



**Address by the  
Secretary General of the  
International Civil Aviation Organization (ICAO)  
to the ICAO-CTED joint thematic briefing to the**

**“Follow-up to the Committee’s special meeting on cooperation  
in countering the terrorist threat to civil aviation”**

*(United Nations Headquarters, New York, 20 December 2018)*

*Excellencies,*

*Ladies and gentlemen,*

1. On behalf of the International Civil Aviation Organization (ICAO), it’s my pleasure to be here today and to be provided this second opportunity to update ICAO’s accomplishments since the adoption of UN Security Council resolution 2309, in September of 2016.
2. As a result of some very constructive collaboration among governments, industry, and ICAO, our Organization’s *Global Aviation Security Plan* (GASeP) was adopted in November 2017 by the ICAO Council.
3. Resolution 2309 (2016) and the GASeP are cohesive, interlinked documents which elevate aviation security to the highest levels of government and industry leadership attention.
4. Like resolution 2309, the GASeP’s core objective is to reinforce the security of the global aviation sector through the sustainable implementation of preventive measures.
5. The GASeP is a living document which will be periodically reviewed and adjusted, and includes an ambitious framework for enhancing international aviation security over the coming years.

6. By accomplishing the priority actions and tasks identified in its Roadmap of GAsEP the aviation security community will be much better prepared for, and aligned with, resolution 2309.
7. Coinciding with the GAsEP Plan's introduction, we organized regional conferences in cooperation with our Member States to ensure their increased awareness of the GAsEP's aspirational goals.
8. These outreach initiatives also encouraged highest level engagement on the Global Aviation Security Plan's short-, medium- and long-term objectives.
9. ICAO has also been continuing to organize sectoral events in parallel with the GAsEP's dissemination and uptake, and just last month the security of global air transport operations took several more important steps forward during our first ever Aviation Security (AVSEC) Week in ICAO's history.
10. This five-day event was dedicated to understanding the current state of aviation security and enabled participants to explore a range of future avenues for its progressive and sustainable enhancement.
11. The first day brought together a select group of key policy and decision makers from regulators, law enforcement and industry, to participate in roundtable discussions and interactive dialogues.
12. These interactions served as a very helpful catalyst for renewed collaboration among all concerned, notably with respect to AVSEC technologies and innovations.
13. The second and third days of AVSEC Week 2018 focused our attention on recognizing and overcoming barriers to sharing information, enabling participants to delve into what the 'Need to Know' means for aviation security from a variety of perspectives.
14. AVSEC Week concluded with the Second ICAO High-level Conference on Aviation Security.
15. Its 500 delegates produced a Communiqué reflecting recommendations for new security standards and strategies, and these will now be reviewed by the 40th Session of the ICAO Assembly next September.

16. States in attendance at the High-level Conference reaffirmed their strong support for the GAsEP, inclusive of its Roadmap and Effective Implementation targets.
17. To support the continued implementation of the GAsEP Roadmap under ICAO's guidance and leadership, we have created information tools aimed at expanding access to the ICAO Risk Context Statement (RCS).
18. These also provide an important foundation with respect to State and Stakeholder efforts to develop their own risk assessment.
19. We have also evaluated our Risk Management Workshop, under which nine train-the-trainer sessions were held in locations around the world in 2018.
20. Every region now has qualified Workshop instructors at their disposal, and the workshop itself is ready for presentation in all six ICAO official languages.
21. We will begin scheduling the workshops in 2019.
22. Additionally, in fulfilment of the associated GAsEP Roadmap task, the AVSEC Panel Working Group on Training developed a Toolkit on Enhancing Security Culture.
23. The Toolkit received high praise from governments at AVSEC Week 2018, and our Regional Officers will commence its global distribution in 2019.
24. We should also take note of the aviation security conventions adopted under the auspices of ICAO – most recently the 2014 *Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft* (Montréal Protocol of 2014).
25. Of further and considerable relevance was the coming into force on 1 January of this year of the *Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft* (Beijing Protocol of 2010).
26. Additionally, on 1 July, the *Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation* (Beijing Convention of 2010) came into force.

27. Both the Beijing Convention and the Beijing Protocol have been the result of collective efforts on behalf of the international community to modernize the aviation security legal framework.
28. By criminalizing acts which constitute new and emerging threats against civil aviation, including certain preparatory acts which can lead to such offences, these instruments will strengthen both the capacity of States to prevent them, and their ability to prosecute and punish those who commit them.
29. The Convention and the Protocol will also provide important support to the United Nations Global Counter Terrorism Strategy, namely by enhancing the global treaty regime on counter-terrorism.
30. The ICAO Assembly, through Resolution 39-10 (2016) has urged all of our Member States to sign and ratify these two instruments.
31. One of the most important elements in resolution 2309 (2016) encouraged the prioritized implementation of an Advance Passenger Information, or 'API' system.
32. This is part of the ICAO Traveller Identification Programme, also known more commonly as the 'ICAO TRIP' strategy, which has been recognized for its important contributions to Security Council resolutions 2178, 2309, 2368 and 2396.
33. ICAO Doc 9303, which contains the specifications supporting globally interoperable Machine-Readable Travel Documents, or 'MRTDs', is another critical global resource in this respect.
34. Border security enhancements such as API have a direct intersection with aviation security.
35. It capitalizes not only on MRTD implementation and functionality, but also upon the increasingly comprehensive repositories of stolen or lost travel document information, including Interpol's Stolen/Lost Travel Document (SLTD) database, as well as other terrorist-related databases.
36. The requirement to establish an API System was reflected in the most recent International Civil Aviation Convention amendment to ICAO Chicago Convention Annex 9, and became applicable on 23 February 2018.

37. Yet despite its status as a full ICAO Standard, and the resolutions I just mentioned which urge States to take action, we are still faced with the challenging reality that many States have not yet introduced API systems.
38. It is important to note in this regard that API Systems will streamline border processes for the vast majority of legitimate travellers.
39. It will also enable the more effective targeting of resources to mitigate threats, especially relating to terrorist movements, and as such could also be considered for other modes of transport.
40. At this point I would like to draw attention to one of the most pressing topics for the aviation security and facilitation community, and an important aspect for today's briefing.
41. I am speaking of course about Passenger Name Record or 'PNR' data.
42. We are all aware that Security Council resolution 2396 calls on Member States to develop the capability to collect, process and analyse PNR Data in furtherance of ICAO standards and recommended practices.
43. They must also ensure PNR data is used by and shared with all of their competent national authorities.
44. Furthermore, 2396 calls upon Member States, the UN, and other international, regional, and sub-regional entities to provide technical assistance, resources and capacity building to Member States in order to implement PNR capabilities.
45. It also encourages Member States to share PNR data in order to detect foreign terrorist fighters returning to their countries of origin or nationality, or when they attempt to travel or relocate to a third country.
46. In light of this, I would like to stress the importance of all Member States working with ICAO to establish a standard relevant to the collection, use, processing, and protection of PNR data.
47. In the meantime, ICAO stands ready to contribute appropriate expertise and institutional knowledge of API and PNR towards the planned project initiated by UNOCT.

48. This initiative focuses on enhancing Member State capacities to prevent, detect and investigate terrorist offences and related travel by assisting them with the development of the appropriate legislation, establishing the systems, and using relevant message transmission standards for API and PNR Data exchange.
49. We look forward to our continuing cooperation with UNOCT and CTED on this important initiative.
50. With reference to international cooperation in counter-terrorism, I am also happy to announce that, in order to meet the requirements of resolution 2309, the Arrangement on Cooperation between ICAO and UN CTED was signed this past May.
51. This will greatly assist our shared efforts to ensure alignment of resolution 2309 and the GAsEP, and ICAO continues to support CTED's mission by providing experts to participate in assessment missions.
52. Additionally in regard to joint actions, both organizations support the other's activities by participating in various special meetings, working groups, workshops, training projects, and seminars, and ICAO has also contributed to the development of important new compendiums on biometrics and critical infrastructure protection.
53. Our Organization continues to closely cooperate with other UN organizations toward additional benefits of this nature, notably in this context:
  - the UN Office of Counter Terrorism (UN OCT);
  - the Office on Drugs and Crime (UNODC);
  - the International Organization for Migration (IOM);
  - and INTERPOL.
54. All of these relationships have helped to improve global responsiveness to terrorist threats, cooperation on risk mitigation activities, and the exchange of helpful advice, information and resources in the areas of aviation security, facilitation, and border control.
55. ICAO has also taken an active role in the implementation of the United Nations Global Counter-Terrorism Strategy.

56. To ensure its effective and coordinated inter-agency implementation, we signed the UN Global Counter-Terrorism Coordination Compact and are currently finalizing an Arrangement of Cooperation between ICAO and UN OCT.
57. And while inter-agency cooperation brings tremendous benefit to our agencies and objectives, we must also remain aware that cooperation among our organizations will be insufficient without the support of our Member States.
58. Governments today must be equally willing to cooperate and share information with each other in order for our goals in this area to be achieved.
59. In conclusion, ladies and gentlemen, I would like to reassure you that ICAO will continue to demonstrate its leadership in all matters pertaining to global aviation security policy, regulation, standardization, assistance, training, and auditing.
60. In closing, I wish to thank the UN Counter-Terrorism Committee and CTED for their invaluable support in the implementation of resolutions 2309 and 2396 towards countering terrorist threats to civil aviation, and moreover towards countering global terrorism.
61. Thank you.