

Air Law and Aviation Industry of the future

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The presentation focuses
on

Personal Data Protection

&

Climate Change.

Personal Data Protection



Personal Data Protection

Generation of data gives rise to many questions such as :-

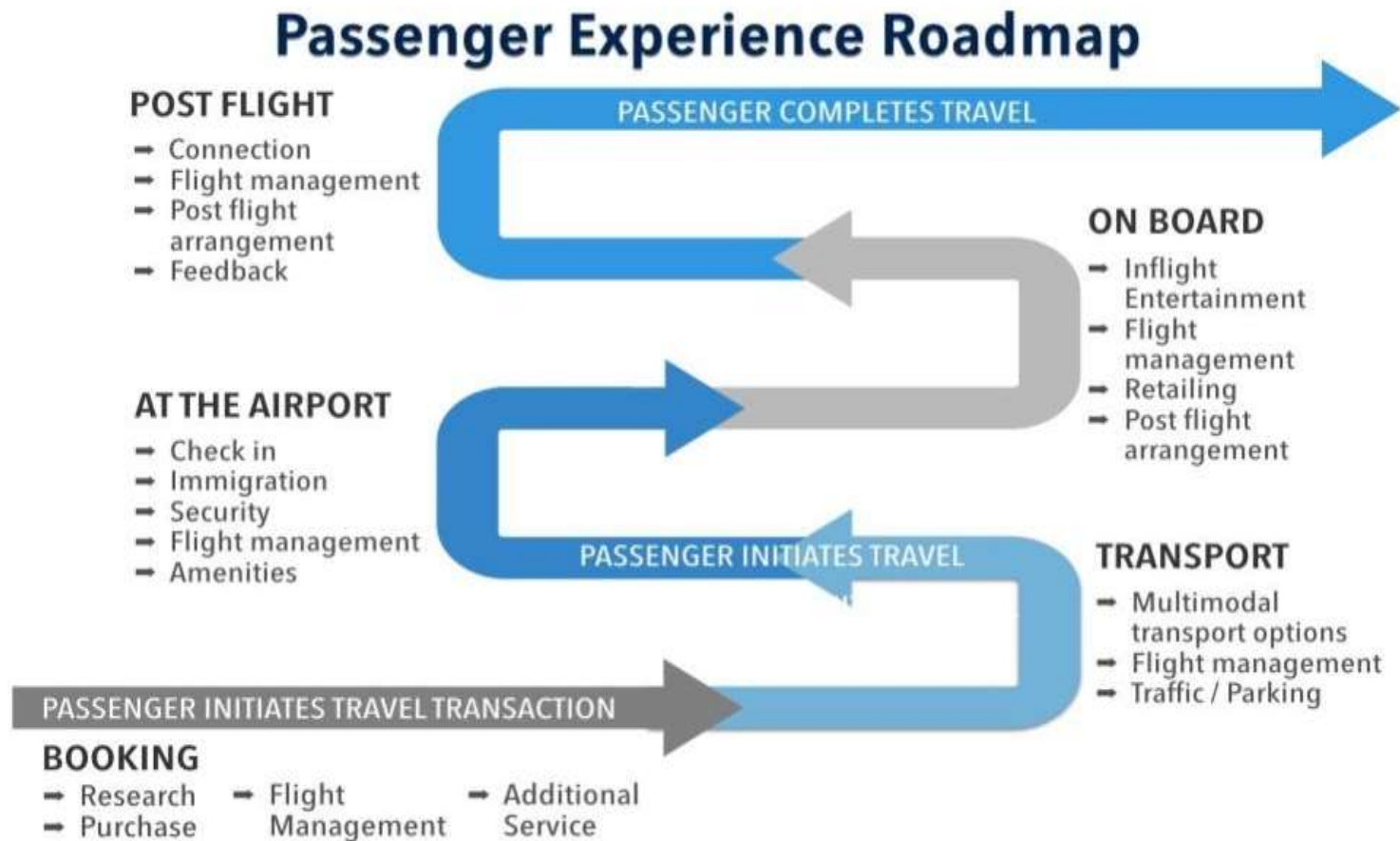
- Why personal data is collected?
- Where and at which point personal data is collected in the civil aviation industry?
- How to keep personal data secured?
- What will Air Law look like in the future in respect to personnel data protection ?

Why personal data is collected? what potential uses of that personal data are?

In Aviation industry Personal data is collected mainly for the purposes of:

- ❖ **Security** (Mandatory).
- ❖ **Crime prevention** (Mandatory).
- ❖ **Marketing** (Voluntary).

At which point Personal Data Protection is collected?



How to keep personal data secured?

Personnel data is collected and protected under several international standards:

- ❖ EU Passenger Name Record (PNR)
- ❖ EU General Data Protection Regulation (GDPR)



What legislations and polices have been established in GCC states to keep that personal data secured?

- ❖ Kuwait: laws regarding electronic transaction (20/2014) and cyber security crimes (63\2015).
- ❖ Saudi Arabia :legislation based on Islamic Sharia law
- ❖ United Arab Emirates :constitution guarantees the freedom of communication
- ❖ Oman: an electronic transaction law issued in 2008 and cybercrime law, published in 2011.
- ❖ Bahrain : Personal Data Protection Law (PDPL) No. 30 /2018.
- ❖ Qatar : personal data protection law issued at the end of 2016.

What will air law look like in the future in respect to personnel data protection?

❖ The Aviation Industry in EU will implement the proposed draft EU e-privacy regulation (published in January 2017 by the European commission). It is intended that it will replace the current privacy and electronic communications directive 2002\58\EC on privacy and electronic communication.

The scope of the e-privacy regulation is that it will supplement the GDBR to address in detail electronic communications and the tracking of Internet users more broadly.

The aim is to enhance security and confidentiality of all electronic communications and technologies that process personal and non-personal data.

What are the major challenges commercial Aviation sector will face in implementing personnel data protection Legislation?

- ❖ Insufficient awareness of the stakeholders in the applicable legislation and the rights of the data subjects
- ❖ e-Privacy legislation is still uncertain when it will be passed.



Climate Change





ICAO STRATEGIC OBJECTIVES



Climate Change

❖ The aviation community is committed to delivering carbon – neutral growth from 2020, and cutting emissions 50% by 2050 compared to 2005.

❖ The four pillars strategy are :

-New technology

-Improved operation

-Better use of infrastructures

-ICAO global Market-Based Measure (MBM).



Carbon Offsetting and Reduction Scheme for International Aviation



❖ Aims to:

stabilize CO₂ emission at 2020 levels by requiring airlines to offset the growth of their emissions after 2020.

❖ Airlines will be required to:

Monitor emissions on all international routes,

Offset emissions from routes included in the scheme by purchasing eligible emission units generated by projects that reduce emissions in other sectors for example renewable energy

During the period 2021-2035

The scheme is estimated to offset around 80% of the emission above 2020 levels

ALL EU countries will join the scheme from the start.

As on March 2019, 79 member states (76.63% of international aviation activity) , intended to voluntarily participate in CORSIA from its out set.

Qatar, Saudi Arabia and UAE are currently the only Middle East Region (MENA) governments among these.

CORSIA will be Mandatory from 2027.

ICAO strategy regarding CORSIA

- To develop the necessary implementation rules and tools to make the scheme operational.
- Effective and concrete implementation and operationalization of CORSIA will ultimately depend on national measures to be developed and enforced at domestic level.



Examples of Legislation and policies established to address climate change issues?

The following laws are the material legislation in Kuwait, Oman, Finland and Sweden on climate change:

Law No.21\1995 on Kuwait environment public authority

Royal decree No.8\2011 on oil and gas law in Oman

Act 34\2010 on aviation emissions trading in Finland.

Act No.720\2017 on climate

in Sweden..



What will Air Law look like in the future in respect to climate change ?

The European Aviation Safety Agency (EASA) is considering a regulation that will require :

- A newly designed Aero planes types meet a CO2 standard from the 1st of January 2020,
- Committed to a cleaner and quieter aviation sector through a variety of measures, including product (aircraft, engine) environmental standards, while supporting improved operational practices, sustainable aviation fuels, market based measures and voluntary industry initiatives.

Kuwait Vision



- State of Kuwait is voluntarily seeking to introduce renewable energy resources in its development plans to:
- Ensure a sustainable supply of energy for future generations and as part of its contribution
- Limit the emissions of greenhouse gases into the atmosphere,
- Join in the efforts of the international community to protect the climate system for present and future generation. In this context, state of Kuwait acceded to the Paris agreement on climate change by law No.6\2018.

ANY QUESTIONS?



THANK YOU !