

Closing Remarks by Mr. Samuel Campbell Lucas,
Chairperson of the Air Transport Committee
to the 15th ICAO Traveller Identification Programme (ICAO TRIP) Symposium
(Montréal, Canada, 28 June 2019)

Excellencies,
Fellow Representatives on the ICAO Council,
Ladies and Gentlemen,

All good things must come to an end – and so the 15th ICAO Traveller Identification Programme (ICAO TRIP) Symposium must come to an end.

ICAO greatly appreciates the time and thoughtful viewpoints you have shared with us this week. And, we have been fortunate to have representatives drawn from all of the government and industry stakeholders involved in the implementation of the TRIP Strategy. About 600 participants took part, representing 94 States, 12 international organizations and 39 industry partners.

Over the last few days, as we addressed the theme of “Bridging the Physical-Digital Document Divide”, we have explored every element of the ICAO TRIP

Strategy, continuing ICAO's mandate and leadership role on Machine Readable Travel Document issues.

We all recognize that there is still significant work ahead for States and ICAO in the implementation of coordinated activities aimed at effectively improving the security aspect of travel documents in a sustainable manner. Like past Symposiums, this event has offered a global forum for the exchange of information, and the sharing of best practices, and I hope it has given everyone valuable insights on current and emerging issues.

New technologies and processes will help states, industry and governments to achieve their goals. I hope you have all explored the exhibition outside this hall, talking with the vendors and seeing the latest technical solutions to improve facilitation and minimize risk of document fraud.

The international travel environment continues to change dramatically. New creative and effective solutions are emerging to securely facilitate travellers through airports and border control. We heard on the first day about the ICAO Digital Travel Credential initiative to permanently substitute a conventional passport by a digital representation of the traveller's identity.

As we've seen in the last 3 days the traveller identification process starts a long way from the border itself. The value of a travel document is measured by the trust and confidence placed in it by inspection agencies – which comes not just from its physical composition but also the criteria applied in determining entitlement. Delivering the potential of ePassports requires a robust level of confidence in the legitimacy of both the document's bearer and the document itself.

In any journey, you need to know your end destination and choose the best route. With the phase out of non-machine readable documents almost complete, the time is fast approaching for ICAO to look at a possible roadmap towards an ePassport Standard, to help ensure we can all deliver on interoperable and dependable ePassports.

When a State starts issuing ePassports, becoming a member of the ICAO PKD should be one of the first steps. But the next question that arises is “how to operate a national PKD and ePassport validation system” in order to make best use of ePassports. I hope that the information that was provided at Session 1 was useful in this respect.

Similarly, implementing API and PNR systems give rise to questions - and I hope the interactive Sessions 5 and 6 helped answer at least some of them.

I would like to take this opportunity to pay a tribute to the invaluable work which is done by the Technical Advisory Group on TRIP (the TAG/TRIP), and thank the many States who voluntarily provide ICAO with the workforce of experts required to undertake its work to contribute to the ICAO Strategic Objective of enhancing Security and Facilitation. The Council looks forward to you continuing your work to not only implement the traveler identification framework we have, but to prepare our frameworks for the future.

Much was spoken too of the important resolutions of the United Nations Security Council in the area of aviation security and facilitation. These touch all aspects of the work being conducted on traveller identification, and link together traveler

identification and other facilitation initiatives such as the Security Council's mandating of both API and PNR, which ICAO is working to deliver. They highlight how the many international organizations in this field are working together – and we heard many examples of this during the presentations this week.

This is a high point for me to end on because it is a great example of how we must all continue to work together – across borders, organizational boundaries, and sectoral limits – as we strive to keep international civil aviation safe, secure and efficient for all passengers so that it can deliver for the global community.

It remains for me to offer my sincere thanks to everyone involved in making this symposium a success. It would be impossible for me to name every person involved in this great team effort. But I would like to highlight:

All our government and industry partners for their presentations and exhibits;

the ICAO team who has worked diligently, largely behind the scenes, to enable us to enjoy this week's programme; and

All the interpreters who have done their usual superb job in making sure we can all speak to each other in this multilingual community;

we look forward to welcoming you back to Montreal for the Sixteenth Symposium and Exhibition on the Traveller Identification Programme in April 2020. And as We close the Fifteenth Symposium on the Traveller Identification Programme - I wish you all a safe, secure, and efficient trip home .

Thank you very much.