

**NOVENA REUNIÓN DEL GRUPO DE EXPERTOS EN ASUNTOS POLÍTICOS,
ECONÓMICOS Y JURÍDICOS DEL TRANSPORTE AÉREO (GEPEJTA/9)**

(Asunción, Paraguay, 13 al 15 de marzo de 2002)

**Cuestión 14 del
Orden del Día:**

**Implementación del Plan Modelo de la OACI sobre el Programa
Nacional de Facilitación en los Estados miembros**
Tarea No. 12 de la Secretaría y 8 del Comité Ejecutivo

(Nota de estudio presentada por IATA)

“Programas de Facilitación en los Estados Miembros”

A continuación, se presentan los puntos de vista de IATA, en relación a la Facilitación. Por razones de tiempo, no se alcanzó a producir el documento en idioma Español.

Speaking Points Related to Facilitation

1. Facilitation vs. National Security Concerns

Many States are reacting to the events of September 11th by implementing stringent policies to strengthen border and territorial security – either in fact or in perception. It is vitally important to remember that effective facilitation measures including, but not limited to, effective risk assessment, information exchange and cooperation between governments and commercial, can enhance enforcement capabilities while ensuring unimpeded movement for the vast majority of travellers who pose no security risk.

2. Risk Assessment

Both ICAO's Annex 9 and the World Customs Organisation's Kyoto Convention call on States to develop methods which allow the authorities to focus their available human resources on individuals and cargo shipments that might pose a risk to national interests. By implementing such measures effectively, States are able to facilitate the travelling public and commercial shipping community while, at the same time, increase their ability to identify and interdict illegal activities.

3. Information Exchange

Many States have developed programs under which they station immigration officers in offshore locations to provide direct assistance to airlines and other transport operators in the identification of improperly documented travellers. Others have implemented programs that strengthen the ability for government and airline officials to exchange intelligence information related to the suspected or known movement of illegal migrants. We support both of these initiatives as effective measures to control the movement of improperly documented travellers, and encourage States to develop such measures unilaterally or in cooperation with others.

4. Cooperation between States and Airlines

In seeking to develop greater capabilities to reduce illegal migration, many States are building systems, such as Advance Passenger Information (API), that require airlines and other commercial entities to take on vast enforcement responsibilities on behalf of the State. In fact, in many cases, airlines are being required to act as immigration officers and to make determinations as to a passenger's ultimate admissibility to the destination State's territory.

We believe that such measures, particularly as recently imposed by the United States, while taking advantage of the industry's abilities to assist in certain passenger identification activities, go far beyond what should be considered a cooperative effort. We believe that States, when seeking to make use of automation for passenger or goods clearance processes, should recognise the very real concerns and limitations of airlines in respect of such enforcement activities. The airline industry has the ability to assist governments in their efforts to reduce illegal travel, and has demonstrated its willingness to become involved, when approached in the spirit of partnership and cooperation.

5. Automation and Travel Documents

One of the key developments in assisting in facilitating the flow of travellers has been the proliferation of machine-readable travel documents (MRTD). States, seeking to tie border inspections to national databases, are using automation to speed the process and to ensure the accurate capture of passenger details. IATA strongly supports the concept, and encourages all States to begin issuing MRTD's that comply with ICAO's Document 9303 at the earliest possible opportunity.