



**Opening Address
by the Secretary General
of the International Civil Aviation Organization (ICAO)
Dr. Fang Liu,
to the 13th ICAO TRIP Symposium and Exhibition**

(ICAO HQ Montréal, 24 October 2017)

Excellencies,

Distinguished representatives to the ICAO Council,

Distinguished guests and delegates,

Ladies and gentlemen,

Good morning.

1. It is my great pleasure to welcome you to the thirteenth ICAO Traveller Identification Programme (TRIP) Symposium.
2. Our theme this year is *Making Air Travel more Secure and Efficient*, and I'm sure we're all motivated to achieve this result.
3. Support of the TRIP Strategy is essential to ICAO's Security and Facilitation Strategic Objective.
4. The main part of our work in this area is conducted under the Standards and Recommended Practices (SARPs) of Annex 9 to the Chicago Convention, on *Facilitation*, and through the specifications in ICAO Doc 9303 that support *Machine Readable Travel Documents*.
5. The ICAO TRIP strategy helps to harmonize the global line of defence in our shared battles: confronting international terrorist movements, cross-border crime, and the many other threats to the safety and security of civil society and international aviation.
6. The importance given to ICAO's TRIP Strategy by the international community has been in ample evidence this year. I observed this when I briefed the UN Security Council in September and attended its Counter-Terrorism Committee in July.

7. The contributions of the TRIP strategy are well recognised by the United Nations Security Council, as reflected in Security Council Resolutions 2178, 2309 and 2368, which were adopted in 2014, 2016, and 2017 respectively.
8. The Special Meeting of the Counter-Terrorism Committee proposed that the UN Counter-Terrorism Executive Directorate, in cooperation with ICAO, should continue to explore new means of addressing terrorist threats through various TRIP elements.
9. As a preliminary outcome, relevant gaps and vulnerabilities have been identified. Existing policies, instruments and tools supporting effective border-control management systems have also been addressed.
10. The enhancement of aviation security and facilitation are twin and reciprocal objectives. Facilitation focusses on enhancing the efficiency and effectiveness of passenger processing, with the added benefit of enhancing passengers' air travel experience. These efforts have largely been guided by consecutive amendments to Annex 9 – *Facilitation*.
11. Indeed, along with enhanced screening and security checks, the UN Counter-Terrorism Committee also highlighted the important role of global airlines in tracking the movement of higher risk passengers.
12. Specifically, it recognized the importance of national authorities sharing advanced passenger information (API) to help mitigate associated risks.
13. Much more progress remains to be achieved with respect to the implementation of API systems. Many States have not yet introduced related programmes.
14. As of 23 October of this year, however, I would like to remind all States that API sharing is mandatory under Annex 9 of the Chicago Convention.
15. Following this obligation, ICAO expects that a much greater degree of API sharing will take place.
16. This is supported by the nearly complete global transition to machine readable passports.

17. As of today, 146 of ICAO's 191 Member States are fully compliant with this Standard. It is critical for governments to encourage the replacement of any non-compliant passports still in circulation.
18. Moreover, more than 110 ICAO Member States are now issuing ePassports. There are already some 636 million currently circulating. While ePassports are a key contributor to effective border integrity, I would like to stress, however, that the issuance of ePassports is only a Recommended Practice and not mandated by an ICAO Standard.
19. Another key implementation issue pertains to membership and use of the ICAO Public Key Directory (PKD), which is fundamental.
20. I would like to note that ICAO set out a new PKD operating agreement last year. Fees have been reduced. For new participants, the reduction is substantial.
21. However, although more than 80 per cent of the ePassports in global circulation are issued by States already participating in the PKD, many States processing domestic or foreign ePassports are still not utilizing the PKD to authenticate the chip-based data. It is vital that they do.
22. Another key aspect is States' obligation to prevent the re-use of stolen, lost or revoked travel documents.
23. ICAO's State Letter, of 24 July of this year, urges Member States to implement Standard 3.10 of Annex 9 of the Chicago Convention. This Standard requires the prompt and accurate reporting of these documents to INTERPOL for inclusion in the Stolen and Lost Travel Documents (SLTD) database.
24. It also encourages States to adopt Recommended Practice 3.10.1 of Annex 9, encouraging the querying of travel documents against this INTERPOL database at all border control points.
25. State's implementation of the TRIP strategy, including the specific and crucial points I've just mentioned, requires coordinated action between many government and industry entities. This can include passport issuing offices, aviation security authorities, civil registries, border control and law enforcement agencies, airlines, airport authorities, the travel document industry, and immigration authorities.
26. The mechanism and requirement for this coordination already exist in Annex 9 of the Chicago Convention, through national air transport facilitation programmes and their related committees.

27. However, many States have yet to establish a comprehensive National Facilitation Programme, a National Air Transport Facilitation Committee, or Airport Facilitation Committees.
28. Progress here would greatly support the TRIP strategy.
29. Meanwhile, ICAO is establishing a more systematic approach to assisting States on these and other TRIP elements. This enhancement includes the ICAO TRIP Implementation Roadmap for Member States which provides implementation guidance at the national level.
30. This is consistent with the objectives of ICAO's *No Country Left Behind* initiative, which focus on the efficiency, effectiveness, and accountability of our provision of assistance and capacity building to States.
31. Through this assistance we aim to help States optimize their aviation connectivity, and in turn augment the many socio-economic benefits that result from ICAO compliancy.
32. We are aware that States capacities' in terms of implementation of the ICAO TRIP Strategy vary. Measures have been taken by ICAO and States to address this gap by fostering cooperation, promoting government-industry collaboration, intensifying coordination of partners at regional and local levels and mobilizing donor contributions.
33. Accordingly, with the support from various donors such as the Government of Canada, facilitation assistance projects have been successfully concluded.
34. A project implemented in the Sahel region resulted in the development of a new ICAO Training Package. It is designed for all Member States' front-line immigration and border control inspection officers. It has been already delivered to officers in African States, and delivery is planned for other regions, such as Latin America.
35. Another new project, also funded by Canada, is being developed to strengthen border control management in the Caribbean region.
36. As part of its outcomes we expect to produce a new set of guidelines focused on effective border control management.

37. This will certainly complement the inaugural edition of the new planning and implementation guide, the *ICAO TRIP Strategy Compendium*, which ICAO has just completed.
38. It showcases the of the joint efforts and actions by several international organizations and includes references to relevant guidance material.
39. This type of collaboration is making crucial contributions not only to the implementation of ICAO's provisions but also the global response to the United Nations Security Council resolutions I referred to earlier.
40. We enjoy excellent working relationships with many key international organizations in this field, including: the United Nations Office on Drugs and Crime (UNODC); INTERPOL; the European Union; the Organization for Security and Co-operation in Europe (OSCE); and the International Organization for Migration (IOM); to name just a few. And we are also encouraging States to cooperate at the regional and sub-regional levels.
41. Before concluding, allow me to give an example of a training project resulting from our cooperation with the International Office for Migration.
42. Since it was launched last July, front-line inspection officers from Tanzania, Kenya and Uganda have benefitted from new courses and best practice guidance.
43. In short, agreement and collaboration among all stakeholders on travel facilitation programme action plans, including all elements of the TRIP Strategy, is very much encouraged.
44. Another example here is the significant and detailed work that is also being carried out behind-the-scenes on the development of new specifications and guidance materials by hard-working experts from Member States and related industry organizations.
45. These materials will support the significant work that remains ahead, for States and ICAO, as we strive to further coordinate our efforts and rectify aviation security and facilitation deficiencies in a robust and affordable manner.

46. As I mentioned earlier, only by ensuring both reciprocal aspects will our proposed solutions be truly sustainable.
47. Ladies and gentlemen, it has been my great pleasure today to bring you up to date on the varied initiatives presently underway to assist with the effective implementation of the ICAO TRIP Strategy.
48. I am confident that by working together, and fostering greater coordination among the many agencies and stakeholders involved in this work, we can enhance still further the security and convenience of borders and air transport.
49. As the pre-eminent global event on travel documents and related facilitation concerns for States, this 13th TRIP Symposium will provide all of us a unique opportunity in this regard. The networking opportunities here, for example, are unparalleled.
50. Lastly, I would briefly like to remind our Caribbean and Central American colleagues about the upcoming ICAO TRIP Regional Seminar in Montego Bay, Jamaica.
51. This event will be hosted by the Civil Aviation Authority of Jamaica from 28 to 30 November this year. Like this event, it will provide you with an important opportunity to enhance international and regional cooperation in aid of your facilitation and ICAO TRIP challenges.
52. Thank you all once again for joining us here in Montréal. May I wish you all an enjoyable and very productive 13th TRIP Symposium.

Thank you.

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