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Excellencies, members of the panel, distinguished invitees, ladies and gentlemen, it gives me great pleasure to contribute to this important discussion and provide the IATA perspective on the partnership frameworks for developing capacity on migration.

Today I will speak about the initiatives the airline industry is taking to support the governments and society to end the misery of human trafficking.

IATA compliments states for coming together in the Global Compact for Safely Orderly and Regular Migration. This important framework fosters international cooperation among all relevant actors and put in evidence that migration is a multidimensional reality and as such requires a multidimensional approach and a multi-stakeholder partnership.

In my presentation I would like to show how aviation can support the delivery of the objective number 10 of the Global Compact to prevent and eradicate human trafficking in the context of international migration.

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The Global Compact recognizes that migration is a defining feature of our globalized world connecting societies within and across all regions, making us all countries of origin, transit and destination.

Globalization is extremely important to aviation that seeks a world with open borders for people to travel and trade to flourish. Aviation industry calls itself to be the “business of freedom” that liberates people to live better lives.

The vital connectivity provided by aviation is a force for good, connecting businesses to markets, reuniting families and friends and facilitating tourism and cultural exchange.

The fact is that the global air transport system can also be misused by criminals to facilitate the trafficking of men, women and children.

Beneath the surface of easy-access and global connectivity, there is evidence that traffickers are using aircrafts to convey victims.

Human Trafficking is not only highly profitable and not easy to be discovered but research evidenced that it actually serves as a cash generator to finance acts of unlawful interference against civil aviation.

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In their efforts to identify victims, governments and law enforcement authorities around the world are increasingly looking for customer-facing staff throughout the transport sector (including airlines) to be trained in human trafficking awareness and reporting.

Once trained, staff may be asked to be an additional set of “eyes and ears” to help prevent human trafficking.

Now our position is that while the provision of training on spotting human trafficking indicators is critically important, on its own it’s not enough.

That’s why IATA has launched the following multi-stakeholders approach:

First of all we have issued a political commitment with the **IATA Resolution**. This resolution, approved unanimously by more than 290 airlines, denounces human trafficking and commits the airline industry to join forces in the fight and support state authorities.

This includes urging airlines to implement a policy on human trafficking and to train relevant staff in awareness and reporting.

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Second we have set out our #Eyesopen campaign that aims to raise global awareness on the extent of human trafficking in aviation. This includes an animated film and infographics, leaflets, and other resources that can be used to raise the profile of the issues.

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Third we issued policy guidance and training material. We need airlines to understand what to do in terms of developing internal policies and procedures.

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We provide airlines with practical tools such as virtual training modules. The IATA training illustrates common indicators of trafficking that aviation

employees may encounter, and how to immediately report suspected trafficking cases to law enforcement. This module can be integrated into airlines' initial or recurrent training for flight attendants, pilots, customer facing staff, and other air carriers' personnel.

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Fourth... our airlines need to understand with law enforcement in each country where reports of suspected trafficking incidents can be made – especially where these are inflight.

Finally we reached out to governments and international organizations such as IOM, the UNODC, the UNOHCHR, ICAO, the Bali Process and others, to coordinate activities and exchange expertise.

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There is also an advocacy element to IATA's work. It is no good for governments and law enforcement to ask for the help of airline staff that are trained in human trafficking awareness, if they do know to whom or where to report suspicions.

Therefore, working through its worldwide country offices, IATA has researched the policy in place should air crew have suspicions of trafficking during a flight or if ground-based crew become concerned at a given airport.

Knowing to who report, how and when is for our airlines critically important. Sometimes aviation is the last leg before a victim disappears for-ever.

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In our efforts, we have engaged with more than 90 governments in the world.

Only two states reported to having legislation framework and reporting protocols in place for airlines.

In this scenario, without proper legislation framework, reporting suspected victims would only be a tick box exercise.

This is an example of where the private sector can help develop partnership frameworks, and support consultative processes on migration issues. In this case, the aviation industry holds significant convening power, with

connections to corporate bodies, training authorities, governments, and the travelling public – all of whom need to cooperate in order to tackle human trafficking in the skies as well as on the ground.

Conclusions

At this point, in ending my brief presentation, the message that I want you to take away is the following:

IATA is the “business of freedom” and we want to be a model for how other industries can approach human trafficking - we want to work with governments, regulators and law enforcement to deliver results and in the spirit of increased coordination and exchange.

Our initiative wants to be a tool - which we are putting in the hands first of all of our members then of authorities.

But we also recognize that there is only so much that the aviation industry can do to help prevent trafficking.

We cannot manage anti- trafficking alone, we must do it in partnership and prioritizing capacity development actions where the threat of trafficking is higher.

The vigilance and professionalism of airline and aviation staff can save more people from becoming victims of this horrendous crime.

For this to happen there is a need for a comprehensive approach linking policy to procedures.

Thank you.