



OACI

Organización de Aviación Civil Internacional
Oficina para Norteamérica, Centroamérica y Caribe

NOTA DE INFORMACIÓN

NACC/DCA/10 — NI/06

07/06/22

Décima Reunión de Directores de Civil de Norteamérica, Centroamérica y Caribe (NACC/DCA/10)
Fort-de-France, Martinica, Francia, 21 al 23 de junio de 2022

**Cuestión 7 del
Orden del Día:**

Asuntos de transporte aéreo

COLABORACIÓN REGIONAL ONU/OACI Y CARICOM

(Presentada por la Secretaría)

RESUMEN EJECUTIVO	
Esta nota informa sobre la coordinación y participación continuas de la OACI en el mecanismo de la ONU hacia trabajar con CARICOM. Esta asociación es una clara demostración de colaboración regional del sistema de la ONU para apoyar y mejorar el desarrollo socio-económico de los Estados de CARICOM	
<i>Objetivos Estratégicos:</i>	<ul style="list-style-type: none">• Todos los objetivos estratégicos
<i>Referencias:</i>	<ul style="list-style-type: none">• Reunión 2019 ONU-CARICOM• Objetivos de Desarrollo Sostenible (ODS) de Naciones Unidas

1. Introducción

1.1 Desde la reunión general ONU-CARICOM de 2019, se reconoció a la aviación como un factor clave que posibilita el desarrollo socio-económico de la Región Caribbean y los Estados, promoviendo el movimiento de los pasajeros y la carga, mejorando el turismo y en general fomentando el crecimiento social y económico de la región como aparece en la Declaración General ONU-CARICOM de 2019.

2. En seguimiento a la colaboración regional con los Estados miembros de CARICOM tras la reunión de 2019 ONU-CARICOM, se celebró en línea la 11a Reunión General entre la Comunidad del Caribe (CARICOM) y sus instituciones relacionadas y el sistema de Naciones Unidas (ONU) del 21 al 22 de julio de 2021. El objetivo global fue atender los retos y tomar las oportunidades para mejorar la sociedad entre CARICOM, sus instituciones relacionadas y el sistema de la ONU.

3. A la reunión asistieron 130 participantes incluyendo participantes de la Secretaría de CARICOM y sus instituciones relacionadas, y representantes del sistema de la ONU. Fue co-presidida por el Secretario General Asistente de Relaciones Exteriores y de la Comunidad de CARICOM, el embajador Colin Granderson, y por la Secretaria Asistente de Naciones Unidas. La OACI, como agencia especializada

de la ONU sobre cuestiones de la aviación, participó en la elaboración de esta reunión y en las discusiones para mejorar la recuperación de la aviación y la asistencia a los Estados.

Asociación ONU- CARICOM

4. El Secretario General de la ONU, Sr. António Guterres y el Secretario General de CARICOM, Sr. Irwin LaRocque, subrayaron que los dos años desde la última reunión general habían resultado ser uno de los periodos más difíciles en la historia de ambas organizaciones. Ambos enfatizaron la necesidad de distribución equitativa de las vacunas COVID-19 e hicieron un llamamiento a la comunidad internacional para ayudar a los países en apuros financieros a encarar los retos de deuda y liquidez tanto a corto como a largo plazos. Ambos propugnaron por un apoyo financiero y técnico para los efectos del cambio climático.

5. El orden del día de la reunión cubrió los diferentes ODS de la ONU y las prioridades clave/grupos *Clusters* identificados por CARICOM como aparece en el **Apéndice A** (*disponible solamente en inglés*).

6. La OACI, en representación de sector de la aviación, participó y se comprometió a trabajar en la mayoría de los principales grupos de asuntos (refiérase al **Apéndice B** (*disponible solamente en inglés*)). Varias de las áreas de apoyo específicas se intercambiaron con CARICOM, a saber:

- Programa Nueva generación de profesionales de la aviación (NGAP) (**Apéndice C** *disponible solamente en inglés*)
- Acciones de Recuperación de la Aviación Civil (**Apéndice D** *disponible solamente en inglés*)
- Ciberseguridad de la OACI y pasaporte-e (**Apéndice E** *disponible solamente en inglés*)
- El Cambio climático y la OACI (**Apéndice F** *disponible solamente en inglés*)

7. Se acordó una declaración final para la 11a reunión según aparece en el **Apéndice G** (*disponible solamente en inglés*)

Conclusión y seguimiento

8. Las dos previas reuniones generales entre el Sistema ONU y CARICOM son un buen ejemplo de la asociación que se pretende y la colaboración regional prevista para desarrollar el Caribe y proporcionaron un nivel más alto de desarrollo y asistencia para la región Caribe. La OACI continúa proporcionando su apoyo y compromiso para desarrollar una aviación sostenible, ordenada y eficiente en beneficio del desarrollo socio-económico de la región.

9. Desde la última reunión los/as participantes acordaron sostener reuniones más pequeñas, enfocadas en el seguimiento entre las dos organizaciones durante el periodo de dos años entre las Reuniones Generales 11 y 12, que permitirían identificar metas más específicas y acciones relacionadas, así como discusiones más profundas sobre grupos específicos de asuntos. Estas reuniones inter-sesiones cumplirían una aspiración común de fortalecer la colaboración entre las Secretarías de ambas organizaciones.

Agenda

ELEVENTH GENERAL MEETING BETWEEN THE CARIBBEAN COMMUNITY AND ASSOCIATED INSTITUTIONS AND THE UNITED NATIONS SYSTEM

Overarching Objective:

Addressing the challenges and seizing the opportunities for enhancing the partnership between the CARICOM and UN Secretariats.

Guiding Questions for Each of the Sessions:

- What challenges and opportunities are there for CARICOM-UN cooperation?
- What responses could be provided to address those challenges and seize those opportunities?
- Who are the key actors involved?
- What is the envisioned follow-up?

First Day – Wednesday 21 July 2021

9.00 a.m. – 09.30 a.m.	<p>Opening Session and Adoption of the Agenda</p> <ul style="list-style-type: none"> • Statement by UN SG (TBC) • Statement by CARICOM SG (TBC)
09.30 a.m. – 10.30 a.m.	Overview of Developments in CARICOM (Lead: CARICOM)
10.30 a.m. – 11.30 a.m.	Strengthening the UN-CARICOM Partnership (Lead: UN)
11.30 a.m. – 1.00 p.m.	<p>Cluster 1: Enhancing Economic Recovery</p> <ul style="list-style-type: none"> • Presentation (20 minutes in total) <ul style="list-style-type: none"> ▪ Item 1.1: Addressing the Economic and Financial Impacts of COVID-19 with a View to Recovery and Reactivation ▪ Item 1.2: Enhancing Financing for Development and Debt Sustainability in the Context of COVID-19 ▪ Item 1.3: COVID-19 and the Tourism Sector: Prospects for Sustainable Recovery ▪ Item 1.4: Fast-tracking Digital Transformation for Economic Recovery as well as for Social, Technological and Environmental Resilience ▪ Item 1.5: SIDS and the Decade of Action: Implementing the 2030 Development Agenda • Response by the Other Organization (10 minutes) • Open Discussion
1.00 p.m. – 2.00 p.m.	Break

2.00 p.m. – 3.30 p.m.

Cluster 2: Promoting Social Resilience and Advancing Citizen Wellbeing

- **Presentation (20 minutes in total)**
 - **Item 2.1:** Repositioning Education as a Driver for Recovery and Resilience: Building Back Equal Post-COVID-19
 - **Item 2.2:** Advancing the Equality Agenda: Promoting Gender Equality and Inclusion and Addressing the Needs of Vulnerable Groups
 - **Item 2.3:** Promoting Youth Development
 - **Item 2.4:** Advancing the Fight Against Non-Communicable Diseases, HIV/AIDS and Pandemics
- **Response by the Other Organization (10 minutes)**
- **Open Discussion**

3.30 p.m. – 5.00 p.m.

Cluster 3: Promoting Green Recovery and Building Environmental Resilience

- **Presentation (20 minutes in total)**
 - **Item 3.1:** Perspectives for the Sustainable Ocean-Based (Blue) Economies and Ocean Governance
 - **Item 3.2:** A Secure and Resilient Energy Sector: Opportunities & Challenges
 - **Item 3.3:** Advancing Climate Change Adaptation and Disaster Risk Reduction
 - **Item 3.4:** Promoting Food/Nutrition Security and Protecting the Agriculture and Fisheries Sectors
- **Response by the Other Organization (10 minutes)**
- **Open Discussion**

Second Day – Thursday 22 July 2021

9.00 a.m. – 10.30 a.m.

Cluster 4: Safer Societies and Good Governance

- **Presentation (20 minutes in total)**
 - **Item 4.1:** Addressing Crime and Promoting Citizen Security
 - **Item 4.2:** Addressing the Challenges and Opportunities of Human Mobility and Migration
 - **Item 4.3:** Strengthening the CARICOM-UN Electoral Partnership
- **Response by the Other Organization (10 minutes)**

- **Open Discussion**

- 10.30 a.m. – 11.30 a.m. Data Availability for Effective Policy-Making
- 11.30 a.m. – 12.30 p.m. CARICOM-UN Cooperation – Next Steps
- 12.30 p.m. – 13.00 p.m. Closing Session
- Adoption of the Joint Statement
 - Concluding Remarks

UN-CARICOM
UN participation in Clusters

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- What is the envisioned follow-up?

CLUSTER 1: Enhancing Economic Recovery (Lead by CARICOM)				
Item	Expression of Interest	UN Lead	ICAO Contributions	ICAO Remarks
Item 1.1: Addressing the Economic and Financial Impacts of COVID-19 with a View to Recovery and Reactivation	<ul style="list-style-type: none"> ▪ ECLAC ▪ FAO ▪ ICAO ▪ PAHO ▪ UN Women ▪ UNDP 	UNDP : Olivier Guillot Hidalgo <olivier-guillot.hidalgo@undp.org>	ICAO CART measures and guidance on economic recovery for CARICOM on Aviation matters. Follow them for harmonized and regional collaboration.	
Item 1.2: Enhancing Financing for Development and Debt Sustainability in the Context of COVID-19	<ul style="list-style-type: none"> ▪ ECLAC ▪ ICAO ▪ IFAD ▪ ITU¹ ▪ OHRLLS ▪ UN Women ▪ UNDP 	ECLAC: Diane Quarless <diane.quarless@eclac.org>	ICAO economic forecast and guidance for recovering from COVID impact- air traffic monitoring - MASA agreement- Air transport development/ SAP Programme	▪
Item 1.3: COVID-19 and the Tourism Sector: Prospects for Sustainable Recovery	<ul style="list-style-type: none"> ▪ ECLAC ▪ FAO ▪ ICAO ▪ PAHO² ▪ UN Women ▪ UNDP 		ICAO liaison with partners like Tourism and other stake holders for promoting specific measures like PHC, vaccine recognition, etc.	▪

¹ Particularly regarding ICT/digitalization.

² PAHO has been working on issues such as vaccine passports, and has been collaborating with ECLAC on related topics.

	<ul style="list-style-type: none"> ▪ UNESCO 			
Item 1.4: Overcoming the Digital Divide	<ul style="list-style-type: none"> ▪ ECLAC ▪ FAO ▪ ICAO ▪ ITU ▪ UN Women ▪ UNDP ▪ UNFPA 		ICAO and other entities initiatives for digitalization of Cargo documentation and other automation due to COVID mitigation	
Item 1.5: SIDS and the Decade of Action: Implementing the 2030 Development Agenda	<ul style="list-style-type: none"> ▪ ECLAC ▪ FAO ▪ IFAD ▪ UN Women ▪ UNDP ▪ UNEP ▪ UNFPA ▪ UN-HABITAT 			
CLUSTER 2: Promoting Social Resilience and Advancing Citizen Wellbeing (Lead by UN)				
Item	Expression of Interest	UN Lead	ICAO Contributions	ICAO Remarks
Item 2.1: Re-positioning Education as a Driver for Recovery and Resilience: Building Back Equal Post-COVID-19	<ul style="list-style-type: none"> ▪ ICAO ▪ ITU ▪ UNDRR³ ▪ UNESCO ▪ UNICEF ▪ UNOCT 		ICAO initiatives for enhancing Regional collaboration in training, enhance training centers and new ways of training	
Item 2.2: Advancing the Equality Agenda: Promoting Gender Equality and Inclusion and Addressing the	<ul style="list-style-type: none"> ▪ DPPA/EAD ▪ FAO ▪ IMO ▪ UN Women ▪ UNESCO ▪ UNFPA 			

³ In light of the upcoming 3rd Caribbean Ministerial Forum on School Safety to take place in 2022 (co-organized with CDEMA and UN entities such as UNICEF and UNESCO, a good UN-CARICOM collaboration).

Needs of Vulnerable Groups	<ul style="list-style-type: none"> ▪ UN-HABITAT ▪ WFP 			
Item 2.3: Promoting Youth Development	<ul style="list-style-type: none"> ▪ FAO ▪ ICAO ▪ IFAD ▪ UNFPA ▪ UNICEF ▪ UNOCT 		Promotion of NGAP and Gender in post COVID times-	
Item 2.4: Advancing the Fight Against Non-Communicable Diseases, HIV/AIDS and Pandemics	<ul style="list-style-type: none"> ▪ IAEA ▪ PAHO ▪ UNFPA 			
CLUSTER 3: Promoting Green Recovery and Building Environmental Resilience (Lead by CARICOM)				
Item	Expression of Interest	UN Lead	ICAO Contributions	ICAO Remarks
Item 3.1: Perspectives for the Sustainable Ocean-Based (Blue) Economies and Ocean Governance	<ul style="list-style-type: none"> ▪ FAO ▪ IFAD ▪ IMO ▪ OLA/DOALOS ▪ UNDP ▪ UNEP 			
Item 3.2: A Secure and Resilient Energy Sector: Opportunities & Challenges	<ul style="list-style-type: none"> ▪ UNEP 			
Item 3.3: Advancing Climate Change Adaptation and Disaster Risk Reduction	<ul style="list-style-type: none"> ▪ CSM (DPPA/UNDP/UNEP) ▪ DPPA/PMD ▪ FAO ▪ IAEA ▪ ICAO 	<p>UNDP- Olivier Guillot Hidalgo olivier-guillot.hidalgo@undp.org</p> <p>UNDRR – Nahuel Arenas/ Jair Torres: Nahuel Arenas Garcia</p>	ICAO initiatives and actives on Climate Change and CORSIA- and Disaster Risk-	

	<ul style="list-style-type: none"> ▪ IMO ▪ IOM ▪ ITU ▪ OCHA⁴ ▪ PAHO ▪ UN Women ▪ UNDRR⁵ ▪ UNEP ▪ UNESCO ▪ WFP 	nahuel.arenasgarcia@un.org ; Jair TORRES <jtorres@eird.org>		
Item 3.4: Promoting Food/Nutrition Security and Protecting the Agriculture and Fisheries Sectors	<ul style="list-style-type: none"> ▪ FAO ▪ IAEA ▪ IFAD ▪ IMO ▪ IOM ▪ PAHO ▪ WFP 			
CLUSTER 4: Safer Societies and Good Governance (Lead by UN)				
Item	Expression of Interest	UN Lead	ICAO Contributions	ICAO Remarks
Item 4.1: Addressing Crime and Promoting Citizen Security	<ul style="list-style-type: none"> ▪ ICAO ▪ UNDP ▪ UNFPA ▪ UNODC 	UNODC - Bo Shakira Harris <boshakira.harris@un.org>	Border control- electronic passport, COTED, OECD Study, Non-govt funds	

⁴ OCHA mentioned the work they are doing with CARICOM on preparedness and response to disasters and climate change. In this regard, Ms. Elizabeth Riley (Executive Director of CDEMA) has confirmed her participation in an ECOSOC segment OCHA is helping organize in the Humanitarian Affairs Segment high-level panel on “Humanitarian action and climate change: advancing anticipatory approaches, strengthening resilience and enhancing collaboration in response to the climate crisis”: <https://www.unocha.org/ecosoc-2021>.

⁵ UNDRR also suggests the UN Issue-Based Coalition for Climate Change & Resilience (co-led by UNDRR and UNEP) participate.

<p>Item 4.2: Addressing the Challenges and Opportunities of Human Mobility and Migration</p>	<ul style="list-style-type: none"> ▪ ICAO ▪ IOM ▪ OHCHR ▪ UNDP ▪ UNFPA ▪ UNHCR⁶ ▪ UNICEF ▪ UNOCT ▪ UNODC ▪ UN-HABITAT 	<p>IOM and UNHCR: Jose Sieber sieber@unhcr.org and NATIELLO Robert <rnatiello@iom.int></p>	<p>ICAO participation with CARICOM on Air mobility and border control</p>	
<p>Item 4.3: Strengthening the CARICOM-UN Electoral Partnership</p>	<ul style="list-style-type: none"> ▪ DPPA/EAD ▪ UNDP 			

⁶ UNHCR is already in discussion with IOM about this topic.

APPENDIX C

NGAP Programme

<https://www.icao.int/safety/ngap/Pages/NGAP-Programme.aspx>

The NGAP initiative was launched in 2009 to help ensure that enough qualified and competent aviation professionals are available to operate, manage and maintain the future international air transport system. This is critical as a large contingent of the current generation of aviation professionals will retire, access to affordable training and education is increasingly problematic, and aviation competes with other industry sectors for highly skilled professionals. The lack of harmonized competencies in some aviation disciplines and a lack of awareness by the “next generation” of the types of aviation jobs available further compounds the challenge.

Next Generation of Aviation Professionals (NGAP) issues is of immediate interest to many stakeholders: airlines, air navigation service providers, airports, manufacturers, training providers, universities, and others. Attracting and educating the next generation of aviation professionals also involves working with national and international education and labour stakeholders. In order to promote and gain leverage for NGAP among all stakeholders, it is critical to adopt a data-driven approach that justifies the future investment of resources in NGAP initiatives. ICAO initially launched the NGAP programme in 2009 to address the forecasted shortage of aviation professionals.

Due to the importance of NGAP issues, ICAO has determined that it is critical to provide greater support to this work and, as a result, has elevated the NGAP initiative to an ICAO Programme. The ICAO NGAP Programme has been incorporated into the ICAO Global Plans, both for safety and air navigation, as well as the ICAO Business Plan and Work Programme.

Young People-Related Activities & Tools

<https://www.icao.int/safety/ngap/Pages/Young-People-Related.aspx>

[Future Aircraft Designs and Competition](#)

Ideas Competition, Concepts Competition, Prototypes Competition, and explore the aircraft concepts gallery curated exclusively for ICAO.

[Student-focused Activities at ICAO](#)

ICAO offers logistical support to a cross-section of secondary, college, and university-level students who organize and conduct Model United Nations events. This support, geared towards raising awareness on multilateral goals and governance as pursued under the United Nations and ICAO, also involves the provision of speakers and experts to address students on specific subjects, as well as the necessary protocol assistance to ensure that the young leaders experience a productive immersion in international diplomacy.

[Young Professionals Programme](#)

The International Civil Aviation Organization (ICAO), the International Air Transport Association (IATA) and the Airports Council International (ACI) have joined forces to support the development of tomorrow's leaders of the air transport industry through the Young Aviation Professionals Program.

[Internship Opportunities](#)

ICAO provides several internship opportunities for qualified candidates.

**NAM/CAR Civil Aviation Training Centres Working Group
(NAM/CAR/CATC/WG)**

<https://www.icao.int/NACC/Pages/nacc-regionalgroups-training.aspx>



COVID-19 Response and Recovery Platform

<https://www.icao.int/covid/Pages/default.aspx>

COVID-19 has posed unprecedented challenges to the world, including the international air transport sector.

ICAO has developed this COVID-19 Recovery Platform to collate the forecasts, guidance, tools, and resources which are needed by national regulators pursuing pandemic responses.

Additional advice will also be presented on this platform to help assure a coordinated and aligned global approach as governments and industry work together to reconnect the world post-pandemic.



Quick Links

Quick and direct access to standardized guidance material, tools, and expert support developed by ICAO to address challenges posed by the COVID-19 pandemic:

- [COVID-19 State letters and Electronic Bulletins](#)
- [COVID-19 Q&As for States, Air Transport Operators and the General Public](#)
- [Handbook for CAAs on the management of aviation safety risks related to COVID-19](#)
- [COVID-19 Temporary Alleviations to national regulations](#)
- [COVID-19 Contingency Related Differences \(CCRD\)](#)
- [Aviation Medicine CAPSCA](#)
- [COVID-19 Air Traffic Dashboard](#)
- [Testing and Cross-border Risk Management Manual](#)
- [Pandemic Related Recovery Courses Catalogue](#)

Aviation COVID activities and news: <https://www.icao.int/covid/Pages/COVID-19News.aspx>

Training and COVID webinars: <https://www.icao.int/Meetings/webinar-series/Pages/default.aspx>



COVID-19 Response and Recovery Implementation Centre (CRRIC)

<https://www.icao.int/covid/Pages/crric.aspx>

COVID-19 Response and Recovery Implementation Centre (CRRIC) was created as a website under the ICAO Secure Portal. The CRRIC bundles resources and tools to **assist implementation support, coordination, monitoring and reporting activities** and provides easy access to, inter alia:

- standard slide-deck presenting the content of the CART report and the “Take-off” guidance document;
- dedicated CART website providing mobile access to the content of the CART report, as well as links to iPACKs and assistance activities delivered by CASPCA or other means;
- the Online Roadmap;
- a series of webinars related to the CART recommendations and guidance;
- a list of focal points in regions and Member States;
- email support hotline to answer CART-related questions;
- online tools; and
- dashboards.

About the CRRIC: 5 webinars were conducted in English, Spanish and French. The purpose of those webinars was to inform participants in the use of the different tools available on the COVID-19 Response and Recovery Implementation Centre and to demonstrate their use.

The recordings of those webinars are available on the [ICAO Webinar Series website](#).

Access to the CRRIC is limited to **representatives of States, stakeholders and partners** involved in the implementation of the recommendations of the report of the Civil Aviation Recovery Task Force (CART).

An **introductory lab** has been created to guide new users through the CRRIC. The lab contains important information on **how to get access to the tool** and on how to use the gap analysis app. The lab can be downloaded here: <https://crric.s3.amazonaws.com/CRRICLAB.pdf>



Economic Impacts of COVID-19 on Civil Aviation

<https://www.icao.int/sustainability/Pages/Economic-Impacts-of-COVID-19.aspx>

In light of the rapidly spreading disease named as COVID-19, the International Civil Aviation Organization (ICAO) actively monitors its economic impacts on civil aviation and regularly publishes updated reports and adjusted forecasts. The latest version can be viewed [here](#) and all full reports are available further below.

The analytical timeframe has now been extended to **Dec 2021** and therefore covers **the full year of 2021**.

LATEST REPORT ON THE ECONOMIC IMPACTS OF COVID-19 ON CIVIL AVIATION

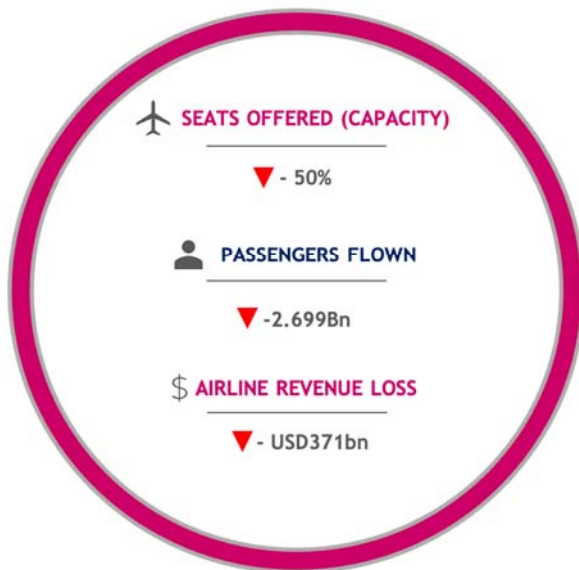
ICAO has also worked alongside the DGCA of Turkey to develop interactive dashboards to monitor four key aspects of the impact of COVID-19 on civil aviation - operational impacts, economic impacts, aircraft utilizations and impacts on country-pair traffic.

COVID-19 AIR TRAFFIC DASHBOARD

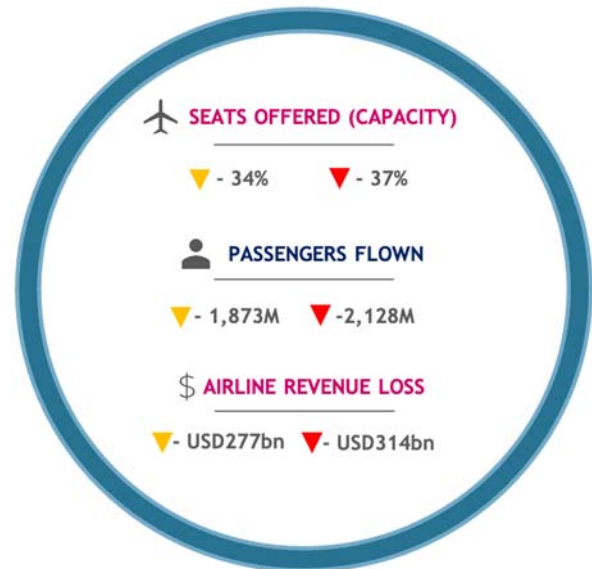


Global Economic Impact in brief

YEAR 2020 RESULTS



FULL YEAR 2021 OUTLOOK



Impacts of COVID-19 across industries

The COVID-19 virus has spread worldwide without acknowledging borders. It has impacted all industries, all sectors and all aspects of our lives with devastating economic and financial losses and significant uncertainties.

Within the spirit of collaboration, the below chart gathers information from international organizations representing the impacted industries. This information is subject to frequent change and you are invited to visit the official website of each organization for most up-to-date figures.

Figures are sourced from the International Civil Aviation Organization (ICAO), the International Air Transport Association (IATA), the Airports Council International (ACI), the UN World Tourism Organization (UNWTO), the World Trade Organization (WTO) and the International Monetary Fund (IMF). All figures are in comparison to 2019 data, except for figures marked with an asterisk (*) which are compared to 2020 baseline.

ICAO is working alongside the [Airport Council International \(ACI\)](#) in monitoring the developments and to leverage their expertise and analysis conducted on the economic impacts of COVID-19 on airports.

APPENDIX-APÉNDICE E**CIVIL AVIATION CYBERSECURITY**

Technology and cyber systems have become essential to modern society being a component of many activities that have become dependent on information technology. Along with the benefit of the cyber technologies, insecurities arise, affecting all systems and infrastructures. The cyber threat and cyber-attack have a transnational component and effect, as worldwide systems are interconnected. Furthermore, the complexity of the action has implications for various actors at national, regional and international level.

It is in this environment of cyber insecurity that civil aviation conducts its activity. Civil aviation is mainly reliant on cyber enabled technology which is used to increase safety and efficiency of air transport. However, interconnectivity of systems and dependency on technology created the optimum premises for new risks to emerge. The aviation industry is using a wide computer based interconnected system, spanning from air navigation systems, on-board aircraft control and communication systems, airport ground systems, flight information systems, security screening and many others that are used on a daily basis and for all aviation related operations. The tendency of the aviation industry is to become increasingly digitalized. Digitalization brings along new hazards as the interactions between people and systems make the risk harder to predict.

Acknowledging the urgency and importance of protecting civil aviation's critical infrastructure, information and communication technology systems and data against cyber threats, ICAO is committed to developing a solid cybersecurity framework. The 40th Session of the ICAO Assembly adopted Assembly Resolution A40-10 – *Addressing Cybersecurity in Civil Aviation*. The resolution addresses cybersecurity through a horizontal, cross-cutting and functional approach, reaffirming the importance and urgency of protecting civil aviation's critical infrastructure systems and data against cyber threats and calls upon States to implement the ICAO Cybersecurity Strategy.

Data protection considerations-cybersecurity: <https://www.icao.int/cybersecurity/Pages/default.aspx>

Aviation Cybersecurity Strategy: <https://www.icao.int/cybersecurity/Pages/Cybersecurity-Strategy.aspx>

ICAO PKD

The ICAO Public Key Directory (PKD) is a central repository for exchanging the information required to authenticate ePassports.

The security and facilitation advantages of an ePassport are grounded in the presence of an integrated closed circuit chip. However, those benefits can only be realized when border control authenticates the chip. If the chip is not authenticated at border control, the ePassport has little advantage over a traditional, non-electronic passport.

This authentication — usually referred to as ePassport validation—is the process of validating the authenticity and integrity of an ePassport by verifying the digital signature on the chip.

For the border control of a receiving State to authenticate the ePassport of a foreign traveler, the receiving State must have access to certain information from the issuing State. Should states only have the option to exchange the necessary information bilaterally, the volume of information being exchanged would result in a highly complex and ineffective system that would be susceptible to errors. The ICAO PKD provides an efficient means for States to upload their own information and download that of other States.

By playing the role of central broker for this information, the ICAO PKD ensures that information adheres to the technical standards required to achieve and maintain interoperability. In addition, the ICAO PKD ensures that information can be exchanged reliably, in a timely manner and on an open-ended, indefinite basis. Read the ePassport Basics section to learn more about the kinds of information needed to conduct ePassport validation.

epassport considerations: <https://www.icao.int/Security/FAL/PKD/Pages/default.aspx>

**ICAO STATEMENT ON AVIATION AND CLIMATE CHANGE
(11TH GENERAL MEETING BETWEEN CARIBBEAN COMMUNITY AND
ASSOCIATED INSTITUTIONS AND UN SYSTEM, 21-22 July 2021)**

- As a specialized UN agency for all matters related to international civil aviation, ICAO and its 193 Member States are working tirelessly with all aviation stakeholders for aviation green recovery and building environmental resilience throughout its ecosystem.
- Last year's ICAO Aviation Green Recovery seminar along with the Stocktaking event, followed by this year's Stocktaking event in the coming September showcase ICAO and its Member States' continued interest and assurance to lead the global dialogue on aviation's sustainability and environmental protection.
- In particular, a number of additional ICAO Member States from Caribbean community, such as Bahamas, Barbados, Belize, Grenada, Saint Kitts and Nevis, Suriname and Trinidad and Tobago, have recently shared their decisions to voluntarily participate in the ICAO's Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). Now, 106 States around the world are joining this first global carbon offsetting scheme.
- Increasing the number of ICAO Member States' participation in CORSIA sends a strong signal in terms of ICAO's continued commitment on climate change, and I strongly encourage other States that have not done so, to join CORSIA as soon as possible.
- ICAO will continue to make efforts and take leadership to addressing CO2 emissions from international aviation, and ICAO's ongoing work to explore the feasibility of a long-term CO2 reduction goal for international aviation, will be discussed at the ICAO Assembly next year.

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**JOINT STATEMENT OF THE ELEVENTH GENERAL MEETING BETWEEN
REPRESENTATIVES OF THE CARIBBEAN COMMUNITY AND
THE UNITED NATIONS SYSTEM
21 and 22 July 2021**

1. The Eleventh General Meeting between the Caribbean Community (CARICOM) and its Associated Institutions and the United Nations (UN) system was held online on 21 and 22 July 2021. The overarching objective was addressing the challenges and seizing the opportunities for enhancing the partnership between CARICOM and Associated Institutions and the UN system. Opening remarks were given by the Secretary-General of CARICOM, His Excellency Irwin LaRocque, and by the Secretary-General of the United Nations, António Guterres. Permanent Representatives from CARICOM member States attended the inaugural and closing sessions.

2. The meeting was attended by 130 participants including representatives of the CARICOM Secretariat and its Associated Institutions, and representatives of the UN system. It was co-chaired by the Assistant Secretary-General for Foreign and Community Relations of CARICOM, Ambassador Colin Granderson, and by the Assistant Secretary-General for Europe, Central Asia and the Americas, Miroslav Jenča, and the Director of the Americas Division, Laura Flores, of the UN Department of Political and Peacebuilding Affairs (DPPA).

3. Secretary-General António Guterres, in his remarks, pointed out that the two years since the last general meeting had proved to be one of the most difficult periods in the history of both organizations. He underscored the need for equitable distribution of COVID-19 vaccines and called on the international community to urgently help countries in dire financial distress tackle both short and medium-term debt and liquidity challenges. He also advocated for financial and technical support to confront the effects of climate change. He thanked CARICOM for its unwavering support to the United Nations Mission in Haiti and welcomed its willingness to play a role in facilitating a national dialogue.

4. Secretary-General Irwin LaRocque, in his remarks, said that the Caribbean region was still grappling with the effects of the pandemic. He then referred to the situation in Haiti following the assassination of President Jovenel Moïse and reiterated that CARICOM was willing to facilitate a national dialogue. He pointed out that the Caribbean was a natural disaster-prone area and had been recently hit by hurricane Elsa, floods in Guyana and Suriname and the volcanic eruption in Saint Vincent and the Grenadines. He highlighted the need to incorporate a multidimensional vulnerability index in the criteria for determining access to concessional development financing. He added that financing should be made available before disaster struck. He further highlighted that in this difficult present context there was a need to continue enhancing the long-standing partnership between CARICOM and the UN.

5. CARICOM provided an overview of developments in the Community while the UN presented an overview of challenges facing the Caribbean countries. It was highlighted that the meeting was an opportunity to agree on responses to challenges and identify key actors and follow-up actions. Participants discussed the need to strengthen the CARICOM-UN partnership to overcome the emergency created by the COVID-19 pandemic, enhance the preparedness to confront the ever-increasing negative effects of natural disasters and take advantage of development opportunities for the Caribbean States. Presenters highlighted the pandemic's

disproportionate effects on women, youth and children, the latter being especially challenged by inadequate access to devices and internet connectivity to continue their education from home. It was noted that, in spite of the pandemic, Caribbean countries were able to hold successful elections and recognition was made of DPPA's electoral support to some countries. The meeting further noted the continuing engagement of the UN with the region, including through the work of the UN Resident Coordinators, who participated in the meeting, and the Regional Collaborative Platform (RCP) under the co-vicechairs, the Economic Commission for Latin America and the Caribbean (ECLAC) and the United Nations, Development Programme (UNDP) which brought together 24 UN entities working on development to support countries achieve the 2030 Agenda for Sustainable Development across all three pillars of the UN system. The RCP provides opportunity for the UN and CARICOM to have more substantive engagements in critical areas such as building economic and environmental resilience, including resilience to climate change and natural disasters. Joint Programmes (23) were a rising feature of the collaboration, including on gender-based violence and family violence prevention. The usefulness of the UN Multi Country Sustainable Development Cooperation Framework (MCSDF) as an instrument to advance a multisectoral agenda, in line with State's international human rights obligations, was recognized.

6. On enhancing economic recovery, discussions highlighted the challenges posed by the negative economic and financial impacts of the COVID-19 pandemic. Despite CARICOM being relatively successful at containing the virus, the region was confronting the severity of the economic fallout from the pandemic. Concerns about increasing levels of unemployment, particularly among women and youth, and rising debt in a context of exceptionally challenging economic conditions were raised by participants. The meeting acknowledged areas of partnership between CARICOM and the UN, such as ICAO Aviation recovery measures and guidance for CARICOM to implement this recovery in an orderly, regional and sustainable matter. Structural weaknesses in the Caribbean economies became more evident because of the pandemic. Beyond concessional finance and debt relief, the region needed innovative financing sources to build a platform for a robust and resilient society. It was recognized that debt sustainability and food and nutrition security was a critical and pressing issue for the Community. Moreover, the revitalization and resuscitation of tourism, the most affected productive sector in CARICOM, is critical to the recovery of the region's economies. Similarly, to reactive tourism and support COVID-19 vaccine access as means for the economic recovery and socioeconomic development, the UN and CARICOM agreed on the continuous joint work on air and maritime transport matters.

7. Participants acknowledged the importance of CARICOM fast-tracking the development of the Single ICT space and the action plan as part of a digital transformation strategy and platform for socio-economic transformation in CARICOM that would create regional socio-economic growth. Participants also acknowledged that SIDS are still 'playing catch up' as it relates to ICT development and that funding as prescribed in key UN meeting outcome documents (e.g. the World Summit on the Information Society, WSIS) has not been forthcoming. The meeting acknowledged areas of partnership between CARICOM and the UN, such as a UN Digital Transformation Group for CARICOM to promote dialogue and moving from 'plans to action', the ECLAC's Debt Swap Initiative and the Caribbean Resilience Fund, and the call for a multi-dimensional vulnerability index, among others. Regional integration remained the best platform to address the ongoing challenges, including safeguarding critical sectors such as infrastructure, tourism, food production, fisheries and air transportation. Participants underscored that an automatic debt service suspension mechanism was needed, particularly in situations of objectively verified natural disasters, as well as the use of a multi-dimensional vulnerability index that took

into account losses as a result of climate change. Participants further raised the issue of state capacity to implement recommendations from international bodies and the importance of capacity building, including for strengthening the science-policy interface.

8. On promoting social resilience and advancing citizen wellbeing, it was underscored that the COVID-19 pandemic revealed the complex, interconnected and systemic nature of risks that have disrupted the normal functioning of society in the region. The urgent need for equitable access to COVID-19 vaccines was emphasized. The Caribbean, in addition to being exposed to natural hazards, had to confront unprecedented migratory inflows that required countries in the region to strengthen efforts to reduce existing physical and social vulnerabilities. Participants recognised the need to address regional health challenges such as non-communicable diseases (NCDs) and HIV/aids while strengthening the capacity for preparedness and response to disease pandemics.

9. The meeting highlighted that the COVID-19 pandemic had tested the social resilience of countries in the Caribbean more than ever. Participants opined that education, as a driver for economic resilience, was playing an important role in recovery efforts and that it was time to reimagine education and expanding digital learning especially in remote areas. The Caribbean School Safety Initiative was an instrument towards building human capital but due to the pandemic education, health, gender equality and inclusion objectives were not met and had been highly compromised. The need for a regional approach towards developing local capacity for specialized training was emphasized. The meeting recognized the need to support the CARICOM Human Resource Development Strategy to prevent brain drain and to consider the different UN human capacity development supporting initiatives offered by its agencies such as UNICEF, ICAO, and others. The important role of the Caribbean Public Health Agency (CARPHA) was also underlined by participants. The meeting underscored the highest importance of working towards achieving gender equality and youth and children development while addressing income inequality and low participation of women in the labour force and in politics. It was agreed that the CARICOM Secretariat would continue working with the UN to strengthen public health and to advance regional development.

10. On promoting green recovery and building environmental resilience, participants raised their concern that climate change presented a profound threat to the region's economies, health and wellbeing. The Caribbean was the most tourism-dependent region in the world, and, with tourism infrastructure located mostly in the coastal zone, countries were extremely vulnerable to climate-induced disasters. Participants recognized the relevance of the revision of the Caribbean Regional Strategy on Climate Change and Development. The meeting acknowledged that advancing climate change adaptation and disaster risk reduction was a main area of cooperation between the two organizations. It was mentioned that the Bridgetown Declaration at the XXII Forum of Ministers of Environment of Latin America and the Caribbean called for action on the environmental dimension of COVID-19 sustainable development recovery and for the implementation of ecosystem-based approaches that provided for adaptation, mitigation and conservation of biodiversity. Participants mentioned the importance of implementing the legal regime for oceans as reflected in the United Nations Convention on the Law of the Sea (UNCLOS) and related documents, as well as the need for cooperation in developing effective ocean governance frameworks and management tools.

11. The need to rebuild in a more resilient and sustainable manner was discussed, with references to the green and blue economies and early warning systems. The meeting underscored the need for

the post-COVID socio-economic recovery to be climate and disaster risk informed and promoting nature-based solutions and social protection. The importance of identifying capacity-building activities and establishing a roadmap to operationalize the CARICOM-UN partnership was raised. Areas of cooperation, such as the conduct of vulnerability assessments; the identification of gender-sensitive adaptation and disaster-risk reduction solutions; support in accessing multilateral funds and the facilitation of exchange of experiences and South-South learning, among others, were discussed. The meeting further considered the need to secure a resilient energy sector that would be more resistant to extreme weather events that particularly affected small island developing states.

12. On safer societies and good governance, it was recalled that the Latin American and Caribbean region, characterized by a low-growth trajectory, high inequality and high vulnerability, remained one of the most violent regions in the world in the absence of war. In the area of crime and citizen security, the meeting discussed that the region faced challenges such as strengthening the judicial systems, vulnerability due to porous borders, armed violence and significant levels of crime. The violence against children was high in the region and the impact of corporal punishment both at home and at school was concerning. Participants mentioned that CARICOM-UN cooperation could focus on collaboration and partnerships towards reforming the criminal justice system, improving institutional capacity, combatting corruption and increasing women's participation in decision making processes, among others. It was also noted that UNDP, in collaboration with other UN agencies was supporting CARICOM countries in justice reform, enhancing governance systems and improving citizen security.

13. On cybercrime, the meeting identified challenges affecting countries in the region such as the need to develop human and technological capacities. Participants raised the necessity of having in place an institutional framework to develop policies and strategies to counter cybercrime, including enhancing cybersecurity and reducing vulnerability of data on mobility and migration (passport control). The UN is in a position to provide capacity building and technical assistance and could act as an enabler to coordinate contacts between justice operators, technology companies and international partners such as Interpol. On human mobility, it was mentioned that migration flows, in particular refugees and migrants from Venezuela, had increased exponentially during the last years. The UN could provide cooperation on border management systems, return and reintegration, migration data collection, international protection to refugees and combatting trafficking of persons, among other areas. The important role of CARICOM within the Caribbean Migration Consultations (CMC) process was noted.

14. On data availability for effective policy making, ECLAC provided an overview of the current situation in the Caribbean, pointing out that there was a general scarcity of data and socio-economic and environment indicators, as well as an infrequent and insufficient production and dissemination of official statistics and indicators. Statistical capacity had received positive attention within CARICOM, and assistance was provided by UN agencies, funds and programmes. Participants mentioned that data collection, processing and dissemination could be greatly improved by the use of modern technologies and tools, and that there was a need to develop capacity in the use of Big Data in official statistics. Non-traditional data sources were increasingly integrated in official statistics, including administrative data, Big Data and citizen-generated data. Questions were raised on how to address the lack of political will to develop sensitive data, innovations in data ecosystems capitalizing on technology focusing on more frequent and

disaggregated routine data as well as the need to collect and process historical data available in non-digital format.

15. In the closing session, the UN High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States briefed participants about challenges and opportunities to strategically addressing the multidimensional crises affecting the region, and how the multifaceted recovery effort needed to include enhanced blue, green, and digital economies, as well as initiatives to assist the region with managing its high levels of debt.

16. In concluding, participants agreed to hold smaller, focused follow-up meetings between the two organisations during the two-year period between the 11th and the 12th General Meetings, that would allow for the identification of more specific goals and associated actions, as well as more in-depth discussions on specific clusters of topics. These intersessional meetings would fulfill a common aspiration of strengthening collaboration between the Secretariats of the two organisations.

29 July 2021