for compliance with provisions of Annex 9, delivery of FAL ITP have been emphasized by the Steering Committee. Nonetheless, the implementation of TRIP Strategy and API/PNR continues to be very weak. The AFI States membership to ICAO Public Key Directory (PKD) has increased from three (3) States in 2015 to 14 in June 2021. (*Figure 6 indicates Africa States issuing passports and slow response of PKD membership, 2016-2021*)

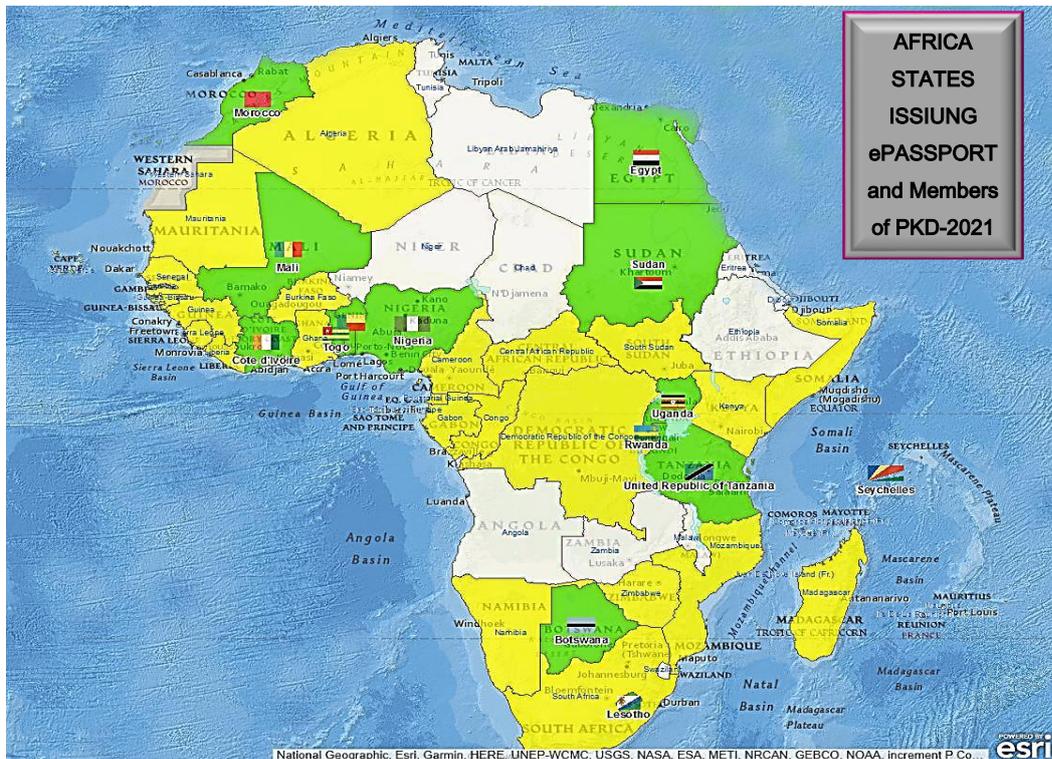
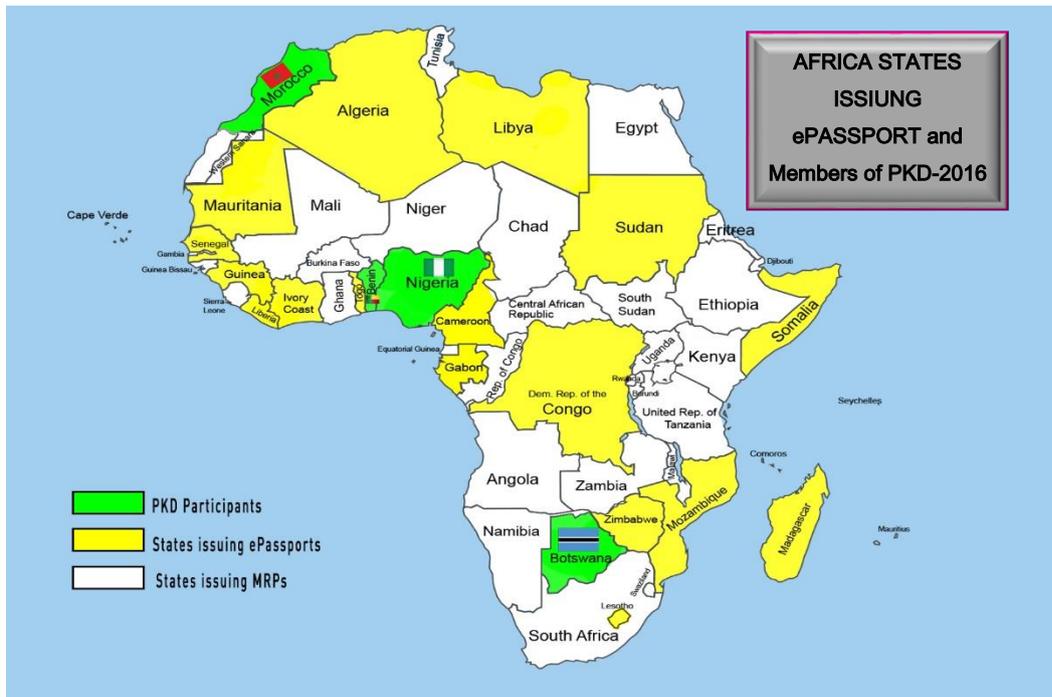


Figure 6: AFRICA STATES issuing ePASSPORT and PKD membership 2016 -2021

2.11 In support of the recovery from the impact of the COVID-19, four priority activities will be undertaken in 2021 through specific funding allocated by the ICAO secretary amounting to CAD 553,000. The activities include support to the implementation of CART Recommendations, support to TRIP Strategy implementation, the establishment of ELearning platform and sponsoring of 500 participants to Facilitation Course. To ensure effective involvement of all AFI States, the FAL Course will be conducted in the three languages of English, French and Arabic.

3. FUNDING AND CONTRIBUTIONS

3.1 Since its inception, the Plan has received voluntary financial and in-kind contributions from States and within and outside Africa. Contributions were received from France, Belgium, Saudi Arabia, Malaysia, Uganda, and Qatar. Several African States provided in kind support through provision of technical experts to support Plan activities. However, the voluntary contributions and pledges, both financial and in-kind, are not adequate to provide the necessary critical assistance. In support of the Plan, the ICAO Secretary General recruited two Regional Officers for the WACAF and ESAF Regions to support the implementation of the AFI SECFAL Plan.

3.2 In addition to the four priority State specific projects approved in 2019, other activities have been identified to support the recovery from the impact of the COVID-19. Four priority activities will be undertaken in 2021, through an allocation of amounting to CAD 553,000 by the ICAO Secretary General. The 2021 COVID recovery activities endorsed by the Secretary General and presented in WP 1 to the SC, will further strengthen the support to build resilient post-pandemic Aviation Security and Facilitation systems.

3.3 The ICAO Council approved the utilization of CAD 500,000 being carry over from 2020 to be allocated to the AFI SECFAL Plan activities in the period 2021-2023. The subject activities will be presented to the SC for review and approval.

3.4 Of the contributions received, the bulk of the funds have been used to support the State Specific Projects approved by the SC. Currently, the AFI SECFAL Plan Fund has a balance of CAD 304,400 excluding the CAD 553,000 allocated by the ICAO Secretary General.

4. MAJOR CHALLENGES FACING THE PLAN

4.1 The COVID-19 pandemic and related impact on aviation have not only altered prioritization of support activities due to travel restrictions and health-related challenges but also limited assistance, evaluation and monitoring of remote initiatives.

4.2 The AFI average rate of EI remains well below the global average EI rate (61.66 % versus 71.76% in June 2021). Furthermore, inadequate civil aviation infrastructure within the AFI region has hindered States ability to comply with ICAO SARPs, attainment of Windhoek and GASeP targets and the realization of the objectives of the relevant UN Security Council Resolutions.

4.3 Implementation of all elements of the ICAO Traveler Identification Programme (TRIP) Strategy is still low due to the limited awareness, political will, funding shortfalls, less-developed State identity management systems, infrastructure and legislative challenges in some States.

4.4 Inadequate political will and other political/security related issues in some States continue to pose challenges to the delivery of assistance, resolution of SSeCs and or implementation of State-Specific Projects.

4.5 Lack of a sustainable funding mechanism hinders the effective implementation of the Plan work programme, delivery of State-specific projects and the necessary assistance to States.

4.6 Lack of a robust information database, denies the opportunity to access real-time information and analysis of performance to establish priorities and remedial actions.

5. KEY PRIORITIES 2021 AND BEYOND

5.1 Elevation of State Effective Implementation of CEs to or above Windhoek targets in line with the Plan Long term phase deliverables and GASeP target for 2023.

- 5.2 Resolution of the existing Significant Security Concerns (SSeCs) in two African States and addressing the persistent weakness in CEs 4, 5, 6, 7 & 8 that have led to low EI scores.
- 5.3 Effective implementation of priority State Specific Projects and related plans of action to resolve the identified security and facilitation deficiencies as approved by the SC.
- 5.4 Timely implementation of USAP-CMA CAPs through embracing innovation, digitalization and technological advancement and establishing robust real-time data systems.
- 5.5 Promotion of Awareness of Security Culture under the YOSC 2021 activities.
- 5.6 Provision of remote and onsite when possible support to states in accordance with ICAO and Plan priorities and in collaboration with AFCAC to implement and realize the Windhoek targets as aligned with the GASeP.
- 5.7 Advocate for necessary political commitment and the inclusion of aviation security and facilitation in the priority national development plans towards the elevation of AFI average rate of EI, improvement of civil aviation infrastructure within the AFI region, and realization of the objectives of the relevant UN Security Council Resolutions.
- 5.8 Capacity-building activities to strengthen knowledge and awareness on key identified areas to include border control procedures and management.
- 5.9 Support the deployment of the Collaborative Experts Scheme experts under the AFI Regional Aviation Security and Facilitation Group (RASFALG–AFI) to deliver State assistance programmes and assist implementation of AFI SECFAL Plan projects.
- 5.10 Support African States in the implementation of the ICAO TRIP strategy, including the promotion of joining of the ICAO Public Key Directory (PKD), and the implementation of API and Passenger Name Record (PNR) aimed at increasing efficiency and effectiveness for both operators and border control services.
- 5.11 Coordination to implement the CART report recommendations, Take-off guidelines, measures, and the AUC High-Level Task Force (HLTF) Recommendations towards the resilient recovery of aviation from COVID-19 impact.
- 5.12 Support AFI States to implement the Global Implementation Roadmap (GIR) and other specific guidance developed by ICAO to help countries align their pandemic management and response measures.

6. ACTION BY THE MEETING

- 6.1 The meeting is invited to:
- a) Take note of the progress made by the AFI SECFAL Plan between 2015-2021 and the key priorities of 2021-2023;
 - b) Urge States to provide the necessary resources at the national level and to the AFI SECFAL Plan towards the realization of the Plan objectives and the Windhoek targets which are aligned to GASeP;
 - c) Urge States to collaborate with ICAO, and AFCAC to address the challenges identified by the AFI SECFAL Plan and support the projects and activities developed to mitigate the deficiencies;
 - d) Commend States, ICAO Council and Partners for continued support to the AFI SECFAL Plan, in terms of advocacy for political will and contribution of both human and financial

resources; and

- e) Recognize the contribution made by the outgoing ICAO Secretary General Dr Fang Liu and her support to the AFI SECFAL Plan since inception.