



INTERNATIONAL CIVIL AVIATION ORGANIZATION

A35-WP/325
EC/50
6/10/04

ASSEMBLY — 35TH SESSION

DRAFT TEXT FOR THE REPORT ON AGENDA ITEMS 29 AND 30

The attached material on Agenda Items 29 and 30 is submitted for consideration by the Economic Commission.

Agenda Item 29: Facilitation

29:1 At its 2nd and 3rd meetings, the Commission considered developments in the Facilitation Programme since the last Assembly on the basis of three reports by the Council: one on the outcome of the Twelfth Session of the Facilitation Division (WP/43); the second on protecting the security and integrity of passports and other travel documents (WP/11); and the third on preventing the introduction of invasive alien species (WP/12 and Corr. 1). In addition, six papers were presented by States and observers: WPs 65, 107, 159, 160, 180 and 202.

29:2 For ease of consideration, the working papers were taken up under the following headings: Results of the Twelfth Session of the Facilitation Division and Protecting the security and integrity of passports and other travel documents; Preventing the introduction of invasive alien species; Facilitation and quality of service at airports; and Security and facilitation enhancement.

Results of the Twelfth Session of the Facilitation Division and Protecting the security and integrity of passports and other travel documents

29:3 The Commission considered three working papers relating to the Twelfth Session of the Facilitation Division (FAL/12), held in Cairo, Egypt, from 22 March to 1 April 2004, under the theme “*Managing Security Challenges to Facilitate Air Transport Operations.*”

29:4 In WP/43, the Council presented a report on the outcome of FAL/12, which had adopted sixteen A-type Recommendations and sixteen B-type Recommendations.

29:5 The A-type Recommendations proposed amendments to the Standards and Recommended Practices (SARPs) of Annex 9. These Recommendations were aimed at smoother passage of travellers through border controls, heightened aviation security, controls on travel document fraud, illegal migration and added protection against identity theft. In May 2004, the Air Transport Committee had completed its preliminary review of all the proposed amendments to Annex 9 and directed that these be sent, along with its observations, to Contracting States for their comments (State letter SD 6/4-04/57 dated 30 July 2004). The Committee expects to consider the A-type Recommendations again in January 2005, taking into account the comments from States, and would subsequently refer them to the Council with recommendations concerning adoption.

29:6 The B-type Recommendations proposed other actions by Contracting States or by the Council, within the purview of the Facilitation Programme. Following a review by the Air Transport Committee, the Council had approved and adopted these recommendations in June 2004.

29:7 WP/202, submitted by the Netherlands on behalf of the European Community (EC) and its Member States, presented the position of the EC on the development of standards relevant to the transfer to Passenger Name Record (PNR) data from airline systems to government agencies for the purposes of improving aviation security and facilitating border controls. The paper reiterated the support of the EC, first made at FAL/12, for the expeditious development of ICAO guidelines and uniform practices for processing PNR data, and proposed that the work being undertaken by ICAO should address categories of data, data processing requirements, data transfer requirements and data structure, as set out in the EC paper presented at FAL/12.

29:8 WP/65, presented by IATA, expressed the views and support of the air transport industry on the results of FAL/12, particularly with respect to the decisions related to automated data exchange and inadmissible persons/deportees.

29:9 In WP/11, the Council reported on the progress made since the 33rd Session of the Assembly on work undertaken to assist States to maintain the integrity and security of their passports and other travel documents.

29:10 The Technical Advisory Group on Machine Readable Travel Documents (TAG/MRTD) had updated the technical specifications of Doc 9303, *Machine Readable Travel Documents* to allow for additional data storage technologies, such as integrated circuits, in order to accommodate, for example, encoded biometric images for identity confirmation, along the lines prescribed in ICAO's global, harmonized "biometric blueprint" that had been endorsed by the Air Transport Committee in May 2003. The Machine Readable Passport (MRP) specifications contain, in addition, an annex describing minimum security standards for Machine Readable Travel Documents (MRTDs). The new visa specifications (yet to be published) provide for changes intended to deter the misuse of a visa by someone other than the rightful holder.

29:11 The Twelfth Session of the Facilitation Division (FAL/12) had made recommendations for new and upgraded provisions for inclusion in Annex 9—*Facilitation* that would enhance the security of travel documents. If adopted by the Council, these provisions would require all Contracting States to issue MRPs, to regularly update security features in new versions of their travel documents to guard against their misuse and facilitate detection, if counterfeited, and to control their travel document-issuance process in order to safeguard against stock-theft and misappropriation of newly issued documents.

29:12 During the discussion of the four papers, some delegations expressed the view that all Contracting States should begin issuing MRPs as early as possible, for example by the year 2008, prior to the date recommended by FAL/12. They also felt that there should also be a cut-off date beyond which non-MRPs would no longer be valid. Other delegations expressed the view that decisions reached at FAL/12 on issues such as the date of implementation of MRPs had been reached by consensus, which should remain. Delegations also expressed views both agreeing and disagreeing with the Division's recommendation that, with regard to inadmissible persons, carriers shall not be held liable in instances where proper travel documents had been presented. With regard to the proposal on Standards on PNR data access, one delegation expressed the view that it would be up to the Council to decide what form the results of the Study Group should take.

29:13 The Commission agreed that ICAO, in developing guidelines for PNR data access, should take into consideration the relevant proposals made by the EC during FAL/12.

29:14 The Commission, in reviewing the report presented in WP/43 noted that the A-type Recommendations, with the observations of the Air Transport Committee, had been sent out to Contracting States with a request for comments by 31 October 2004, and that the B-type Recommendations had been adopted by the Council in June 2004.

29:15 The Commission also agreed that the Council and Contracting States should continue their work, on maintaining the integrity and security of passports and other travel documents, as a matter of high priority.

Preventing the introduction of invasive alien species

29:16 In WP/12, the Council reported on the progress made in implementation of Resolution A33-18: *Preventing the introduction of invasive alien species*.

29:17 In order to determine the extent to which unintentional introductions of invasive alien species (IAS) via civil aircraft posed a problem for Contracting States, the Secretariat had conducted a survey in 2002 to gather more information, with a view to reassessing the prospect of multilateral action on this matter. The survey had revealed that international civil aviation appears to be a significant pathway for the unintentional introduction of one kind of species “hitchhiking” on other species intentionally introduced from one State to another. On the other hand, international civil aviation is not a significant pathway for species that, by chance, make their own way onto aircraft and are thus unintentionally transported from one State to another.

29:18 Nevertheless, the responses to the survey implied that the fact that IAS were being introduced into States was important, the mode of introduction (intentional or unintentional) being merely incidental. Therefore, action should be taken at borders regardless of the mode of entry of the alien species.

29:19 The Council had therefore concluded that as species are introduced via international civil aviation during the import/export process, measures preventing such introductions could best be applied at the border, the point of convergence of interest of all interested government agencies. It therefore recommended that ICAO should develop a strategy for the prevention of introductions of IAS via international civil aviation and also recommended that Resolution A33-18 be replaced by an updated version.

29:20 The Commission, in endorsing the Council’s plan of action, agreed that:

- a) Contracting States and interested international organizations should be apprised of the results of the survey in State letter EC 6/21-02/78 on the introduction of invasive alien species by air;
- b) Contracting States should be requested to forward to ICAO the “best practices” from their various agencies (agriculture, horticulture, customs, quarantine, health) on the prevention of invasive alien species introductions by air, for publication by the Organization as guidance material; and
- c) appropriate ICAO bodies should consider drafting Standards and Recommended Practices, if appropriate, reflecting the most common procedures or practices of States, for adoption in the relevant Annex(es) to the Chicago Convention.

29:21 The Commission also agreed to submit for adoption to the Plenary, Resolution 29/1, to supersede Resolution A33-18.

**RESOLUTION FRAMED BY THE ECONOMIC COMMISSION
AND RECOMMENDED FOR ADOPTION BY THE ASSEMBLY**

Resolution 29/1

Preventing the introduction of invasive alien species

Whereas the global community has increasingly recognized the threat to biological diversity posed by invasive alien species;

Whereas international transportation, including civil air transportation, represents a potential pathway for the introduction of invasive alien species; and

Whereas the Convention on Biological Diversity, the Global Invasive Species Programme and other intergovernmental and non-governmental international organizations are currently working on means to effectively assess and manage alien species that threaten ecosystems, habitats and native species;

The Assembly:

1. *Urges* all Contracting States to support one another's efforts to reduce the risk of introducing, through civil air transportation, potentially invasive alien species to areas outside their natural range;
2. *Requests* the ICAO Council to develop guidance material and, if appropriate, Standards and Recommended Practices, to assist Contracting States to reduce the risk of introducing potentially invasive alien species to areas outside their natural range and to continue working with the appropriate organizations in this regard;
3. *Requests* the ICAO Council to report on the implementation of this Resolution at the next ordinary session of the Assembly; and
4. *Declares* that this resolution supersedes Resolution A33-18.

Facilitation and quality of service at airports and Security and facilitation enhancement

29:22 The Commission considered WP/180 presented by ACI, which expressed the view that facilitation, in addition to border control, also applied to activities that brought about improvements in the quality of service, utilization of resources and capacity. The Commission noted that ICAO may need to update ICAO/IMO Doc 9636, *International Signs to Provide Guidance to Persons at Airports and Marine Terminals*, and ICAO Doc 9279, *Dynamic Flight-related Public Information Displays*, subject to availability of resources.

29:23 The Commission considered WP/107 presented by the World Tourism Organization (WTO-OMT), which stressed that there is a need for greater emphasis on integrating security and facilitation for travellers across, between and beyond national borders, on controlling security costs, and on providing

assistance in relieving the cost burdens of security for developing countries; facilitation should be integral to both design and operation of security devices and procedures. In this regard, WTO-OMT reported on its recently launched strategy, S.A.F.E. - Security and Facilitation Enhancement, four key components of which were establishing benchmarks, building capacity, assessing performance and identifying remedial projects and building confidence. The Assembly was invited to agree that ICAO should explore increased cooperation with WTO-OMT in the field of security and facilitation, and some potential areas for such cooperation were identified.

29:24 During the discussion on both these papers, one delegation expressed the view that the proposals concerning amendments to Annex 9 should be left to the well-established ICAO amendment process, and also expressed reservations with regard to broadening the application of aviation security measures to other modes of transport and other activities because of differing conditions.

Information papers

29:25 In WP/159, the Republic of Korea provided information on the operational status of Incheon International Airport which was opened on 29 March 2001, and the efforts made by the Government and the airport operator to improve its function and facilities. In WP/160, the Republic of Korea provided information on its plan to implement a trial system for air travel baggage tracking and monitoring based on Radio Frequency Identification (RFID) in six domestic airports by the first half of 2005.

29:26 The Chairman of Pakistan's National Database and Registration Authority (NADRA) made a presentation on Pakistan's Machine Readable Passport (MRP). The new passport, issued according to ICAO Doc 9303 specifications, contains a two-dimensional barcode and a contactless integrated circuit chip, in which are stored four fingerprint templates, a facial image and the data in the machine readable zone.

Agenda Item 30: Other air transport issues

30:1 At its third meeting, the Commission reviewed other developments arising from ICAO's work since the 33rd Session of the Assembly under the following headings: ICAO Integrated Statistical Database (ISDB), forecasting and economic planning and economic contribution of civil aviation.

The Integrated Statistical Database (ISDB)

30:2 On the basis of a report by the Council in WP/14, the Commission noted that the new Integrated Statistical Database (ISDB) had become operational in late 2002. The report summarized the progress made by ICAO in this area to streamline and render more efficient the work of the Organization in the collection, analysis and dissemination of civil aviation statistics. It was noted that following the introduction of the dissemination of data on-line, free of charge, to the national administrations of Contracting States in February 2004, States now have more timely access to the statistics submitted to ICAO. Hence, as a cost-saving measure, the Secretariat had decided to cease the publication of the Digests of Statistics. The Commission also noted that during the Assembly, ICAO, in collaboration with Reed Business Information (trading as Air Transport Intelligence - ATI), had launched a commercial website where, subject to payment of an annual subscription, other users would be granted on-line access to part or the whole of the ICAO civil aviation statistics.

30:3 The Commission noted these developments, in particular the availability of data on-line which had been one of the long-term goals of States. The Commission noted that in order to take full advantage of the potential benefits offered by the new system, States needed to ensure the timely submission of data to ICAO. To this effect, the Commission endorsed the action proposed by the Council to modify the text of Appendix B of Assembly Resolution A33-19 — *Consolidated statement of continuing ICAO policies in the air transport field* to bring the new ICAO database to the attention of States and to urge States to submit civil aviation statistics on time.

Forecasting and economic planning

30:4 In WP/13, the Council reported on ICAO's forecasting and economic planning work since the 33rd Session of the Assembly, in pursuance of Appendix C of Assembly Resolution A33-19 and the Council strategy for the evolution of traffic forecasting activity to support the planning and implementation of air navigation systems, and provided highlights of the proposed future work programme in this field. The work included the development of a set of long-term traffic forecasts, through to the year 2015, published in *Outlook for Air Transport to the Year 2015* (Circ. 304), and three sets of medium-term traffic and financial forecasts for the periods 2002-2004, 2003-2005 and 2004-2006 published in *The World of Civil Aviation, 2001-2004* (Circ. 291), *The World of Civil Aviation, 2002-2005* (Circ. 299) and *The World of Civil Aviation, 2003-2006* (Circ. 307) respectively (the latter made available to the Assembly in its preliminary version). Within regional traffic forecasting groups, traffic forecasts and other planning parameters had been developed to meet the requirements of the respective planning and implementation regional groups (PIRGs) concerned. In support of ICAO's environmental work, the Secretariat had taken a leadership role in the development of passenger traffic and fleet mix forecasts to the year 2020, and had contributed to the preparation of guidance material on cost/benefit analysis for the balanced approach to aircraft noise

management. In addition, the *Manual on Air Traffic Forecasting* had been updated and guidance material had been developed on business case analysis for the implementation of CNS/ATM systems.

30:5 The Commission noted the activities undertaken and endorsed the proposed future work in forecasting and economic planning.

Economic contribution of civil aviation

30:6 In WP/42, the Council reported to the Assembly on ICAO's work on the evaluation of the economic contribution of civil aviation and outlined future work on this subject. The work stemmed from renewed Assembly mandates which had been carried out with two objectives, namely to assess the contribution of civil aviation in the global economy and to develop guidance material on assessment methodologies. The results are to be published in *Economic Contribution of Civil Aviation* (Circ. 292), a preliminary version of which was made already available to the Assembly. The Circular consisted of Volume I – *Global Perspective* and Volume II – *Assessment Methodologies*. Volume I emphasized the importance of civil aviation in the global economy and provided an assessment of the contribution of civil aviation, in terms of global output and employment, followed by a profile of the major contributing civil aviation industries. Volume II provided methodological guidelines on how to assess the impact of an airport in a local/regional or national economy; followed by the impact of civil aviation in a national economy. Case studies were used as illustrative examples to demonstrate the assessment methodologies.

30:7 In WP/197, Airports Council International (ACI) fully endorsed ICAO's work, including the development of methodological guidance material, on the economic contribution of civil aviation, presented in WP/42. ACI emphasized the importance of airports in economic activities and recommended that multiplier effects of investments in aviation infrastructure be taken into account by States when assigning priorities for the allocation of national budgetary resources. In WP/199, ACI presented results of their recent airport economics surveys in support of airports' role as a vital catalyst for economic growth.

30:8 The Commission supported ICAO's activities on the evaluation of the economic contribution of civil aviation. While noting with concern the limited funding for future work in this area, it urged the Secretariat to develop training modules, as referred to in WP/42, and to make them available to States that may need them, particularly developing countries.

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