**Opening Remarks by the Chairperson
of the Air Transport Committee
Mr. Samuel Lucas**

**15th Symposium and Exhibition on Traveller Identification Programme
(TRIP)**

Montréal, Quebec, Canada, 25 June 2019

Excellencies,

Distinguished representatives to the ICAO Council,

Distinguished guests and delegates,

Ladies and Gentlemen,

Good afternoon,

1.   It is my great pleasure to welcome you today at the opening of this 15th ICAO Traveller Identification Programme Symposium and Exhibition.

2.   Security and Facilitation is one of ICAO's five strategic objectives. We work to secure civil aviation and to facilitate the movement of people and goods through two binding Annexes, the Global Aviation Security Plan, and a strategic framework focussed on traveller identification in the form of the ICAO TRIP Strategy.

3.   Securing and facilitating aviation links and trade is a complex business, full of interdependent elements, and coordination challenges, made more difficult by patchwork implementation by States of their international obligations.

4.   The ICAO TRIP strategy has been designed to help States prioritize and implement Annex 9 SARPs, and build capability to manage traveller identification systems.

5.   Increasingly, aviation security, border facilitation and border security, and broader international security objectives are intertwined. Aviation is increasingly seen as a partner in the global security system, and identifying travellers is a key component of that.

6.   Over recent years three United Nations Security Council resolutions have addressed aviation security and facilitation, as part of global initiatives to combat terrrorism.

7.   The United Nations has this year launched the UN Countering Terrorist Travel Programme, a new flagship initiative of the UN Office on Counter-Terrorism. ICAO is a core partner of this programme, which is being supported by a number of donor states.

8.   The Countering Terrorist Travel Programme will assist Member States to meet their obligations under the Security Council's

resolutions by enhancing their capacity to detect and deter foreign terrorist fighters and serious criminals through the collection, identification, and analysis of their travel information, by the use of advance passenger information (API) and passenger name record data (PNR) systems.

9.   Achieving this goal will require the entire aviation system to work together – governments, airports, airlines, IT providers. Some of you here today may think of yourselves as being part of the border sector, or the passport sector. But we are all part of the aviation system, and we need to work as one.

10.   API systems are key plank of these international efforts, and recognising that, API has been made mandatory under Annex 9 for all States, from February last year. We still have a long way to go to see all States meeting that obligation.

11.   PNR systems will be the next challenge – and ICAO is currently working, at the request of the Security Council, to develop provisions to mandate States to use PNR systems.

12.   Our twin strategic aim of securing aviation, and facilitating the movement of people, is supported by the global transition to machine readable passports which are a corner stone of the ICAO TRIP

Strategy. All non-machine readable passports should have been removed from global circulation by November 2015. While good progress has been made, as many of you in the border protection business could attest, there are still non-machine readable passports in circulation. It is therefore critical that States work to ensure compliance with the mandated phase-out of these outdated documents.

13. They were the past, and ePassports are the future. More than 135 of ICAO's 193 Member States are now issuing ePassports representing about 1 billion ePassports in circulation.

14. ePassports are a fantastic tool, but as an international community we are still not using their capability fully. A significant number of States issuing ePassports have not joined the ICAO Public Key Directory (PKD), and some who have joined it do not use it to its full capability. the PKD helps verify and authenticate ePassports at borders, and makes it possible for States to capitalize on the benefits that ePassports are meant to deliver. Joining and effectively using the ICAO PKD is an essential element of an effective border control management system in the modern world.

15.   Another key aspect of the document issuance and control process is States' obligation under Annex 9 to report information about their stolen, lost, and revoked travel documents, to INTERPOL for inclusion in the Stolen and Lost Travel Documents database. States are also encouraged to query travel documents against this database at all border control points.

16.   But all of these efforts to verify the validity of a travel document falls short if the necessary measures have not been put in place BEFORE a state issues an ePassport to ensure the legitimacy of the document's holder. This is why Evidence of Identity is the first pillar of the TRIP Strategy.

17.   Implementing the ICAO TRIP strategy in a State, and building an effective border management system that can allow a State to secure its borders, facilitate legitimate travel and trade, and do its part in the global fight against terrorism, requires coordinated action between many government entities and other stakeholders, such as passport issuing offices, immigration authorities, civil registries, border control agencies, airlines and airport authorities.

18.   This coordination requires structure – and the mechanism for this coordination already exists in Annex 9. Existing Standards require

States to develop national air transport facilitation programmes, and to set up a structure of facilitation committees to implement their programme. However, again the story is familiar – despite the requirement, many States have yet to establish a comprehensive National Facilitation Programme, or the corresponding National and Airport Facilitation Committees. These are fundamental steps in a State's roadmap for TRIP implementation, and for compliance with ICAO SARPs.

19. Beyond national, sub-regional and regional coordination, global cooperation is essential and ICAO is working closely with many international and regional organizations, including other UN entities, INTERPOL, the International Standardization Organization (ISO) and the Organization for Security and Co-operation in Europe (OSCE).

20. ICAO is determined to establish a more systematic approach to assist States in the implementation of Annex 9 SARPs and Doc 9303 specifications, supporting the full deployment of the ICAO TRIP strategy, and to leave no country behind in doing that. But we cannot do it without the support of industry and Member States, whose voluntary contributions to ICAO help make this work possible.

21. The first edition of Annex 9 was adopted in 1949, 70 years ago. The world has changed since then – and so have passports. While we work to leave no country behind, we also have to prepare for the future.

22. Our world today is increasingly digital – so it is very fitting that the Symposium's theme this year is *Bridging the Physical-Digital Document Divide*.

23. As all sorts of things that used to be physical objects have gone digital – can we imagine a future where we will still need to present a physical passport to cross a border?

24. Increasing international traffic volumes are placing pressure on airport passenger facilitation, and the need for secure and trusted traveller identification remains ever present in the face of global turmoil. Taking these challenges into consideration, standardizing an ICAO digital travel credential will be the next frontier.

25. ICAO is already working to do just that context, working with the International Organization for Standardization and a dedicated working group to develop digital travel credentials in order to prepare the humble passport for a digital future.

26. Ladies and gentlemen, there is still significant work ahead for ICAO, States and all involved stakeholders in ensuring that we adapt to meet changing needs, and manage traveller facilitation without compromising security, all while maintaining the remarkable interoperability we have built to date.

27. ICAO is continuing to foster the implementation of the TRIP Strategy worldwide. Symposia such as this are part of that awareness exercise, and I wish to invite you to mark your calendars for the Sixteenth ICAO TRIP Symposium, scheduled for April 2020.

28. In concluding, in this year of the 75th anniversary of the Chicago Convention and 70th anniversary of Annex 9 – *Facilitation*, I wish you all an enjoyable time this week in Montréal and a productive and interesting Symposium.

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