

**Thirteenth Symposium and Exhibition
on the ICAO Traveller Identification Programme (TRIP)
Montréal, Canada, 24 to 26 October 2017
Opening session**

On behalf of Mr. Yuri Fedotov, Executive Director of the United Nations Office on Drugs and Crime, I would like to thank the International Civil Aviation Organization for inviting UNODC to the Thirteenth Symposium on the ICAO Traveller Identification Programme.

Through its extensive network of field offices, UNODC supports Member States in confronting a host of menaces, including terrorism, trafficking of illicit drugs, human beings, weapons, natural resources and counterfeit goods (including medicine), as well as cybercrime. In some regions, in particular in the Sahel – a region covered by the regional office for West and Central Africa which I am heading - the nexus between terrorism and drug trafficking is also a growing concern. UNODC also supports strategies to prevent and fight corruption, an enabler to all other types of crime.

As drugs, illicit goods and high-risk passengers may transit several times before reaching their final destination, law enforcement agencies may receive key information in the process. The culture of intelligence gathering and information sharing between the different law enforcement agencies in one country as well as between source, transit and destina-

tion countries is therefore essential. While collecting information, cooperation with airlines is also key.

The pre-arrival profiling/targeting (*and I will use these words interchangeably today*) of passengers and goods is part of the broad global security continuum that consists of systems and processes that should slow down, detect, intercept and examine suspicious passengers and cargos. An efficient pre-arrival profiling results in targeted controls rather than random or systematic controls which usually lead to congestion and bottlenecks in the general movement of passengers and goods. The idea, if you wish, is to “reduce the size of the haystack in order to more easily find the needle”.

However, such profiling is highly dependent on the validity of information provided to law enforcement agencies by carriers, shippers, freight forwarders and importers. In this regard, Security Council resolution 2178 (2014) and 2309 (2016) call on all Member States to require that airlines operating in their territories provide Advanced Passenger Information (API) to the appropriate national authorities

Upon receipt by relevant law enforcement agencies, the API data are then checked against national and international watch lists, United Nations sanctions lists and relevant INTERPOL databases, to allow for the

identification of suspicious and high-risk passengers, including foreign terrorist fighters.

Profiling and targeting are also undertaken by analyzing travel data against risk indicators related to the country of origin of the goods or passenger, the nature of the declared goods or the identification of broken travel routes for example. Such analysis is undertaken manually, as well as increasingly using risk analysis softwares able to “digest” the data collected and to flag potential risks.

In addition, real-time targeting, random examinations, blitzes and border controls remain an important complement of pre-arrival targeting.

To support countries in these different stages, UNODC implements the Airport Communication Project, AIRCOP, since 2010, in partnership with Interpol and the World Customs Organisation.

AIRCOP aims to root the culture of intelligence gathering and information sharing in the working routines of law enforcement agencies located in airports, and to develop their capacities to undertake risk analysis and profiling/targeting based on intelligence and information for all types of threats.

It does so by:

1. Supporting the establishment of inter-agency Joint Airport Interdiction Task Forces (JAITFs), which bring together different law en-

forcement agencies operating at airports (for example police, customs, immigration, airport authority, National Security, drug enforcement, etc.).

2. facilitating real-time transmission of information at national, regional and international levels through connection to Interpol I-24/7 databases and the CENcomm system of WCO.

3. providing the task forces with training and mentoring on behavioral analysis, search techniques, control of fraudulent /counterfeit documents or profiling and risk analysis for example.

Aircop currently covers Africa, Latin America, the Caribbean and the Middle East. Currently, 20 task forces are operational, 2 have been established, 5 more are under establishment and should be operational in 2018. In the past 5 years, the different task forces recorded over 1300 arrests and seizures, both in passengers and cargo areas. The seizures amount to over 9 tons of different drugs, but also 2 tons of counterfeit medicines, ivory, undeclared cash, fake passports or ammunitions. They have also intercepted potential FTF in the Sahel and the Caribbean.

In spite of the already mentioned UN Security Council Resolutions 2178(2014) and 2309 (2016), many countries do not have yet the required legislation for law enforcement to access API and PNR or have not established cooperation modalities between law enforcement and

airlines. Such legislations are important, to ensure that legal and commercial concerns of airlines are considered in the use of API/PNR data by law enforcement agencies.

AIRCOP currently supports the JAITFs on an ad hoc basis in discussing with airlines for the receipt of inbound and outbound passenger manifests, the consultation of PNR data, as well as the direct access to such data.

Going further, extensive work is required, with support from civil aviation authorities, for the development of national legislations on the provision by airlines of API data to national authorities as well as PNR data (to the extent possible). Advocacy work is also required towards airlines to explain the advantages of pre-arrival targeting and the importance of sharing of relevant data.

In this context UNODC is looking forward to working with the International Civil Aviation Organization to support the implementation of practices and procedures to safeguard international civil aviation against all types of threats and to promote a culture of collective responsibility and collaborative response to airport security.

This Symposium will give us a great opportunity to discuss ways to enhance regional and international cooperation and collaboration to address the threats faced by international civil aviation.