



FAL/12-WP/104
29/3/04

FACILITATION (FAL) DIVISION — TWELFTH SESSION

Cairo, Egypt, 22 March to 2 April 2004

INTRODUCTION

Site and Duration of the Session

1. The Twelfth Session of the Facilitation Division of the International Civil Aviation Organization was held in Cairo, the Arab Republic of Egypt from 22 March to 2 April 2004 at the invitation of the Government of Egypt. The opening welcoming ceremony was held in the Cheops Auditorium of the Cairo International Conference Centre and was addressed by General Ahmed Shafique, the Honourable Minister of Civil Aviation of Egypt, Dr. Assad Kotaite, President of the Council of ICAO and His Excellency Dr. Atef Obeid, Prime Minister of Egypt (Text of opening addresses are attached as **Appendix 1**).

Officers of the Division

2. Air Vice-Marshal M. El Bagoury (Egypt) was elected Chairman of the Division for the Twelfth Session; Mrs. M. Munyagi (Tanzania) was elected First Vice-Chairman; and Mr. M. Awan (Pakistan) was elected Second Vice Chairman.

3. The Division established two committees, the Chairmen of which were:

Committee 1: Mr. Simon T.C. Li (China)

Committee 2: Mr. A. Auer (Switzerland)

and the Vice-Chairmen of which were:

Committee 1: Mr. A. Aziz Alangari (Saudi Arabia)

Committee 2: Mr. G. Hanna (Australia)

Secretariat

4. Overall direction of the Secretariat of the Division was undertaken by Ms. Mary McMunn, Chief, Facilitation Section of ICAO who also served as Secretary of the Division. The Secretaries of the Committees were:

Committee 1: Dr. R.I.R. Abeyratne (Acting Coordinator/Air Transport Programmes, Air Transport Bureau)

Committee 2: Mr. J. Thaker (Technical Officer/Facilitation Section)

5. Mrs. H. Biernacki, Mr. M.E.B. Zarroug and Mrs. Magda Boulos acted as Assistant Secretaries.

6. Administrative services were provided under the supervision of Mr. M. Blanch, Chief, Conference and Office Services Section; Mr. J. Daoust, Chief, Printing Services; Mr. Y. Beliaev, Chief Language Services/Russian Translator/Revisor; Mr. P. Butler, Translator/Revisor; Mrs. R. Ezrati, Chief Interpreter; Mrs. D. Rahmani, Document Control and Remote Translation Coordinator; Mrs. L. Dery-Crawford, Office Automation Coordinator; Ms. D. Provencher, Office Automation Coordinator; Mrs. R. Zagoritis, Supervisor, Registration; Mr. N. Amaya, Supervisor Distribution and Mr. A. Trad, Administrative Officer in the MID Regional Office.

7. In addition to the above, Secretariat Services were provided by Mrs. J. Nounou, Miss K. Denman, Mrs. S. Joseph, Miss H. Manentis, Mrs. N. Souto and Mrs. W. Kiley-Valiquet.

Agenda and Rules of Procedure

8. The Agenda, presented by the Air Transport Committee, was adopted without comment as follows:

1. Developments since the Eleventh Session of the Division
2. Facilitation and security of travel documents and border control formalities
 - 2.1 Machine readable travel documents (MRTDs)
 - 2.2 Biometrics
 - 2.3 Crew identity documentation
 - 2.4 Advance passenger information (API)
 - 2.5 Implementation of aviation security
3. Implementing modernized provisions for facilitation and security in air cargo service operations
 - 3.1 Facilitation of cargo clearance
 - 3.2 Security
4. Controlling travel document fraud and illegal migration
5. Modernizing airport facilities and service delivery systems
 - 5.1 Revision of Annex 9, Chapter 6
 - 5.2 National, regional and airport FAL programmes
6. International Health Regulations (IHRs)
7. Other facilitation matters
 - 7.1 Assistance to accident victims

9. The annotated Agenda (FAL/12-WP/1) is reproduced as **Appendix 2**. The theme for the meeting was “*Managing Security Challenges to Facilitate Air Transport Operations*”.

10. The rules of procedure were the *Standing Rules of Procedure for Meetings in the Air Transport Field* (Doc 8683-AT/721) and *Directives of the Council concerning the Conduct of ICAO Meetings* (Doc 7986-C/915).

Attendance

11. The Division was attended by 474 representatives from 87 Contracting States of ICAO and 18 Observer Delegations.

12. The following Contracting States of ICAO were represented at the Division.

Algeria	Indonesia	Republic of Moldova
Argentina	Iran	Romania
Australia	Iraq	Russian Federation
Austria	Ireland	Saint Lucia
Bahrain	Italy	Saudi Arabia
Belgium	Japan	Singapore
Brazil	Kenya	South Africa
Burundi	Kuwait	Spain
Cameroon	Lebanon	Sri Lanka
Canada	Libyan Arab Jamahiriya	Sweden
Central African Republic	Lithuania	Switzerland
Chile	Malawi	Syrian Arab Republic
China	Malaysia	Thailand
Côte d'Ivoire	Mauritius	Togo
Cuba	Mexico	Tonga
Czech Republic	Morocco	Tunisia
Democratic Republic of the Congo	Namibia	Turkey
Egypt	Netherlands, Kingdom of the	Uganda
Ethiopia	New Zealand	Ukraine
Fiji	Nigeria	United Arab Emirates
Finland	Norway	United Kingdom
France	Oman	United Republic of Tanzania
Gabon	Pakistan	United States
Germany	Panama	Uruguay
Ghana	Paraguay	Uzbekistan
Greece	Philippines	Venezuela
Hungary	Poland	Yemen
Iceland	Portugal	Zambia
India	Qatar	
	Republic of Korea	

13. Palestine attended as an Observer.

14. The following Organizations attended as Observers:

ACI	–	Airports Council International
AFCAC	–	African Civil Aviation Commission
EC	–	European Community
ECAC	–	European Civil Aviation Conference
IAOPA	–	International Council of Aircraft Owner and Pilot Associations
IATA	–	International Air Transport Association
IBAC	–	International Business Aviation Council
IFALPA	–	International Federation of Air Line Pilots' Associations
IMO	–	International Maritime Organization
ITF	–	International Transport Workers' Federation
LACAC	–	Latin American Civil Aviation Commission
SITA	–	Société internationale de télécommunications aéronautiques
TIACA	–	International Air Cargo Association
UNHCR	–	UN High Commissioner for Refugees
WHO	–	World Health Organization
WCO	–	World Customs Organization
WTO	–	World Tourism Organization

15. The list of participants is presented in **Appendix 3**.

Documentation

16. The list of working papers considered by the Division is presented in **Appendix 4**.

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APPENDIX 1

**SPEECH FOR THE OPENING WELCOMING CEREMONY
OF THE TWELFTH SESSION OF THE FACILITATION DIVISION
BY
THE HONOURABLE MINISTER OF CIVIL AVIATION OF EGYPT**

Doctor Atef Ebeid, Prime Minister of Egypt
Doctor Assad Kotaite, President of ICAO
Ladies and Gentlemen, distinguished delegates,

It is my pleasure to welcome you as dear guests of the land of Egypt wishing you a pleasant stay and a successful meeting; I wish to seize this opportunity to welcome Doctor Assad Kotaite and to express our deep appreciation for his effective and continuing contribution to international civil aviation.

Being aware of the importance of convening the 12th Session of the Facilitation Division in Egypt, the Civil Aviation Authority in the Arab Republic of Egypt has exerted all efforts for more than a year of preparation and organization to insure the success of this important meeting. Your meeting is being held during a crucial phase for the air transport industry worldwide. The last three years have witnessed considerable negative consequences for air transport operations in the wake of the events of the 11th of September 2001, the most important consequences of which have been the tougher security measures that have been introduced. The importance of your meeting and the recommendations and conclusions you will be producing, are also highlighted by the emergency security challenges, and the successive events that required the adoption of such measures, as well as the adoption of new strategies to facilitate air transport and achieve the economic and essential operation of air transport.

The challenges which confronted Egyptian civil aviation, as civil aviation worldwide, have been the effective engine and catalyst to embark on the application of an ambitious national plan for a crucial and decisive development covering all locations and activities. We hope that you will have the time to witness the various aspects of our plan in this direction.

I sincerely thank Dr. Assad Kotaite and his distinguished Council for selecting Cairo to be the venue of your important meeting promising that the Egyptian capital, which was among the founders of our international organization who signed its convention sixty years ago, will be an effective element and constant supporter of ICAO and a strong advocate of its regulations.

My appreciation and gratitude to Dr. Atef Ebeid for agreeing that Egypt should be a host of the conference, and for convening it under his auspices.

Once again, it is my honour to welcome you in Egypt, wishing your conference all success, hoping that your conclusions will contribute to the achievement of economic growth of civil aviation worldwide.

I wish you all a happy stay in Egypt surrounded by the depth and warmth of Egyptians' feelings towards you.

Thank You.

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**OPENING ADDRESS BY THE PRESIDENT OF THE COUNCIL OF THE
INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO), DR. ASSAD KOTAITE,
TO THE TWELFTH SESSION OF THE FACILITATION DIVISION (FAL/12)**

(Cairo, Egypt, 22 March 2004)

On behalf of the Council and the Secretary General, I would like to extend to all of you a warm welcome to this Twelfth Session of the Facilitation Division and to express to His Excellency the Minister of Civil Aviation of Egypt, Air Marshal Ahmed Mohamed Shafik, and through him to the Government of the Arab Republic of Egypt, my deep appreciation and thanks for hosting this Facilitation Division and in particular for their kind hospitality. The excellent facilities and services they have provided will certainly contribute greatly to the success of our deliberations. It is truly a privilege to find ourselves here in one of the most historical and stimulating cities in the world.

Since the last Divisional meeting in 1995, the world of aviation has changed dramatically. Global air transport is just now coming out of the worst turbulence in its history, brought about by the combined effects of the tragic events of 11 September 2001, a sharp slowdown in the global economy, and, more recently, the Severe Acute Respiratory Syndrome (SARS) outbreak in the Asia and Pacific Regions, which disrupted air transport in this part of the world. The world economy is now starting to recover. Trade and industrial production are improving across major regions, and the Asia and Pacific Regions specifically have regained some of their economic strength. Air traffic volumes have continued to grow despite some recent temporary setbacks and we can expect annual growth of some 4 per cent in 2004 and a gradual return to traditional growth patterns in 2005 and beyond.

Sustained recovery in air transport depends on economic performance and the absence of further acts of illegal interference upon civil aviation. On this second point, we recognize that national security challenges have become exceedingly more complex. In addition to the traditional threats of smuggling, illegal immigration document fraud and aircraft hijacking, we must learn to manage new and emerging threats posed by international terrorism, such as using aircraft as weapons of mass destruction or trying to bring them down with man-portable air defence systems (MANPADS).

On many occasions, I have mentioned that consideration should be given to the concept of establishing a universal regime of control for MANPADS, inspired by the one we succeeded in establishing for plastic explosives in 1991. I also have emphasized that ICAO and the United Nations should cooperate closely on establishing such a regime. As Member States are urgently seeking ways to make their borders stronger and civil aviation safer, building consensus to achieve global harmonization and interoperability is more critical than ever. Although it may seem attractive in the short term, I believe that States should resist the temptation to introduce new security requirements unilaterally, without fully recognizing their impact on systems in other States. An effective global security net can only be built on a global basis, link by link, ensuring that even the weakest of those links is strong enough to deter terrorists.

That is where the Facilitation Division can play a strategic role of uniting the world aviation community in singleness of purpose. As participants in the Division, you represent a wide array of disciplines – civil aviation policy, customs, immigration, passports, quarantine, public health, to name only a few. All of you are concerned about or work with control measures, and the objective of these controls is security of some type; security of your nation's borders; security of your revenue stream; security of your airport buildings and your aircraft; and of course, security of the people and goods that are carried in the air transport system. These are vital aspects of our global society. At the same time, we all share in a common business objective, to deliver the air transport product safely and on time. We therefore are obliged to do everything we can to improve both the efficiency and the effectiveness of the control measures we design and implement. Your mission over the next few days is to develop, agree on, and recommend standards for such measures and procedures, so that we may achieve ever greater interoperability on a global scale.

The recommendations you are called on to make are of two types. A-type recommendations, for amendments to standards and recommended practices in Annex 9, will go through the customary ICAO process for updating Annexes to become part of the next edition of Annex 9. B-type recommendations, for actions other than amendments to the Annex, will go through a shorter process for adoption by the Council. The composite set of A- and B-type recommendations will become the basis for ICAO policy and for the direction of the facilitation programme for the next decade.

You have a challenging task ahead. In the present climate of intensified security controls, sustaining a viable air transport product calls for new approaches to border control and aviation security. Without a doubt the world has become more dangerous, but congestion, lengthy processing times, long lines, confusion and disorder are counterproductive in the quest for optimum security. The world is looking to ICAO for direction and solutions, and this session will help to refine that direction and specify those solutions.

Discussions undoubtedly will focus on technology and the Internet. These remarkable tools have already changed considerably the way we work in the field of facilitation. The question for States is no longer whether to adopt information technology in their inspection operations, but rather how, and at what speed it can be integrated. High-quality, machine readable travel documents (MRTDs) enhanced with biometric identification have become essential to security, to anti-terrorism, as well as to facilitation worldwide.

The magnitude of the challenge also is daunting. In 2003, the world's airlines carried more than 1.6 billion passengers and approximately 30 million tonnes of freight on their scheduled services. How can we develop a "smart system" to facilitate the flow of traffic at airports, "smart security control", and "smart screening", while avoiding procedures that some people may find degrading? Can we find an appropriate balance between privacy and security? How can we best share approaches and information about and with each other? The fact that we are asking ourselves these questions is a reflexion of the growing intricacies and scope of civil aviation. We can no longer confine our thinking to existing structures and working methods. The time has come to forge new relationships with governments, industry, academia, and other representatives of civil society, in order to raise aviation safety and security to even higher levels.

For 60 years, under the leadership of ICAO, the Member States of the Organization and other members of the world aviation community have worked together diligently to create a safe and secure global air transport system and to ensure that movements across international boundaries take place as efficiently as possible. Your collective responsibility in this Division is to continue this work and to establish new standards and far-sighted policies that will facilitate the flow of traffic at airports, limit or avoid disruptions to passengers, and deal effectively with any and all new threats to the safety and security of international civil aviation.

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**Address by His Excellency Dr. Atef Ebeid
The Prime Minister of Egypt
at the Opening Ceremony of
the 12th Session of the Facilitation Division**

Distinguished Guests of Egypt,
Dear brothers and sisters attending this gracious gathering,

I welcome you on the land of Egypt, the land of peace, stability and safety.

I welcome you in the name of the government and people of Egypt which founded the most ancient civilization and knew the earliest means of mass transport and secured passage on its territory for people, goods and facilitated contacts over thousands of years.

We receive and welcome you most warmly as friends who appreciate your mission for the progress of mankind and establishing bridges of understanding among peoples. We receive and welcome you most warmly under the umbrella of ICAO, one of the long-established organizations the efforts of which we endorse and support for the achievement of constructive cooperation among its bodies that operate in the field of air transport.

In my name and on behalf of the Government of Egypt, I address our thanks to ICAO and to all of you for selecting Egypt as venue for convening your Meeting this year. Such selection is a manifestation of your appreciation of Egypt's role, at present and in the future, in the promotion of our common endeavour and in our planning for addressing the ever increasing and ever growing challenges of the future.

The first and foremost of such challenges is to achieve a continuous modernization in effective systems for combating terrorism.

Terrorism is the principal enemy of the aviation industry with all its components: aircraft, air navigation systems and airports. It is the most dangerous enemy of economic and social development, not only in the developing world but also in the developed world. The testimony of this is quite clear: one incident occurring in any part of the planet will necessarily have an impact on the volume of global demand for air transport, tourism and the complementary systems for a long period of time.

We all know that confronting this challenge is not an easy task. It indeed requires continuous efforts to develop screening technologies and tools, constant training of all flight crews and airport personnel, enhancement of the power of observation and vigilance, as well as strict adherence to working as part of a team.

Addressing this challenge on a global basis, however, has created a new challenge, i.e. to find an appropriate mechanism for cooperation between the entities in charge of ensuring passenger safety and security in flight and from the point of departure to destination, that is from the point of taking the decision to travel by air until arrival at the place of stay at the country of destination.

The responsibility here is shared between several bodies that operate in different locations. It inevitably requires that they should be in constant contact. If globalization has become a slogan for trade liberalization, it is all the more necessary to insure the safe conduct of global aviation.

The second challenge that we all face resides in the ever increasing capital investment in aircraft; aircraft and part prices and routine maintenance costs are all rising in an unprecedented and unstoppable manner. This has occurred as an inevitable result of the successive technological developments as have been imposed by the environment of competition which is witnessing new techniques for insuring safety and comfort of passengers and fuel saving measures. This challenge necessitates that we should conduct, through your Organization, a continuous dialogue with the major aircraft manufactures and financing institutions in the hope of reaching a formula that strikes a balance between growing demand and the burdens arising there from.

The third challenge that we all face is that the aviation sector must undertake a crucial role in the development of many activities that either complement or rely on aviation. The world scene has witnessed considerable creativity and innovations in the types, management systems and marketing approaches of such activities. We look forward to your Organization in order to familiarize us with the new developments in this field and provide us with information on the institutions that are involved with implementation and management.

The fourth challenge which is imposed upon us by the security and technology developments is the ability to create and train the necessary human resources that are capable of absorbing and interacting with the innovations, evaluate their own performance and be accountable for their actions in order to avoid incidence or recurrence of errors.

Personnel training institutions are costly undertakings and their costs are increasing from day to day. Therefore, we need to consult on the appropriate methods to join in partnerships to establish such institutions with the purpose of offering services to many of the participating parties which should be committed, a priori, to cost sharing.

Brothers and sisters attending this gracious gathering,

We in Egypt recognize the importance of participating with the rest of the world in addressing these challenges, out of our conviction that the air transport sector represents one of the most promising and effective sectors that contribute to development in Egypt.

We have ambitious goals. One of these emanates from the propitious geographical position of Egypt close to Europe, its temperate weather, wonderful clean beaches and the friendliness of its people as manifested in their natural hospitality and pleasurable service.

We hope to make of Egypt a second residence for retirees from our partners in Europe so that they may come and reside in our tourist villages for long periods each year. We are confident of our ability to offer the services at favourable rates in relation to their income and at standards that exceed their expectations.

An ambition that is no less important is to turn many of the Egyptian airports into hubs for redistribution of passengers and cargo and for refueling and catering.

We are planning to build several modern cargo villages to be affiliated with a number of international airports (Cairo, Alexandria, Luxor, Aswan and others).

We are planning to build an aeronautical sciences community that includes a number of institutes, training schools and workshops as well as research organizations. This will be incorporated with "the smart village" including various communications and information companies.

We are planning and are implementing many extensions in our major airports to cope with the current and expected increase in passenger and cargo traffic.

In all phases of these projects, we need to benefit from the experience of those who preceded us. We continue to invest in feasibility studies, emphasizing distinct design and effective implementation, using joint management or foreign management approaches to achieve the best return on invested capital.

Brothers and sisters attending this gracious gathering,

I welcome you once again and look forward to benefiting from your recommendations. We wish your Meeting great success and we wish you a happy stay.

God bless.
Thank you.

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