

ICAO **TRIP** MAGAZINE

NEWS AND FEATURES ON TRAVEL DOCUMENT AND IDENTIFICATION MANAGEMENT ISSUES - VOL.11 - NO.1

2016

THE BIGGER PICTURE

TRAVELLER IDENTIFICATION



IN THIS ISSUE:

REGIONAL FOCUS:
EUROPEAN EFFORT
CROSS-BORDER RECOGNITION
RISK-BASED TRAVEL FACILITATION
FOREIGN TERRORIST FIGHTERS
IMPROVING MIGRATION MANAGEMENT



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TECHNICAL ADVISORY GROUP ON MACHINE READABLE TRAVEL DOCUMENTS (TAG/MRTD)*

Member	Nominated by	Member	Nominated by
Ms. A. Moores	Australia	Ms. G.M. Keijzer-Baldé	Netherlands
Mr. M. Myre	Canada	Mr. D. Philp	New Zealand
Vacant	Chile	Mr. J. Wariya	Nigeria
Mr. W. Xiaobo	China	Vacant	Portugal
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Mr. J. Nugent	Ireland	Mr. A. Brown	United Kingdom
Mr. A. Endo	Japan	Mr. M. Holly	United States
Mr. B. Poletti	Luxembourg		

*The above listing includes the Members of the TAG/MRTD as of April 2016. In accordance with ICAO State Letter EC 6/8 – 16/48 dated 3 June 2016, all ICAO Member States and select international organizations were invited to nominate qualified and experienced experts to sit as Members and Observers of the **new Technical Advisory Group on the Traveller Identification Implementation Programme** (TAG/TRIP).

The deadline for receiving nominations has passed, the new Membership of TAG/TRIP will be published shortly.

OBSERVER ORGANIZATIONS

Airports Council International (ACI)
International Air Transport Association (IATA)
International Criminal Police Organization (INTERPOL)
International Labour Organization (ILO)
International Organization for Standardization (ISO)
Organization of American States (OAS) – Inter-American
Committee against Terrorism (CICTE)
Organization for Security and Cooperation in Europe (OSCE)
United Nations (UN)



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INTRODUCING THE ICAO TRIP MAGAZINE!



✈ Three years ago, in a move that expanded ICAO leadership on the existing Machine Readable Travel Documents (MRTD) Programme to reflect the actual, bigger picture, ICAO's 38th General Assembly approved the new ICAO Traveller Identification Programme (TRIP) Strategy.

Throughout the current triennium, as we continued to assist with building capacity and strengthening regulatory frameworks, we took further steps to guide Member States on TRIP Strategy implementation to assist them in uniquely identifying individuals.

At the upcoming 39th ICAO Assembly that will be held in Montréal in September, States will be asked to endorse both the progress that has been made since implementing the ICAO Traveller Identification Programme Strategy as the global framework for strengthening the reliability and security of travel documents, and the need for a global ICAO TRIP roadmap.

We've changed the name of the MRTD Magazine to **ICAO TRIP** to reflect the wider-reaching components of a strategy on traveler identification management that includes MRTDs. Our mandate has not changed — we're using this platform to share information with the ultimate goal of enhancing both civil aviation security and facilitation worldwide.

We were encouraged when the joint communiqué of the G7 Foreign Ministers' Meeting (which was held from 10-11 April 2016 in Hiroshima, Japan) emphasized the need for working within the ICAO framework when they issued the following statement: *"...We also express support for International Civil Aviation Organization (ICAO)'s Traveller Identification Program (TRIP) and efforts to deter the use of fraudulent travel documents..."*

Reflecting the increasing international concern about aviation security and facilitation, UN Security Council Resolution 2178 (2014) asks that States take certain steps to address the Foreign Terrorist Fighters (FTF) threat, steps that include preventing suspected FTFs from entering or transiting their territories, and calls upon Member States to require airlines operating in their territories to provide Advance Passenger Information (API) to the appropriate national authorities. ICAO has long recognized the benefits of API as a tool for effective and efficient border control.

Though ICAO Annex 9 Standards require States that use API to adhere to international recognized standards for the transmission of API data, ICAO Standards do not currently oblige them to set up API

systems. In April of this year, as a consequence of Resolution 2178, ICAO's Facilitation Panel, recommended that API systems should be mandated in ICAO's Annex 9, a recommendation that will be considered by the ICAO Council in early 2017.

Two of the articles in this issue are dealing with one of the biggest issues affecting international travel security today — the threats posed by the movements of the Foreign Terrorist Fighters who use forged or fraudulent documents to cross borders. What these movements have taught us is that travel document security isn't just centered around the travel documents, it calls for secure, reliable border systems and management systems that can accurately verify individual identities.

This issue of the TRIP magazine has a European Regional focus. The article on the Frontex Future of Border Checks Conference points to how the various stakeholders in travel document and border security represent a broad spectrum with evolving, inter-connected needs. The two articles from the European Union highlight the need for international organizations and States to work together to facilitate border trust and security in the ways identities are verified.

In shaping our global vision for TRIP Implementation, we are working to bring funding and technical expertise to States in need of assistance. In this edition we look at how the International Organization for Migration is improving migration management and building capacities, in support of the TRIP Strategy in Africa, through research, development, advocacy and partnerships.

As we work towards establishing a framework for providing technical assistance to States, we will continue to encounter challenges with implementing the TRIP Strategy in all Regions. TRIP Seminars were recently held in Kenya and Iran, events that bring us positive developments and encouraging successes.

We wrap things up back in Montréal with an article summarizing the main outcomes of the first meeting of the Technical Advisory Group on TRIP (TAG/TRIP/1), previously known as TAG/MRTD, which was held at ICAO Headquarters in the spring.

Working together is key and this magazine is a forum for sharing. By bringing together regulators and industry we can ensure the systems that are being developed, maintained and operated are in compliance with ICAO standards and specifications. Moving forward, in support of this initiative, we would like to welcome your feedback and suggestions for articles we can feature in future issues. We want to hear from States and industry about the challenges and developments you are working on — please direct your contributions and comments to ICAOTRIPmagazine@icao.int. The 12th TRIP (former-MRTD) Symposium will be held in Montréal from 15 to 17 November 2016 — mark your calendars! Until then — happy reading! ■



HIGHLIGHTS OF THE ELEVENTH SYMPOSIUM

✈ Sound, comprehensive identity management was emphasized throughout the 11th ICAO Symposium and Exhibition on Machine Readable Travel Documents as the foundation for secure travel documents. The Symposium, which was held from 14 to 16 October 2015 at ICAO Headquarters in Montréal, brought assurance that the five key elements of ICAO's Traveller Identification Programme (TRIP) Strategy remains a global priority.

As the fundamental reasons for the mechanics of deploying a passport programme were made clear, Member States were encouraged to take full advantage of ePassport technological tools.

During the previous year's 10th MRTD Symposium that closed a decade of Symposia, we began to see through the crossroads of travel document and identity management and, more importantly, we choose the right direction for the future, which was moving from an MRTD-centered outlook to the more holistic ICAO TRIP Strategy.

This year's Symposium centered around the clearer and more comprehensive vision that TRIP entails and demands. Stated simply, TRIP is the strategy that brings all of the pieces of the

travel document continuum into harmony, enabling enhancement of the passenger travel experience for the next decade and beyond.





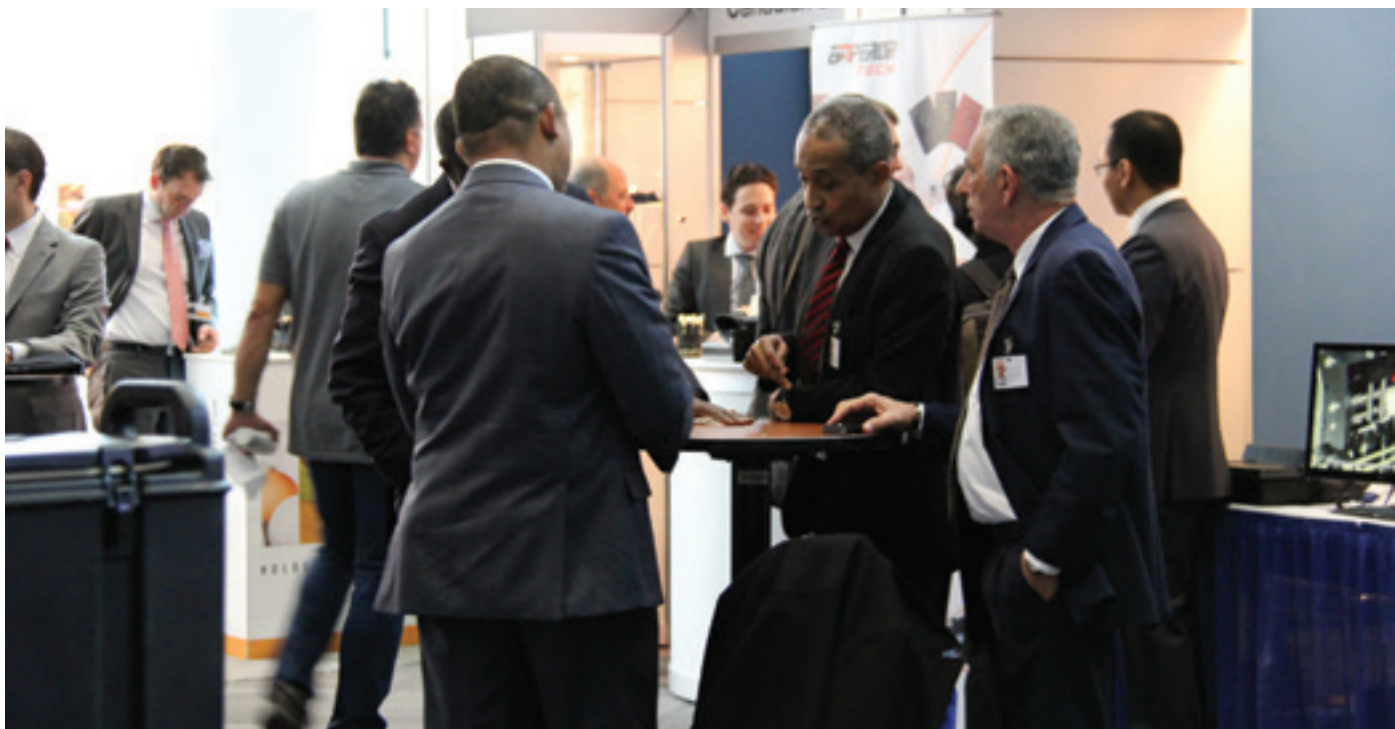
As a framework for the management and administration of traveller identification, the TRIP Strategy seeks to tie all of the elements together as complementary companions, not unrelated, disparate activities. TRIP, in its entirety, oversees all of the elements associated with travel document security and facilitation, the developing and expanding nature of machine readable travel documents, and of special focus in Symposium, the foundational integrity and the proper inspection of those documents in the broadest sense of border control and management.

With the trust and confidence that Member States seek and rely upon, the ICAO TRIP Strategy provides international, regional and State-level policy, programme and implementation direction. The 2015 Symposium gave us a new takeaway message: the concentration on TRIP; the complex and practical challenges facing traveller identification; and the numerous interdependencies involved drove the Symposium to be future oriented.

While the information shared had many layers and contours, the following points summarized the discussions:

1. Travel document achievements are enabled by the spirit of international cooperation regardless of the State we come from – ICAO Doc 9303 *Machine Readable Travel Documents* – presents the MRTD specifications in a single, unifying language. In speaking on cooperation, the Symposium highlighted the special public/ private sector partnerships that enable solutions in the MRTD field to be realized.
2. Risk management, emphasizing reliable information assessment and analysis, is essential for strategic and operational decision making.
3. The expanded use of technology and the benefits innovation brings are fundamental to successfully managing border integrity effectively and efficiently. Nowhere is this more apparent than in aviation, where traffic levels are expected to double in the next 15 years.
4. The core principles of identity management must at all times guide our work.
5. The realities of identity management in a fast-evolving world that includes the expectations of the public as travel document customers, calls upon the travel document community to anticipate change, and to be responsive and adaptive.
6. With the growing recognition that robust machine readable travel documents are fundamental to globalization, initiatives such as UN Security Council Resolution 2178, and others that may follow, look toward MRTDs as a necessity.
7. Aspirations are important, but full implementation is essential. ICAO welcomes acknowledgement of the benefits offered by ePassports; the need for comprehensive examination of travel documents at borders using automated methods; the benefits

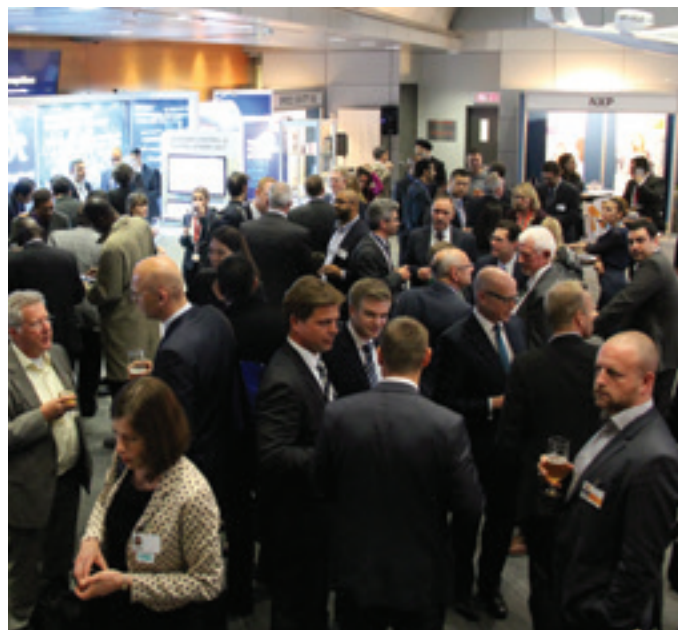




of membership in the ICAO PKD; and the priority that must be given to making full use of the ICAO PKD in implementing border controls. This is a call for action.

8. In stressing implementation, we cannot overlook the urgent need for capacity building and technical assistance for States in need. Mobilizing assistance is the key proposition of ICAO's "No Country Left Behind" Campaign.

Throughout the 2015 Symposium, building trust in travel document security was an issue of overriding importance. The MRTD Symposium, which was attended by over 500 participants representing 86 States and 18 International Organizations, reinforced both the importance of having a holistic traveler identification management foundation and the interdependent elements of the ICAO TRIP Strategy, adding greater momentum to our collective efforts in ensuring continued success in the years ahead. ■



The realities of identity management in a fast-evolving world that includes the expectations of the public as travel document customers, calls upon the travel document community to anticipate change, and to be responsive and adaptive.



12th Symposium and Exhibition on ICAO TRIP

Strengthening Aviation Security Through Improved Traveller Identification

ICAO's Twelfth Symposium and Exhibition on the Traveller Identification Programme (TRIP) will take place from 15 to 17 November 2016 at ICAO Montréal Headquarters. The Symposium will address the TRIP Strategy, MRTD standards and best practices, document security, identification management and related border security issues.

The ICAO TRIP Symposium will assist Member States in implementing ICAO MRTD specifications and related ICAO Standards and Recommended Practices (SARPs). The Symposium will specifically address the needs of States to further enhance the integrity of the passport issuance process and

ensure robust identification management in order to maximize border security and facilitation benefits.

Symposium speakers and facilitators include top experts in the field, policy makers, senior managers, practitioners and researchers from many relevant ICAO, ISO and other international organizations working groups.

Please be sure to visit the ICAO website at:
<http://www.icao.int/Meetings/TRIP-Symposium-2016>



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ABOUT BELINDA PYKE

She is the Director for Migration and Mobility at the European Commission (EU) and was one of the presenters in the opening session of the 11th Symposium and Exhibition on Machine Readable Travel Documents (MRTDs) that was held at ICAO Headquarters in Montreal from 14 to 16 October 2015. Her speech has been adapted for inclusion in this issue because of its regional focus.

✈ ICAO's 11th MRTD Symposium brought together government officials, international organizations and industry for a united purpose: to support the ICAO TRIP strategy as a comprehensive approach to identifying travellers; to learn from each other and to work on common ways to further facilitate traveller identification.

The European Union (EU) has observer status in ICAO and actively participates and contributes to ICAO efforts to attain interoperable standards for travel documents around the world. This is not only necessary within the aviation security framework, but also for travel documents and border security.

Within the EU, the threat of terrorist attacks has focussed attention on the movement of Foreign Terrorist Fighters and others who would do us harm, whether they are our own nationals or those of other countries, who are coming in and out of our regions. We have seen a massive movement towards the EU of asylum seekers and others. According to Frontex, there were over 700 000 irregular border crossings into the EU and the Schengen Associated States in the first nine months of 2015; three and a half times more than the previous year. Frontex also indicated that there is an increased misuse of Syrian passports since many migrants have claimed to be Syrian in order to have a higher chance of getting refugee status.

Effective management of its borders has become a top political priority for the EU, for security and migration management reasons. While we need to ensure we control our borders, we also need to ensure they do not become barriers to those with a legitimate reason for crossing them.

The EU and its Member States share responsibilities in policy initiatives that include updating approaches to integrated border management and travel document security. There is EU level competence on a common visa policy (short stays of 90 days within any 180 day period), and on the minimum security features and biometrics for passports and documents issued to third country nationals. Our Member States are competent for breeder/source documents as well as for the issuing procedures, the lay-out and design of passports, and the implementation of the common legislation on document security.

EU legislation on security features and biometrics for passports complies with ICAO standards. We also promote these standards in the framework of our negotiations with third countries on visa liberalisation and visa-free access to the Schengen area.

As we face similar threats and challenges, international co-operation, mutual trust and globally interoperable standards are crucial. The EU is responsible for legislation on issuing secure travel documents that include biometrics, as well as for the Smart Borders Package, which covers important parts of the identity chain: issuance and control of identity and travel documents. The Smart Borders Package should facilitate border crossing for persons holding secure biometric travel documents and register their entry and exit to and from the EU. It will allow us to identify overstayers and contribute to better migration management.

WHAT IS THE SMART BORDERS PACKAGE?

The "Smart Borders" Package was proposed by the Commission in February 2013, following the European Commission (EC) Communication of February 2008 that suggested the establishment of an Entry/Exit System and a Registered Traveller Programme.

It aims to improve the management of the external borders of the Schengen Member States, fight against irregular immigration and provide information on overstayers, as well as facilitate border crossings for pre-vetted frequent third country national (TCN) travellers.

After addressing the technical, organizational and financial impacts and features of the proposed Smart Borders system, Member States and the European Parliament (EP) identified a two-stage implementation plan that included study and testing phases:

- On October 2014 the Technical Study was completed.
- The testing phase took place in 12 States at 18 air, sea and land border crossing points. It involved nearly 58,000 third country national travellers and about 350 border guards. Testing was completed in November 2015.
- From July to October 2015 the Commission launched a public consultation of the Smart Borders Package, inviting all citizens (EU and non-EU nationals) and organizations to contribute. They prepared an Impact Assessment.
- On 6 April 2016 the Commission adopted a revised legislative proposal for Smart Borders that includes: a Regulation for the establishment of an Entry/Exit System and a proposed amendment to the Schengen Borders Code to integrate the technical changes needed for the Entry/Exit System.

We all know that secure documents depend on a reliable and solid identity infrastructure. The identity chain starts with verifying the authenticity and integrity of breeder documents at registration and finishes with checking the identity of the document holder at the control environment, which is usually at the borders.

If there is a problem in one element of the identity chain, it will have an impact at all other stages. For instance, if the travel document is issued on the basis of a falsified birth certificate, a border guard will not be able to identify the person correctly since the passport is authentic, but it has been issued to the wrong person.

While we need to ensure we control our borders, we also need to ensure they do not become barriers to those with a legitimate reason for crossing them.

This is a common challenge that we all face: correctly identifying a person at control. With the increased implementation of automated border controls, we face more difficulties to identify persons correctly. We may have to re-think our business processes when we face threats like the morphing of images (when two images are "morphed" into one and both persons successfully pass the automated border control as parts of both faces are recognized) or the spoofing of fingerprints (with rubber fingerprints).

In a word, there is one core element which relates to all components of the process and the TRIP Strategy: TRUST!

- How can we ensure that we **trust** the breeder documents issued by a country and then **trust** that an authentic passport is issued to the rightful person?
- How can we build **trust** among States so that when border guards read the documents at the border, they can **trust** the document itself and its certificates?



Smart Border Automated Border Control (ABC) eGates

The European Commission provides financial support to the EU Member States that become members of the ICAO Public Key Directory (PKD) and we are currently, inspired by ICAO, running a pilot project on a "Schengen Masterlist" in order to facilitate the exchange of certificates within the Schengen countries for use at the borders.

We are still facing difficulties with the exchange and verification of fingerprint certificates within the EU. Though Member States are obliged to store two fingerprints on the passport chip during the issuance process, so far there is no legal obligation for Member States to read fingerprint data at the border.

The infrastructure, the Single Point of Contact (SPOC) for the exchange of certificates to access fingerprint data is in place, but our Member States seem hesitant to exchange real data to enable border control officers to read fingerprints.

So far, the system already works for the Visa Information System, when visa holders from outside the EU are checked at the border with their fingerprints against the logged file in the database. However, Member States seem to be more hesitant regarding the fingerprints of their own citizens, even though it would be an easy and quick way of establishing the person's identity in case of doubt.

We can only build trust by working more closely together and adopting the same measures; this is why ICAO plays an important role in creating globally interoperable standards.

An example of one of our successful partnerships with ICAO occurred during the ICAO MRTD Regional Seminar that was held in Madrid in June 2014. We carried out conformity and interoperability/crossover tests in relation to the ICAO Supplemental Access Control (SAC) digital protocol, which is mandatory for all new European travel documents issued as of December 2014. We achieved some good results but also learned that there is room for improvement, mainly on the side of inspection systems.

While we fully cooperate in sharing/uploading our future Schengen Masterlist, another area where the EU and ICAO are moving forward together is the EU laissez-passer travel document that EU civil servants use when travelling on official business. EU Member States adopted legislation in late 2013 requiring inter alia that the new document will be machine readable and compliant with ICAO standards. The European Union will apply to join the ICAO PKD; our aim is that you trust our Laissez-passer by recognising it for travel to your States.

Only by working in close cooperation and with mutual trust can we achieve a reliable identity chain, which will facilitate travel but also render it more secure and helps us to meet our future challenges. ■

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FOREIGN TERRORIST FIGHTERS AND PASSENGER DATA



ABOUT CHRISTOPHER HORNEK

He is a Manager for Aviation Security and Facilitation at IATA, where he promotes harmonized passenger data exchange programmes. From 2003-2015 Christopher was with the Organization for Security and Co-operation in Europe (OSCE), where he served in different positions in Turkmenistan, Uzbekistan and as Travel Document Security (TDS) Programme Manager in the Action Against Terrorism Unit.



Preventing the movement of Foreign Terrorist Fighters is a complex global challenge that requires policy harmonization and an increased willingness to share information. To counter the threat, UN Security Council Resolution 2178 calls for the implementation of robust border management measures worldwide, including the use of passenger data by States. IATA is supporting the work of ICAO in developing standards for passenger data exchange in co-operation with States and the World Customs Organization (WCO), and also provides capacity building to support passenger data exchange programmes that are implemented in-line with these standards.

Foreign Terrorist Fighters (FTF) are not a new phenomenon. The modern era has seen a number of conflicts attracting FTF, not just because the borders in many States with conflict zones are more accessible than other zones, but because of the sectarian, religious and ethnic nature of conflicts, and because the international community is not able to end them.

Terrorism experts have established five points in the FTF cycle: (1) deciding to join the fight, (2) travelling to the conflict zone, (3) fighting, (4) returning to the country of origin or another territory and (5) plotting terrorist attacks with the use of the newly acquired combat tactics or other specialized skills. Clearly, the role of passenger data, and of border security in general, affects the departure and eventual return travel of FTF.

Preventing departure is vital, since the role of foreign fighters in fueling conflict should never be underestimated. In addition to being exposed to weapons and explosives training, FTF will have been exposed to a terrorist logistics network covering travel, funding and recruitment. Preventing FTF return to countries of origin, or third countries, to commit terrorist acts is equally important. The most recent terrorist attacks in Paris, Brussels and Germany, underscore how terrorism is being exported from conflict in other countries.

Travel to and from conflict zones can take place in various forms of transport, including by air, sea and land. In traveling to and from conflict zones, FTF often choose indirect or "broken" travel routes that combine means of transport and itineraries. In some cases this travel is supported by underground facilitation networks that can provide false identity documentation. The UN 1267 Committee report "Analysis and recommendations with regard to the global threat from foreign terrorist fighters" (S/2015/358) notes that while air travel is the preferred method for long-range travel, the majority of FTF enter States through land borders.

PASSENGER DATA IN LIGHT OF UNSCR 2178

In September 2014, the UN Security Council passed Resolution 2178 to address the acute and growing threat posed by FTF, including a passage that "calls upon [UN] Member States to require that airlines operating in their territories provide advance passenger information to the appropriate national authorities in order to detect the departure from their territories, or attempted entry into or transit through their territories, by means of civil aircraft of individuals on the UN Al Qaeda Sanctions List." UNSCR 2178 will drive a significant increase

in the adoption and implementation of Advance Passenger Information (API) regimes around the globe in the foreseeable future. API allows authorities to identify people they know about, such as individuals of concern who have been placed on watch-lists like INTERPOL databases.

CURRENT STATUS OF ADVANCE PASSENGER INFORMATION:

- 14 States receive interactive API;
- 41 States receive Batch API;
- 19 States are in the process of implementing API systems; and
- 32 States plan to adopt API or interactive API (iAPI) in the near future.

In support of UNSCR 2178 and preventing the movement of FTF, requests for Passenger Name Record (PNR) data have increased. Governments are interested in PNR because the data can provide information that helps identify people and trends Governments are not aware of, things like suspicious travel patterns or relationships. Governments should bear in mind that PNR is quite distinct from API, and is collected by airlines and travel agencies for commercial and operational purposes only, and in some environments could be limited to a name and flight number. Critically, PNR does not consist of Government validated information, such as the passport details contained in API. PNR exchange is subject to data privacy concerns and legal agreements that allow public-private data sharing across jurisdictions.

Though collecting passenger data provides Governments with a number of national security benefits, the costs for communicating these data are outsourced to air carriers or the passenger through specific fees. IATA's position is that Governments collect passenger data largely for border security and facilitation reasons and as such, should assume the costs for that process, a policy outlined by ICAO's *Policies on Charges for Airports and Air Navigation Services* (Doc 9082). This is the case for API as well as PNR data transfer, which is more expensive than API, due to a potentially larger data-set.

API CAPACITY BUILDING AGENDA

To assist airlines in developing API programmes in line with international standards, IATA is co-operating with the UN Counter-Terrorism Executive Directorate (CTED) and the UN Counter-Terrorism Centre (CTC), as well as with ICAO and WCO, to develop a capacity building work plan. The recommendations contained in the UN Counter-Terrorism Committee "API Gaps Report" (S/2015/377) serve as foundational support for this process, with emphasis placed on facilitating the necessary funding and technical support required to develop and implement systems that align with global standard.

AN OVERVIEW OF THE BENEFITS OF API USE BY GOVERNMENTS:

1. BORDER SECURITY:

API will allow inspection authorities to match passenger lists for flights against watch-lists, including INTERPOL databases.

2. INTEGRATED BORDER MANAGEMENT:

API serves the interest of a number of border security agencies and should be received through a "Single Window", allowing it to be shared with all other agencies having a legal interest in that material.

3. AUTOMATED BORDER CONTROL:

Risk-based, data-driven processing, allows low-risk passengers to be steered through ABC gates.

4. INTERNATIONAL CO-OPERATION:

Requesting and receiving standardized API data sets will facilitate both international data sharing on cross-border movements and analysis.

5. TRAVEL HISTORY AND ANALYSIS:

Standardized API data sets will also facilitate the management of exit/entry/transit history, thereby potentially eliminating the need for paper based embarkation/disembarkation cards.

6. REDUCTION IN INADMISSIBLE PASSENGERS:

Interactive API will result in a clear reduction of inadmissible persons and associated return costs.



API capacity building efforts will be centered on IATA's guiding principles:

- **Alignment and Standardization:**

Airlines, service providers and Governments have invested hundreds of millions of dollars in systems that comply with internationally-agreed standards and messaging formats for API and PNR. To ensure global alignment and harmonization, it is essential that all States developing a new API and/or PNR application align their programme specifications and communication protocols with the standards and best practices agreed and adopted by WCO, ICAO and IATA.

- **Agreed Data Sets:**

The WCO, IATA and ICAO API Guidelines encourage States to require only those data deemed essential in conducting the necessary risk and threat assessment. Further, Standard 3.48.1 of ICAO's *Annex 9* (14th Edition) limits passenger data to those elements that can be retrieved from the machine readable zone on travel documents that are compliant with ICAO's *Machine Readable Travel Documents* publication (Doc 9303).

- **Interactive API (iAPI):**

In order to meet the primary objective of UNSCR 2178, which is to identify and prevent the travel of persons covered by that resolution, it is essential that States considering iAPI vet and respond to passenger data in real time and prior to that person having access to secure airport areas or to aircraft.

- **Single Window:**

States should agree on a single agency as the primary data receiver, which would then be obliged to share that data with all other agencies having a legal interest in that material. This is known as the "**Single Window**" concept, as states in Recommended Practice 4.17.1 of ICAO's *Annex 9*.

CONCLUSIONS

Passenger data clearly contributes to integrated border management by enabling a risk-based data-driven approach to border security. Better control of air borders through passenger data alone will not solve the issue of FTF movement, Governments would also need to institute integrated border management frameworks that allow for inter-agency co-operation and international data sharing covering air, sea and land borders.

The airline industry is ready to play its part. In doing so, IATA would stress that Governments align their passenger data requirements with international standards and also bear the costs for receiving the passenger data from which it benefits. While airlines can provide critical information, if the receiving State is not aware of a threat because a third country has not shared vital information, then the framework of passenger data exchange and border control will not be able to prevent the movement of FTF. ■





ICAO TRIP TRAVELLER IDENTIFICATION PROGRAMME

Course on the Control of the Authenticity and Validity of Travel Documents at Airport Borders – Level 1

ICAO introduces a new Training Package entitled “Control of the Authenticity and Validity of Travel Documents at Airport Borders – Level I”

ICAO introduces a new Training Package entitled “**Control of the Authenticity and Validity of Travel Documents at Airport Borders – Level 1**”.

The purpose of this course is to consolidate the competencies of front-line inspection officers from immigration and border control authorities to **examine travel documents effectively**, allowing them to expedite the movement of legitimate travellers while identifying high-risk individuals.

The four-day course was developed according to a standardized training methodology referenced in ICAO’s *Training Development Guide, Competency-based Training Methodology (Doc 9941)*. This Training Package builds upon ICAO’s leadership in developing travel document specifications contained in ICAO’s *Machine Readable Travel Documents (Doc 9303)*, and in assisting its Member States in strengthening their national traveller identification programme.

Upon successful completion of the course, the trainees will be able to:

- describe the basic elements of a travel document;
- identify the different types of fraud;
- examine a travel document manually and visually to detect whether it is fraudulent or not; and
- examine a travel document using an electronic document reader to detect whether it is fraudulent or not.

CONTEXT

ICAO forecasts that scheduled global passenger traffic will increase from 3.5 billion in 2015 to 6.4 billion by 2030. The increased passenger volume will impact an essential aspect of international air travel: travel document examination. Providing quality and relevant training for carrying out this task is critical for global security, border control and the facilitation of air transport.

This ICAO Training Package (ITP) was developed to assist Member States in implementing the **ICAO Traveller Identification Programme (TRIP)** Strategy, endorsed by the 38th Session of the ICAO Assembly in 2013. The Strategy emphasizes a holistic approach to traveller identification management in order to uniquely identify individuals. It promotes a robust identification management programme, modern secure travel documents and effective border and identity controls that are powerful tools to be used to mitigate and counter threats posed by trans-border crime and terrorism.

By enhancing border security and control at airports, this ITP also assists States in implementing the United Nations Security Council **resolutions related to terrorism, including resolution 2178 (2014) on Foreign Terrorist Fighters**, which calls all States to “*prevent the movement of terrorists or terrorist groups [...] through measures for preventing counterfeiting, forgery or fraudulent use of identity papers and travel documents*”.

TRAINING PACKAGE DELIVERY

Available in English and French, the ITP will be translated into all of the other languages of ICAO.

Member States are invited to host this training course to train their officers by sending an email to aviationtraining@icao.int. Training organizations, which are Members of the TRAINAIR PLUS Programme, can apply to host the course through the TRAINAIR PLUS Electronic Management System (TPEMS).

The development of this ICAO Training Package
was funded by the Government of Canada



PREVENTING THE MOVEMENT OF FOREIGN TERRORIST FIGHTERS



ABOUT THOMAS WUCHTE

He is the Head of Anti-terrorism Issues at the Organization for Security and Co-operation in Europe. Before assuming his duties at the OSCE, he was the United States Special Coordinator for United Nations Security Council Resolution 1540. He has extensive experience in government-to-government, non-governmental, academic and military multilateral cooperation throughout the OSCE region, as well as with regional organizations like the ASEAN Regional Forum (ARF) and the Organization of American States (OAS).



The Organization for Security and Co-operation in Europe (OSCE) takes a comprehensive, three-dimension approach to security that encompasses politico-military, economic, environmental and human aspects. The Organization addresses a wide range of security-related concerns that include arms control, confidence- and security-building measures, human rights, national minorities, democratization, policing strategies, counter-terrorism and economic and environmental activities. The OSCE is comprised of 57 participating States that span the globe, encompassing three continents – North America, Europe and Asia – and more than a billion people.

The OSCE is a regional security organization that works for early warning, conflict prevention, crisis management and post-conflict rehabilitation. An implementer of UN instruments that include ICAO standards, the OSCE's focus areas include the prevention of cross-border movement of terrorists and the use of forged or fraudulent travel documents.

A major issue, if not THE major issue for international and national security at the moment, is the threat posed by so-called Foreign Terrorist Fighters (FTF). FTF are defined as individuals who travel abroad to a State other than their States of residence or nationality to engage in, undertake, plan, prepare, carry out or otherwise support terrorist activity or to provide or receive training to do so.

Many States are concerned about the rising number of people radicalized to violence and traveling to fight or train alongside terrorist groups in conflict and non-conflict areas. The OSCE continues to grapple with addressing the complex set of challenges posed by this threat since FTF can become further radicalized and pose a new terrorist threat to their home or third countries, including transit countries. Everyone involved in civil aviation – whether working in the airline industry, as a governmental official in foreign affairs or immigration, as a front-line officer in an international organization, or for a private company supplying security equipment – has a role to play in preventing the movement of FTF.

Regionally, we support initiatives from the Global Counterterrorism Forum, and the UN Security Council [including the Counter Terrorism Committee and the Counter Terrorism Executive Directorate] that include:

- The prevention of misused travel documents for FTF travel;
- Increased sharing of information; and
- Appropriate screening measures at the borders.

ADDRESSING TRAVEL DOCUMENTS

Since what's key to the international mobility of a terrorist group is being able to circumvent immigration laws and "watch lists" of national authorities and international organizations, many practitioners recognize that travel documents are



as important as weapons. This point was underscored in UN Security Council Resolution 2178, which was subsequently endorsed by the 57 Ministers of Foreign Affairs of OSCE participating States.

For the last decade many OSCE participating States have invested time, money and great expectations in enhanced travel document programmes, and in particular, in machine readable ePassports that employ biometrics. By all accounts, the current generation of ICAO-compliant chip-based machine readable travel documents (MRTDs) are the best and most secure the world has ever known.

But that said, the ICAO Traveller Identification Programme (TRIP) Strategy makes one thing clear: travel document security is about more than the document itself. We need secure and reliable civil registry systems through to integrated border security solutions. Most importantly, these components must not be viewed in isolation, but as an upward and downward chain of events taking into account all those potential weaknesses we know terrorists have sought to exploit in the past.

For that reason, besides the assistance we offer to States in upgrading the technological security features of travel documents, the OSCE is increasingly focusing on national identity management by strengthening evidence of identity, so called breeder documents, civil registry systems and other media that are used to verify and/or validate a travel document applicant's identity.

In addition, the OSCE is underscoring the importance of participating in the ICAO Public Key Directory (PKD) which affords border control authorities with assurance that electronic passports are genuine and unaltered. We have conducted a large number of awareness raising seminars and are now developing workshops to further facilitate participation.

Everyone involved
in civil aviation,
whether working as
a government official...
or as a front-line
officer...has a role
to play in preventing
the movement of FTF.

REGARDING THE EXCHANGE OF INFORMATION

A report to the UN Security Council identified an urgent need to establish effective flows of information at the national and international levels on FTF. Clearly, front-line officers require regularly updated information to conduct effective evidence-based travel risk assessment and screenings.

The good news is that we do not need to reinvent the wheel to create dedicated channels for sharing information on FTF. While there are existing international information exchange mechanisms that can be deployed, the challenge is to use them more effectively.

In addition to sharing their Public Keys via the PKD, States could also make better use of existing multilateral information systems,

such as INTERPOL's diffusion notices and databases, and the EU's second generation Schengen Information system (SIS II) and EUROPOL's Focal Point Travelers. States are also encouraged to share timely Advanced Passenger Information (API) and Passenger Name Records (PNR) so that transit states can take action against suspected FTF.

For that reason, the OSCE promotes real-time access to INTERPOL databases, including Stolen/Lost Travel Documents (SLTD), to enhance integrated border management solutions and hopes to further enhance cooperation with INTERPOL to ensure more OSCE participating States have access to these databases and have the capacity to use them.

The OSCE is also working with ICAO and IATA on promoting the use of API, to engage with Governments to promote awareness of existing international standards and agreed best practices, as well as potential capacity building opportunities.

APPROPRIATE SCREENING PROCEDURES

Unfortunately, a proportion of FTF are not known to authorities before they travel, making it difficult to detect when they enter the international travel system or to provide other States sufficient warning to interdict them en route. FTF may travel to destination countries directly or try to disguise their travel by first transiting through third countries.

All of these high-tech passports and automatic borders will have gaps, unless we have border guards with the skills and capacity to analyse and assess whether a traveller is suspicious or not.

The OSCE offers training for border police and customs officials to strengthen operational and analytical capacities of border management officials to detect forged travel documents. This is done by organizing train-the-trainer courses and donating basic inspection equipment, with a view to enhancing travel document forensic capabilities and building a network of experts to improve international co-operation on the latest forgery methods. In fact, the OSCE has a dedicated Border Management Staff College in Dushanbe, Tajikistan that holds both annual and monthly

staff courses for present and prospective senior managers from border guards, border police, customs, drug control and transnational crime agencies, primarily from Central Asian States and Afghanistan.



WHY IS THIS IMPORTANT FOR THE ICAO TRIP STRATEGY?

Countering terrorism requires strengthening the security of not only travel documents, but also related issuance processes, their inter-linkages to modernized civil registries, and the use of travel documents as part of comprehensive and integrated border solutions. This is the OSCE's comparative advantage to partnering with the ICAO TRIP Strategy.

As an example, in recent months we have actively lobbied and encouraged the 57 participating States and 11 Partners for Co-operation in the OSCE region to respond to the ICAO State Letter regarding the deadline for non-machine readable passports. As a result of our actions, we have helped to reduce the number of non-responses from almost thirty to only four.

The OSCE's 'comprehensive' approach to security fits into the holistic ICAO TRIP Strategy. We have a strong level of cooperation at present and wish to further enhance it by working to promote ICAO standards in the OSCE region, and by using our field presences to develop joint capacity building.

CONCLUSION

The task of bringing all States up to the required level of the ICAO TRIP calls for significant work, and apart from the OSCE, there are a number of organizations involved in this going forward. The key for efficiency of this work is co-ordination. Though ICAO has an important role to play in identifying and co-ordinating pertinent capacity building needs with our constituents and partners, the end-goal is to provide tailored collaboration at the most local level by capitalizing on our extensive OSCE assets on the ground in the region. ■



THE FRONTEx FUTURE OF BORDER CHECKS CONFERENCE: RISK-BASED TRAVEL FACILITATION



ABOUT IGNACIO ZOZAYA

A Research Officer for Frontex since January 2010, his areas of expertise and interest at Frontex involve Automated Border Control solutions, API/PNR systems, passenger targeting, cost effectiveness analysis, and breakthrough solutions for the facilitation of bona fide travelers.



KEY EMERGING THEMES

With the ever growing traveller movements at the borders, border management is impacted by continuing challenges and increasing demands for better efficiencies. The traditional approach to border checks, where travellers are checked at the border irrespective of the level of risk they present as individuals, will not be sustainable in the long term. Future developments must incorporate the necessary capabilities for coping with challenges that impact the effectiveness and efficiency of border checks.

One of those capabilities is risk-based travel facilitation, which was a recurring theme of the *Global Conference on the Future of Border Checks 2015* that was organized and hosted by the European Agency for the Management of Operational Cooperation at the External Borders of the Member States of the European Union (Frontex), with the support of the Latvian Presidency of the Council of the European Union (EU).

The Conference provided a platform for discussing the practical steps needed to develop and implement a risk-based approach to border checks, while enabling better resource allocation and increased cost-effectiveness. With a variety of stakeholder perspectives (policymakers, border control authorities, international organizations, industry bodies and research and development institutions), the focus was on operational challenges and future solutions, with an emphasis on the technologies and services that could change the current border checks paradigm and their potential impact on day-to-day operations at the borders.

RISK-BASED FACILITATION: MOVING FROM POINT TO COMPREHENSIVE APPROACHES

Research and development in border management have been predominantly focused on the development of specific point solutions like the automation of travel document inspection, Automated Border Control systems. Although this approach has alleviated the situation for some time, it is an insufficient means for coping with current challenges. With point solutions only marginal improvements can be achieved, since capital costs tend to increase sharply.

When border management authorities were asked what is needed to significantly improve the performance of border checks in terms of capacity and security, the answers invariably reflected the need for having early, reliable information about who is coming to the border in order to screen known inadmissible persons before their arrival, for knowing what questions to ask those at the border who might pose some risk and for facilitating border crossing to low risk travellers regardless of nationality. In other words, the facilitation of travellers should be risk-based.



ABOUT RASA KARBAUSKAITE

She is a Senior Research Officer at Frontex and manages the Harmonisation of the EU Border Control Capacities. She leads the ABC Working Group, a forum for sharing operational and technical experience and challenges pertinent to ABC and participates in a number of international working groups.

A RISK BASED FACILITATION CONCEPT BUILDS ON FOUR PILLARS:

1. Identity management in the border continuum;
2. Advance checks;
3. Individualised risk management; and
4. Facilitation services for low risk travellers.

THE BENEFITS AND CHALLENGES THAT OCCUR AT THE BORDERS ARE ELABORATED IN A REVERSE MANNER:

First and foremost, if the ultimate goal is to provide facilitation services, facilitation should be simple. If travel facilitation is seen as an added value to all parties involved, it should be attracting as many travellers as possible. And the best course would be to make their access and use utterly simple. Unfortunately, some facilitation initiatives (i.e. certain registered traveller programmes) have proven to be far more complex and less intuitive than what the average traveller is willing to accept. Harmonizing use deserves special attention since only when the traveller is confident about what a service is for and how it works, will he/she give it a try. This is why the development of look and feel standards and signage is necessary.

Second, eligibility to facilitation services has to be primarily based on individualized risk. Traveller risk is driven by the actions and intentions of the individual, not its biographical information (i.e. nationality); an individual's risk is dynamic, whereas his biographical data is not. Risk assessment based on nationality has proven to be of little practical use. Moreover, it leads to differentiated processing (i.e. segregation of flows), which not only feels discriminatory, but further undermines the simplicity principle and reduces operational improvement margins.



Travellers who are known to be inadmissible and those who pose some form of threat should be identified as soon as possible so that a decision can be made before arrival.

Therefore, most travellers should be facilitated in the same manner, to the largest extent possible, regardless of nationality.

Third, facilitation should be reciprocal between countries. If one country opens their facilitation services to the citizens of another country, then it is reasonable to expect that such treatment is reciprocal. The reciprocity mechanism is very important to not only increase the base of potential users, but also to build strong cooperation in the domain of border control and capitalize on strong network effects.

Fourth, in order for facilitation services to succeed it is crucial that only those persons who indeed deserve them are authorized to use them. Travellers who are known to be inadmissible and those who pose some form of threat should be identified as soon as possible so that a decision can be made accordingly, either before arrival or at the border crossing point. This is carried by two complementary procedures: admissibility checks and traveller risk analysis.

Admissibility checks determine whether the person is/is not admissible for entry in accordance with the regulations in place. These are standardized around the world in two steps: the first, the compliance checks, assess whether the traveller fulfils all entry criteria as required by national law (i.e. is in possession of a valid visa, travel document, sufficient means of subsistence, etc.).

Once compliance has been cleared, the traveller must undergo additional scrutiny to find out whether he is already known to the authorities (i.e. because of a previous offence or being in possession of a reported stolen or lost travel document), a step which is normally carried out by querying different national and



international watch-lists. This process is referred to as integrity checks. A satisfactory outcome on the compliance and integrity checks indicates that there is no outstanding objective reason for denying border crossing, pending a risk assessment.

On the other hand, traveller risk assessment is about verifying those individuals who are not known to the border authority, but where there should be concern. The sole purpose of the risk assessment is to help the authorities to take an informed decision based on the use of facilitation services and the border crossing itself. Risk assessment is not trivial since it poses a large number of practical challenges, mainly linked to the complexity in identifying all relevant threats, and to the difficulty in effectively matching every traveller against them before arrival to the border.

Individualized risk assessment focuses on the risk a person might pose to the citizens, infrastructures or institutions of a State. Thus, keeping a common understanding and shared awareness of all the threats that should be addressed at all border crossing points is indeed challenging. In addition, it is a fact that clashes occur when bringing together all the relevant authorities with a decision making capacity (i.e. immigration, customs, health, internal security), and there are instances when one party may unilaterally decide to block the whole facilitation initiative. Cooperation among authorities calls for a unified risk management process.

Once relevant threats are known and shared, travellers have to be systematically screened against them before arriving at the border. This part of the process is driven by passenger data and intelligence. To achieve optimal results in the process, all forms of passenger data and passenger intelligence – that can legally be used for the purposes of border control – should be applied.

Both admissibility checks and risk assessment suffer from two main issues. With the first, most law enforcement and civilian systems work in a standalone manner, which prevents the formation of a comprehensive risk picture of the passenger (i.e. reconciling visa application data with Advance Passenger Information (API) and travel document data). Second, data quality (based on the use of unverified biographical data) reduces the effectiveness of the different verifications that take place. The overall result is that redundant checks and risk assessment have to be carried out along the border continuum, from the application of the visa to the actual border crossing, in a disconnected and redundant manner, which can undermine a positive traveller experience.

These are the underlying challenges. Finding solutions to them remains a major debate, as it was demonstrated during the course of the Conference. For a more detailed overview and analysis of the topics addressed during the event, please refer to the Conference report at www.frontex.europa.eu. ■

TURNKEY SOLUTIONS FOR eID DOCUMENTS

WWW.X-INFOTECH.COM



THE EU REGULATION ON ELECTRONIC IDENTITY AND ELECTRONIC TRUST SERVICES



ABOUT ANDREA SERVIDA

He is currently the Head of the eGovernment and Trust Unit for the European Commission Directorate General for Communication Networks, Content and Technology (DG CONNECT). He joined the EU in 1993 and worked on several EU information technology research programmes before serving as the Deputy Head of the Onernet, Network and Information Security for Directorate General INFSO from 2006 to 2012.



As our world becomes increasingly digital, there is a greater need for responsible and protected authentication, identification and security services in key areas of our economy like the banking and financial sectors, the healthcare industry, and in transport and public administration.

It is in this context that the European Commission's eIDAS Regulation EU 910/2014 on electronic identification and trust services should be seen, since it provides the legal framework for the cross-border recognition of electronic identification means and trust services and ensures their interoperability and legal certainty. Included in this are requirements relating to the establishment of identity to levels of assurance, the means by which identity is asserted and protected.

WHAT IS eIDAS?

Regulation (EU) 910/2014, which refers to electronic identification and trust services for electronic transactions in the internal market, and repealing Directive 1999/93/EC eIDAS, provide a predictable regulatory environment for electronic identification, electronic trust services (electronic signatures, seals, time stamps, registered delivery service and website authentication) and electronic documents. The aim is to build trust, seamless user experiences and convenience with on-line cross-border transactions by:

- ensuring that people and businesses can use their own national eIDs to access public services in other EU countries where eIDs are available; and
- creating a European internal market for electronic trust services by ensuring that they will work across borders and have the same legal status as traditional paper based processes.

By providing certainty on the legal validity of all these services, businesses and citizens can use digital means as a natural way of interacting. The Regulation applies directly into EU Member State (MS) laws and, subject to certain conditions, mandates acceptance by public services in both the eID country of origin, as well as the eID schemes of other EU countries.

IDENTIFICATION ASPECTS

IDENTITY USE

By facilitating the cross-border and cross-sector use of eID and trust services, eIDAS has considerable potential to benefit all activities where identification plays an important part. An example of this would be in the banking and finance sectors where there are various obligations for security, reliable identification, and strong authentication of the parties to the transaction.

To help grasp the level of certainty around the identity and the way it has been established, eIDAS provides a legal and simple means for fully digital processes to meet legal obligations related to thorough identification of customers under the Anti-Money Laundering Directive, or strong authentication of parties to electronic/internet payment transactions under the Payment Service Directive 2 (PSD2). For instance, relying on MS "notified" eID schemes of level "high" will allow banks to meet the Know Your Customer (KYC) requirements thus enabling individuals (natural and legal persons) to open a bank account (and enjoy all the transactions stemming from it, such as depositing money) in another EU country online, without undergoing face-to-face identity verification in a branch.

HOW EIDAS ACHIEVES THIS

Legislation covers the key elements needed for an eID scheme. The legislation, which implements the requirements of the eIDAS regulation, includes:

- **Commission Implementing Decision (EU) 2015/296 of 24 February 2015 on procedural arrangements for MS cooperation on eID:**

Member States shall cooperate in order to reach interoperability and security of electronic identification schemes. The decision establishes the methods for exchange of information and creates the Cooperation Network to facilitate cooperation on the subject.

- **Commission Implementing Regulation (EU) 2015/1501 of 8 September 2015 on the interoperability framework:**
The Regulation creates the platform that enables practical connectivity between eID means from different Member States, to foster interoperability. Under the Connecting Europe Facility (CEF), the European Commission and EU Member States have rolled out version 1.0 of the eID operational capability and are rolling out the governance structure.

- **Commission Implementing Regulation (EU) 2015/1502 of 8 September 2015 on setting out minimum technical specifications and procedures for assurance levels for electronic identification means:**

This Implementing Regulation on levels of assurance includes detailed criteria in the annex which allow Member States to map their eID means against a benchmark (low, substantial and high) and thus to establish a level of assurance.

- **Commission Implementing Decision (EU) 2015/1984 of 3 November 2015 defining the circumstances, formats and procedures of notification:**

Notification of electronic identification schemes by Member States is a prerequisite of mutual recognition of electronic identification means. The decision ensures uniform use of the notification form.

The regulatory framework covers four main areas: establishing identity; the means of electronic identification; interoperability requirements; and standards, governance and management arrangements including security management.

ESTABLISHING IDENTITY

The first and fundamental requirement involves identity proofing and verification to assess the level of certainty that a person asserting an identity is in fact that person. The approach is outcome-based to provide a clear objective about what must be achieved in order to reach a particular level of certainty, and it allows for methodology flexibility without compromising results. It is also far more future resilient than the application of standards which can quickly become outmoded.

Existing standards such as ISO/IEC 29115 and the National Institute of Standards and Technology (NIST) Special Publication 800-63-1 were drawn upon but not adopted since they did not sufficiently address identity proofing, and were not sufficiently outcome-based to take account of differing national arrangements. Good practice in Member States was also drawn upon and the resulting requirements followed close collaboration between the European Commission and Member State experts.

Three levels of low, substantial and high benchmarks build upon each other. In other words, all the requirements of the lower level must be met, plus the additional requirements of the higher levels. The requirements are supported by a guidance document which amplifies how a Letter of Agreement (LoA) requirement might be met. For example, in the case of identity proofing, reference is made to staff knowing how to look for evidence of forgery. The guidance also defines terms for the purpose of understanding, but is careful not to reinterpret what is in the legislation. For example, the term "authoritative source" is defined as *"An authoritative source is any source which is nationally trusted to provide valid data. An authoritative source may be a register or any other information provided by a responsible official entity. A source can only be authoritative for the information provided by it."*



There is nothing in the legislation which prevents Member States from adding extra steps to identity verification when producing their nationally recognised eIDs. For example, biographic footprint checks are often carried out as part of national processes.

Identification, and the means and methods of doing so, have an increasing global dimension because of the digital world. It is important that efforts are made to facilitate cross border trust and security in the ways identity is established and provisioned. Through international organizations and different jurisdictions working together, there is a greater chance of a consistent approach and interoperable standards that fit the purpose being achieved. ■

The first and fundamental requirement involves identity proofing and verification to assess the level of certainty that a person asserting an identity is in fact that person.

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ICAO World Aviation Forum - Aviation Partnerships for Sustainable Development

On 26 September 2016, ICAO will hold the World Aviation Forum, an event which will bring together high-level government officials who are responsible for transport and infrastructure, finance, economy and tourism, and key industry and financial partners.

Their objective at IWAF 2016 will be to identify future needs and facilitate the funding and financing required to accelerate the implementation of international civil aviation global standards and policies in support of the No Country Left Behind (NCLB) initiative, and to share information and best practices with a view to ensuring sufficient resources for sustainable aviation development.

ICAO Assembly Workshops

Setting the stage for the future of global aviation, ICAO's 39th General Assembly will be held at ICAO Headquarters in Montreal from **27 September to 7 October 2016**. The two-week event, which brings together 191 Member States and a large number of international organizations to establish worldwide policy, will tackle safety, air navigation, capacity and efficiency, security and facilitation, economic development and environmental protection challenges.

Workshops related to ICAO's Strategic Objectives and its efforts to assist all States in implementing ICAO Standards and Recommended Practices will be held throughout the Assembly, providing unique opportunities for the industry to showcase their products and services and increase their international presence.

Exhibition space and sponsorship opportunities are available. Sponsored workshops will include:

- A 30-minute presentation on a subject related to ICAO Strategic Objectives and /or the No Country Left Behind campaign;
- An exclusive privilege to present workshops during A39;
- Access to the Workshop Zone and have the opportunity to network with Government officials.

For general inquiries about sponsorship or exhibition opportunities at the IWAF event, please contact mcr@icao.int.

For more information about Workshop sponsorship or exhibition opportunities during the A39 event, please contact a39workshops@icao.int.



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THE EUROPEAN UNION'S NEW LAISSEZ-PASSER



ABOUT NATHALIE CRESTE

She is Head of the Task Force for the EU laissez-passers at the Directorate General for Human Resources and Security at the European Commission. As a lawyer, she is responsible for effecting within the Directorate General, the regulatory and operational framework for the issuance of the new form of the EU laissez-passers for all EU institutions.



ABOUT

CLAUDIA SCHWENDIMANN
She is the Contract Manager for the EU laissez-passers project and Executive Director at Österreichische Staatsdruckerei GmbH and a Member of ICAO's TAG/TRIP Working Groups. She advises State governments on ePassport and eID project needs. She has her Executive Master's degree in Business Administration and a Masters of Law and Economics.

✈ European Union staff who travel for missions are entitled to hold a laissez-passers that is issued by the European Union. Though under the previous 1969 Regulation it was a hand-written document with a photograph attached on it, over the past decade, as new developments in European and international travel document specifications have defined the requirements for secure travel documents and improved their capacity to resist counterfeiting, forgery and other forms of fraudulent use, the EU laissez-passers has been called to meet these new standards.

The EU laissez-passers is a travel document that eligible applicants can use when travelling inside or outside the European Union for work purposes. Though it is an administrative document and not a passport, and does not involve diplomatic privileges in the sense of the Vienna Convention, the document has a highly ranked legal function since it exists within specific protocol annexed to the EU Treaty. Moreover, third countries are progressively considering it as the basis for the definition of the conditions of residence of EU staff posted in their territory, in relation to the Convention.

ELIGIBLE APPLICANTS

Until December 2013, Members of the Institutions of the European Union, and the staff of the European Institutions fulfilling conditions of grade, functions and role notably of representation in the context of external policy, could apply to get a laissez-passers. Since then, Council Regulation (EU) No 1417/2013 has added new eligible categories to include officials who are on a long stay outside the Union, including long-term postings. Subject to very specific conditions, their family members are now also eligible. This extension was adopted in the interest of the Union and in order to comply with the duty of care.

THE NEW LAISSEZ-PASSER

The new document has taken a giant technological leap from the previous version; it meets the latest EU and ICAO specifications for *Machine Readable Travel Documents* (Doc 9303) and, more specifically, for the Electronically Enabled Passports with Biometric Identification Capability. Council Regulation (EU) No 1417/2013 has redefined the travel document, calling for the European Commission to not only establish a completely new issuance system, but to define a new look and feel for the document with a view to upgrading its security and to ensuring its international interoperability and recognition.

In the new document, a chip is embedded in the back cover of the booklet to perform the following security mechanisms: Basic Access Control (BAC), Extended Access Control (EAC) and Supplementary Access Control (SAC). The data for personalisation is prepared at a centralized point in Brussels and includes the data group 1 Machine-Readable Zone (MRZ) data, where the document number is assigned. Through a highly secure connection, the data is sent to the personalisation centre at the Österreichische Staatsdruckerei GmbH (contractor), where the booklet with the assigned document number is personalised and returned to Brussels for issuance.

Though it is an administrative document and not a passport, and does not involve diplomatic privileges in the sense of the Vienna Convention, the document has a highly ranked legal function.

In May 2015, the members of the ISO 3166 Maintenance Agency authorized the use of the ISO 3166 alpha-3 code "EUE" for an undetermined period, for the sole use of this new laissez-passer. Facilitation of this new travel document will require a rapid upgrading of international border systems that can recognize the new EUE code by a scan.

After going through a public procurement process to find an external contractor with the expertise to develop a superior, secure system, in May 2015 Österreichische Staatsdruckerei GmbH (OeSD) was selected. The contract awarded to them covers implementation and the live launch of the project, with issuance and maintenance for nine years.

Two subcontractors work in association with OeSD. Vision-Box, which is based in Portugal, delivered ePass kiosks to three different locations for enrolment (Brussels, Luxembourg and Frankfurt), as well as mobile enrolment kiosks to be used in the special situations that call for them. X-Infotech, a Latvian company, installed the life cycle management, personalisation exchange and delivery stations. The public key infrastructure (PKI) is run by the Joint Research Centre of the EU in Ispra, Italy. Their overall architecture allowed the EU to discard the old form of the laissez-passer and issue, on 24 November 2015, the first laissez-passer. **Figure 1** shows the data page of a specimen laissez-passer. Its security features are multi-layered to protect it against fraud and manipulation.



Figure 1: Data page of a specimen laissez-passer



DOCUMENT ELEMENTS

- The paper used contains state-of-the-art sensitizers, multi-coloured fibres and various watermarks;
- The watermark on the data page differs from those on the visa pages which contain both a multi-tonal watermark and an electrotpe watermark;
- The printed background incorporates multi-level features and is created by combining different printing techniques, each with their unique features;
- Personalisation penetrates the data page paper and contains special features that are only used for the laissez-passer;
- The holographic laminate is generated by e-beam technology and shows kinetic and colour-changes as well as colour-inversing effects that can be observed in different daily usage illumination environments. In addition to holographic security, the laminate also bears a number of printed features which complement the

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Facilitation will require a rapid upgrading of international border systems that can recognize the new EUE code.

security concept of the data page, which is typically the most sensitive part of a travel document;

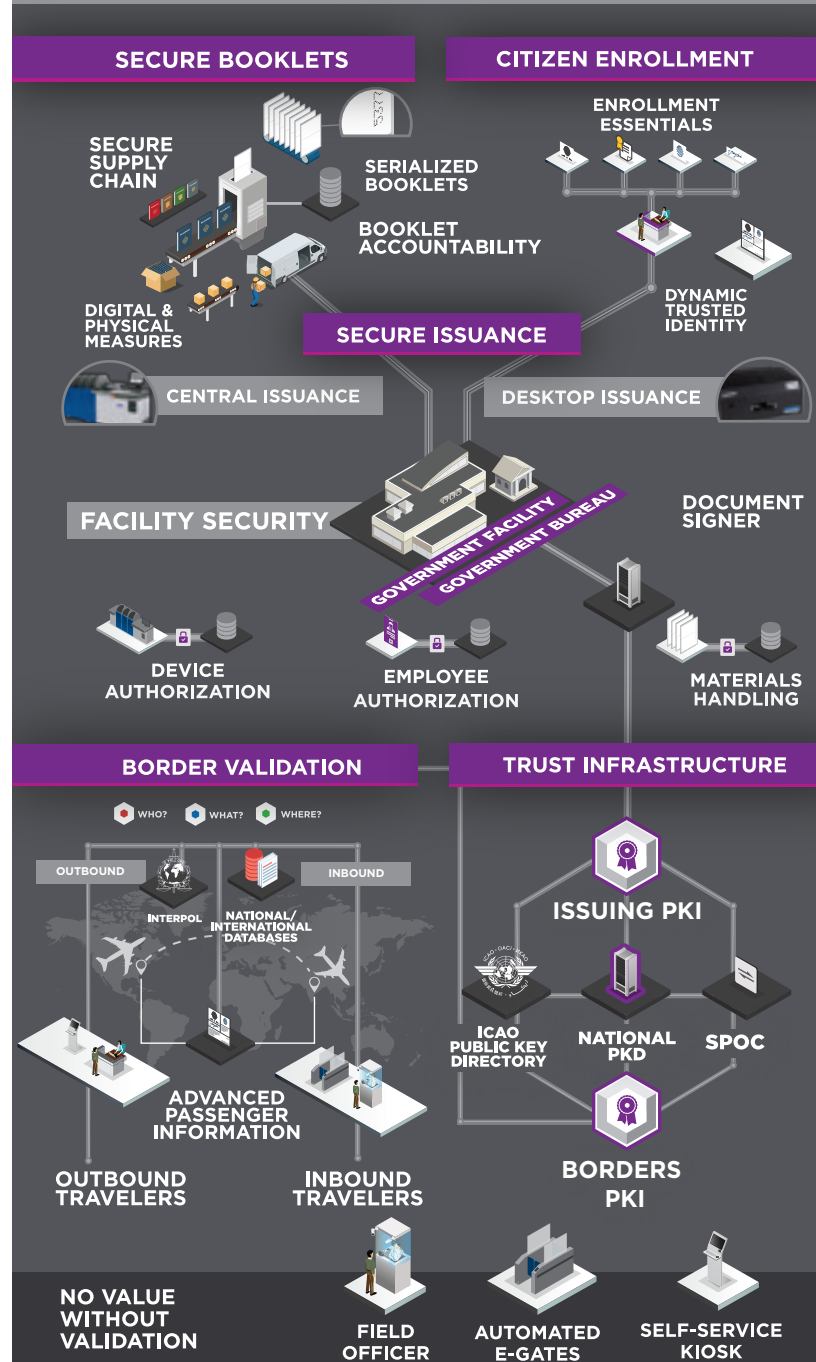
- Special care was also taken to provide balanced protection to the remaining components of the laissez-passer, such as the inner cover pages (front and back flyleaf) and the visa pages.

The launch of the new document is accompanied by an external communication strategy to inform all relevant authorities in EU Member States and around the world about its new look. Specimen kits were distributed to all interested and eligible parties and the EU laissez-passer is now included in all major document databases. Specific information about the document is available on the website; a conference on all aspects of the laissez-passer was organised for EU Institutions and third countries on 1 June 2016.

More information, including an introductory video, can be found at www.laissez-passer.eu



Figure 3: OVI® colour change



SEE THE TRUST INFRASTRUCTURE INFOGRAPHIC IN FULL DETAIL AT WWW.ENTRUSTDATACARD.COM/BORDERS

THE IOM'S ROLE IN SUPPORTING THE ICAO TRIP STRATEGY



ABOUT FLORIAN FORSTER

He is the Head of the Immigration and Border Management Division (IBM) at the International Organization for Migration (IOM) responsible for developing and overseeing IOM's global approach to activities in the field of border management and immigration.



ABOUT NELSON GONCALVES

He is a qualified expert in document examination with experience in various document and immigration areas. He is a project manager of BIODEV II - biometric visa pilot project for Visa Information System (VIS) implementation, the Portuguese technical representative in the EU and at an international level.



The International Organization for Migration (IOM) was established in 1951 as the leading inter-governmental organization in the field of migration dedicated to providing services and advice that promote humane and orderly migration.

In addition to protecting migrants' rights, migration health, gender dimension and promoting international migration laws, policy debates and guidance, IOM is assisting the ICAO Traveller Identification Programme (TRIP) Strategy roll-out through its international training centre in Moshi, in the United Republic of Tanzania.

IOM has at its disposal, a training facility called the African Capacity Building Centre (ACBC), which offers IOM African Member States world-class training and capacity building assistance in various areas of migration management, in support of the ICAO TRIP Strategy.

Since its creation in 2009, ACBC has supported and promoted sound migration governance by building and enhancing the migration management capacity of African border and immigration officials, with the ultimate objective of supporting safe and regular migration, addressing irregular migration, and reducing migration-linked vulnerabilities.

Strong migration governance ensures humane, orderly, safe, and dignified migration that benefits migrants individually and society at large. The ACBC was built after African IOM Member States' voiced the need for building better migration governance within their continent.

ACBC is committed to delivering training to public officials requesting support in the African States by delivering training at home in Moshi, United Republic of Tanzania, as well as in the field, by taking its training to wherever in Africa it is most needed. ACBC training activities strive to be interactive and participatory to foster the exchange of on-the-ground experience and knowledge. Its trainers are highly experienced IOM officials with strong track records in delivering training in their specific areas of expertise.

ACBC DELIVERS TRAINING ON:

- Border management (including identity management);
- Countering migrant smuggling and trafficking;
- Migrants' rights;
- Labour migration;
- Migration & development; and
- Migration and climate change



Strong migration governance ensures humane, orderly, safe and dignified migration that benefits migrants individually and society at large.

THE THREE PILLARS OF IOM'S ACBC

Activities fall under three pillars of assistance:

- 1. Capacity Building in Border and Migration Management:** aimed at improving States' border and migration management framework and practices by providing training and other capacity-building interventions.
- 2. Migration Research and Development:** focused on migration research and the development of training curricula and other capacity-building material.
- 3. Migration Advocacy and Partnership:** raising awareness about the importance of migration management frameworks and encouraging collaboration between relevant agencies and entities on migration initiatives.

ACBC SUPPORT TO THE ICAO TRIP STRATEGY IN AFRICA

Close cooperation exists between ICAO and IOM through the Technical Advisory Group on TRIP (TAG/TRIP) and its two working groups: the New Technologies Working Group (NTWG) and the Implementation and Capacity Building Working Group (ICBWG).

In November 2015, ICAO organized a TRIP Regional Symposium in Nairobi, Kenya and invited ACBC to deliver a presentation on the status of the ICAO TRIP Strategy in the African Member States. The presentation addressed two key issues:

- IOM Member States' challenges in abiding by ICAO recommendations; and
- IOM assistance to facilitate Member State implementation of ICAO recommendations

IOM takes an integral role in ICAO's ICBWG, which is responsible for implementing the TRIP Strategy around the world to build capacity in developing States to create the necessary conditions

for the implementation of the TRIP Strategy. It also plays a leading role in implementing the ICAO TRIP Strategy on the African continent.

JOINT INITIATIVES BETWEEN IOM/ACBC AND MEMBER STATES FOR THE IMPLEMENTATION OF THE ICAO TRIP STRATEGY

Over the last decade, IOM has been able to facilitate technical advice to Member States to implement ICAO recommendations on the production, issuance and verification of Machine Readable Travel Documents (MRTDs) as well as electronic Machine Readable Travel Documents (eMRTDs).

Following the ICAO TRIP Strategy and in close cooperation with Member States, IOM developed ePlatforms and training curricula in line with international good practices to assist Member States with the ultimate technological know-how to facilitate e-governance.



IDENTITY MANAGEMENT ePLATFORMS

The ePlatforms are a set of computer applications designed to support Member States in electronic Identity Management. Developed by IOM Tanzania and powered by IOM, the applications are designed to work with IOM's MIDAS border management information system.

- **ePassport application** – Performs biometric registration (live photo, fingerprints and signature) and verification (duplications) as well as the upload of all needed documents from the applicants after being scanned. The system can manage the life cycle of the document, from the issuance till the end of its validity (when it is invalid/lost/stolen/expired).
- **eResident permit** – By means of a passport reader connected to the computer, the application collects basic information about applicants by reading their passports. All the information on the applicants that is required to process their applications is gathered by the system and displayed to the user. Additional information, like employment history and dependent information, the applicant's institution (i.e. employer, organization), supporting documents (i.e. sponsorship letter) will then be included in the system. The application allows users who

have 'supervisor' clearance to view and print the applicant's information, and as reports and statistics on the number of residence permit requests over a given period, a layer that provides immigration departments with key information on migration management.

- **eRegistration** – Biometric data, such as fingerprints and photo ID, are some of the features that are supported in the application. These features are also tied in the search functionality of the applications allowing users to search using biometric data in real time and, if a match is found, the application will flag an alert that duplication has occurred. The eRegistration application is capable of managing the input and output of data via the import and export function. It generates summary information of all registered individuals and also allows users to scan and save documents into the database. This function also allows governments to access the documentation that gets scanned into the system (such as IDs, voter IDs and driver's licenses).

All three applications can be managed by a 'dashboard' which gives users the ability to monitor in real-time, all the information generated and stored within the three platforms at once. Users can, for example, know how many people have crossed a border crossing point or within a given period of time. This data can be sorted according to nationality, age and sex.

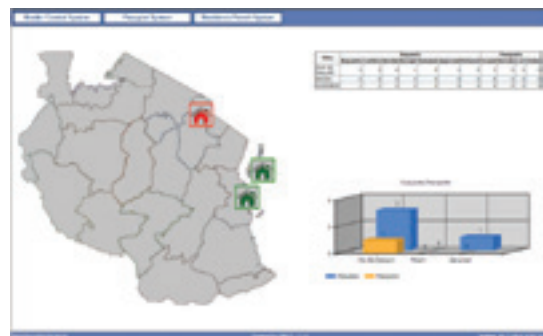
Equally, the 'dashboard' can show how many residence permits and passports applications have been registered and issued, in real-time or within a given period of time. The 'dashboard' can also integrate any other existing e-platform (national ID card, driver's license, etc.), according to Member States' needs.

ACBC delivers training on installation and management of these electronic Identity Management systems for African States, including in situ installation and training.

IOM has developed a border management software programme which allows States to collect, process and record information...

MIGRATION INFORMATION AND DATA ANALYSIS SYSTEM (MIDAS)

MIDAS is IOM's non-commercial border management information system which is available for interested States globally. To be able to support governments in meeting today's complex migration and border management challenges, IOM has developed a border management software programme which allows States to collect, process and record information for the purpose of identification of travellers, data collection and analysis. It supports the evaluation of cross-border traffic, helps determine the optimum deployment of human resources at border posts and supports a better understanding of migrant flows. MIDAS is also available as a mobile kit.



The screenshot shows the 'Registration of New' form in the MIDAS system. The form is divided into several sections: 'Personal Data' (Name, Date of Birth, Sex, Nationality, etc.), 'Biometric Data' (Fingerprints, Photo, etc.), and 'Document Data' (Document Type, Issued By, etc.). There are also fields for 'Passport Number' and 'Voter ID'. The form includes a 'Save' button and a 'Cancel' button. On the right side, there is a small profile picture of a person and a 'Print' button.

The screenshot shows the 'Check ID' form in the MIDAS system. The form is divided into several sections: 'Document Data' (Document Type, Issued By, etc.), 'Biometric Data' (Fingerprints, Photo, etc.), and 'Personal Data' (Name, Date of Birth, Sex, Nationality, etc.). There are also fields for 'Passport Number' and 'Voter ID'. The form includes a 'Check ID' button and a 'Cancel' button. On the right side, there is a small profile picture of a person and a 'Print' button.

CAPACITY BUILDING, TRAINING CURRICULA AND STANDARD OPERATING PROCEDURES

Several training curricula have been developed by ACBC to provide immigration and border control agencies with the capacity to regulate, intercept, examine and analyse fraudulent documents and processes, and to prosecute the users of these documents who aim to circumvent laws, procedures and border control systems.

Training areas where ACBC is currently cooperating with Member States to improve their border management efficiency include, but are not limited to:

- a) ID management;
- b) Security documents and fraud detection;
- c) Secondary line: use of security documents verification equipment, production of ALERTS on fraudulent documents and production of technical reports;
- d) Data management and intelligence and Risk Analysis; and
- e) Standard Operating Procedures (SOP)

CONCLUSION

In light of the services described above that are provided by ACBC, it can be said with reasonable certainty that this IOM training facility is key to the successful implementation of the ICAO TRIP Strategy on the African continent. Government officials who have routinely benefitted from the service have provided positive feedback affirming that the service provided is high quality.

ACBC will cooperate and liaise with the ICAO NTWG and ICBWG working groups, will promote the new version of ICAO Document 9303, and will continue to reinforce joint activities with ICAO and other partners. ■

In the six years since it was established, ACBC has trained 3,890 migration management officials in 175 training sessions in more than 40 African countries, and has supported a considerable number of African IOM Member States in establishing or strengthening their own border management structures to install border and migration information systems, and to roll out migration training programmes and mechanisms.

...it can be said with reasonable certainty that this IOM facility is key to the successful implementation of the ICAO TRIP Strategy on the African continent.

Passports, visa stickers, eID cards PRODUCTION AND PERSONALISATION





ICAO'S TECHNICAL COOPERATION PROGRAMME



ABOUT DANIEL SOUHAMI

He is a Field Operations Officer with ICAO's Technical Cooperation Bureau Project Development Unit. He joined ICAO/TCB in 2001 after previously working for the World Bank, the Canadian Trade Commissioner Service and in the private and academia sectors.



The ICAO Technical Cooperation Bureau (TCB) has been providing assistance to ICAO Member States for over 60 years. Throughout its existence, TCB has acquired a wealth of knowledge and experience in the implementation of projects across the full spectrum of civil aviation. The area of Facilitation, through the implementation of eBorders, ePassports or other Machine Readable Travel Documents (MRTDs), is no exception.

Over the past few years, TCB has been supporting more and more States and other international organizations, with the development and establishment of such systems. Projects have ranged from gap-analysis, studies, and other assessment activities to full-fledged implementation of a new system. Past examples include:

- Carrying out a full-scale assessment and providing technical consultation on several fields related to the implementation of an eBorder, ePassport and eVisa system in Lebanon and preparing technical specification documents in the form of an unbiased and vendor free "Request for Proposal" based on a scoring system;
- Supporting the United Nations procurement process for a new MRTD Laissez-Passer;
- Assisting Papua New Guinea Immigration and Citizenship Services Authority (PNGICSA) to audit the Papua New Guinea passport issuing system (gap analysis) and make recommendations to improve identity registration and passport issuing procedures, including advice and assistance with regards to procurement of ePassport/MRTD hardware and software; and

- Conducting a comprehensive technical feasibility study to provide a roadmap for the Government of Ecuador to implement a new eBorder and ePassport system, including regulatory, operational, administrative and infrastructure requirements.

More recently, TCB, through its turn-key ISO-9001 Certified procurement service, is providing assistance to the Governments of Peru and the Philippines. In the case of the former, TCB is undertaking the full procurement process to engage a supplier for the implementation of a new ePassport system. The project includes the preparation of technical specifications/terms of reference, launch of an international tender, organizing and conducting bidder's meetings, evaluation of all submissions, and finally contract management and oversight (the project has an estimated value of over USD30 million). As for the latter project, TCB is procuring the services of a supplier to cross-examine the current MRTD booklet developed by the Government, and make recommendations on design and security features of the new booklet.

In addition to the above, TCB has also executed a number of projects to build capacity in the area of facilitation and aviation security. Through TCB, States can nominate nationals to undergo training through our Fellowships programme. This way, selected candidates receive training in internationally recognized universities or training centres. Moreover, TCB can also facilitate training through capacity building projects that may include the deployment of instructors for the conduct of seminars, workshops and/or the provision of on-the-job training. We collaborate closely with ICAO's Global Aviation Training Office to ensure the State's training needs are effectively met.

Feel free to contact TCB at the following coordinates:
Phone: +514-954-8219 ext. 6332
Email: officetcb@icao.int ■

POTENTIAL TRIP ASSISTANCE

- Assisting States with securing experts to strengthen civil aviation institutions and organizations;
- Training national experts and personnel; and
- Procuring services and goods with the corresponding technology.



PROCUREMENT PROCESS

1. ■ Define Requirements
 - Define Sourcing
 - Site Survey & Meeting with DGCA Authorities
2. ■ Define Specifications / Agree to Specifications
 - Issuance of Solicitation
 - Receipt of Tenders
 - Joint Evaluation of Tenders
3. ■ Contract Preparation, Review, Award
 - Contract & Project Management
 - Warranty Support

THE TRAVELLER IDENTIFICATION PROGRAMME TECHNICAL ADVISORY GROUP (TAG/TRIP)



The first meeting of ICAO's Technical Advisory Group on the Traveller Identification Programme (TAG/TRIP/1) took place in Montréal from 30 March to 1 April 2016. Originally established as the TAG/MRTD in 1986, the 2016 meeting was the 23rd gathering of the Advisory Group. Following the adoption of the new ICAO TRIP Strategy at the 38th Assembly in 2013, the scope of TAG was broadened to embrace all aspects of air traveller identification management (evidence of identity, MRTDs, document issuance and control, inspection systems and tools, and interoperable applications).

The main objective of TAG is to advise and support the ICAO Secretariat in the task of developing policy, recommendations and proposals for the implementation of the ICAO TRIP Strategy, including the development and maintenance of MRTD standards and specifications. To that end, some 30 TAG/TRIP Members and Advisers from 12 Member States, as well as 12 Observers from nine Member States and 19 Observers from six international organizations, gathered at ICAO Headquarters for the 2016 meeting. The Advisory Group is appointed by the ICAO Secretary

General and consists of government and private sector experts working in the TRIP field.

Some of the topics considered during TAG/TRIP/1 included updates from the ICAO Secretariat on the Facilitation Programme; details of the activities of the two groups which support TAG – the New Technologies Working Group (NTWG) and the Implementation and Capacity Building Working Group (ICBWG); developments in the ICAO Public Key Directory (PKD); and reports and proposals from the various States and organizations taking part in the meeting.

In the fourth quarter of 2016, ICAO Council's Air Transport Committee will consider the full report of TAG/TRIP/1 with a view to endorsing the ongoing programme of work to implement the ICAO TRIP Strategy.

Following the TAG/TRIP/1 meeting, the ICAO Secretary General approved a new Terms of Reference for the Advisory Group and a State letter was sent to all Member States and select



The ICAO Technical Advisory Group on the Traveller Identification Programme (TAG/TRIP/1) that met in Montreal from 30 March to 1 April 2016



international organizations to nominate qualified and experienced experts to become TAG/TRIP Members and Observers. Existing TAG members could be re-nominated, new nominees could be drawn from national civil/birth registration authorities, passport and other travel document-issuing authorities, Customs, immigration, law enforcement, foreign affairs, interior affairs and other authorities relevant to the ICAO TRIP Strategy. ■

...nominees could be drawn from national civil/birth registration authorities, passport and other travel document-issuing authorities, customs, immigration, law enforcement, foreign affairs...

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NEW TERMS OF REFERENCE FOR ICAO'S TAG/TRIP

To implement the ICAO TRIP Strategy and deliver capacity building assistance, TAG/TRIP must:

1. **Develop a guiding, long-term vision** for identification management as defined by the ICAO TRIP Strategy, to assist Member States in uniquely identify individuals and to enhance the security and integrity of their travel documents.
2. **Advise the Secretariat on the effective ways to implement the five elements of ICAO TRIP:**
 - Evidence of identity;
 - Machine Readable Travel Documents (MRTDs);
 - Document issuance and control;
 - Inspection systems and tools including the ICAO Public Key Directory (PKD); and
 - Interoperable applications
3. **Ensure the specifications and guidance material contained in Doc 9303 *Machine Readable Travel Documents* is up-to-date** with technological advances, and continue to further explore technological solutions aimed at enhancing security and the integrity of travel documents with a view to broadening, expanding, facilitating, and improving secure border management globally.
4. **Explore ways of broadening assistance and capacity-building support** to Member States in the traveller identification and travel document areas, including a proactive leadership role for ICAO in facilitating and coordinating such assistance in the international community, in close cooperation with other experts of Member States, international organizations and the private sector.
5. **Continue work on further strengthening the security and integrity of traveller identification** to reinforce effective and secure border management processes and develop guidance material to assist Member States in furthering those objectives.
6. **Assist the Secretariat in monitoring the implementation of the ICAO TRIP Strategy** (as required by the Assembly Resolutions related to aviation Facilitation).
7. **Assist the Secretariat in defining specific deliverables** and Key Performance Indicators to measure implementation progress.
8. **Update ICAO policy and guidance material on the ICAO TRIP Strategy**, with a view to keeping it current and responsive to changes and the needs of ICAO Member States.
9. **Facilitate ICAO TRIP assistance in the form of education, training and the identification of the right experts** for projects conducted through a resource mobilization process or thanks to voluntary contributions.
10. **Carry out capacity building outreach activities** in conjunction with States, other international organizations, inter-governmental bodies and the private sector.
11. **Provide input to allow the maintenance of a secure ICAO TRIP Platform** where the international community can share and promote its data and tools.





12. Assist the Public Key Directory (PKD) Board as required, ensuring that future processes established by States for validation of e-MRTD, e-Documents with a limited regional travel function and other e-Documents such as Convention Travel Documents (CTD) or Seafarers Identity Documents (SID) issued by States with a travel function, are supported by an appropriate policy and technical environment.

13. Assist the ICAO Secretariat in developing, maintaining, and operating programmes to ensure States comply with ICAO Standards and specifications for travel documents;

14. Develop an ePassport roadmap that can be adapted to the specific needs of each State based on the necessary

implementation of strong identity management as a preliminary step;

15. Review periodically the TAG/TRIP Terms of Reference and propose amendments as necessary;

16. Assist the Secretariat through the support of the TAG/TRIP Working Groups in undertaking other tasks that may be assigned by the Air Transport Committee to the Secretariat.

The TAG Advisory Group will consider the interests of all stakeholders and the importance to States of effective implementation of the ICAO TRIP Strategy, as well as ICAO's Strategic Objectives related to Aviation Security and Facilitation. ■



Document Verification Solutions

TRIP REGIONAL SEMINARS IN KENYA AND IRAN

✈ At the Regional Seminars on the Traveller Identification Programme (ICAO TRIP) and Machine Readable Travel Documents (MRTDs) that were held in Nairobi, Kenya from 10 to 12 November 2015 and on Kish Island in the Islamic Republic of Iran, from 9 to 11 May 2016, States acknowledged the value of ICAO TRIP and the great progress achieved in improving the security of travel documents and the exchange of traveller information.

The Seminars, which were hosted by the Governments of Kenya and the Islamic Republic of Iran, were organized by ICAO to address the effective implementation of the ICAO TRIP Strategy including Machine Readable Travel Documents (MRTDs), standards and best practices; identification management and related border security issues; and the assistance and capacity-building needs of States.

ICAO TRIP/MRTD Regional Seminars serve two main purposes. First, they provide an opportunity to brief participants from Member States about current ICAO Standards, specifications, new developments, and to clarify any specific questions and finer

technical points. Second, they provide a forum for professional discussions about the current and emerging needs of States and other stakeholders. They also provide an opportunity for discussing the practical ways in which the participants could join forces to strengthen traveller identification management and border control capacity, so that the States and their societies could benefit from enhanced security and facilitation.

The Kenya and Iran Regional Seminars focused on the ICAO Traveller Identification Programme (ICAO TRIP) Strategy, which was approved by the Council and endorsed by the ICAO Assembly in October 2013. The Strategy, which responds to the global driving forces and needs of Member States, provides a framework for achieving the maximum benefits of travel documents in the future. It brings together the elements of identification management and builds on ICAO leadership in matters related to MRTDs.

The Seminars served to highlight the relevance of the ICAO TRIP Strategy in reinforcing national and international security and combatting trans-border crime and terrorism, by preventing the movement of terrorists, implementing effective border controls, and controls on issuance of identity and travel documents.

These events are of particular interest to government officials from national identity and travel document issuance authorities, civil registries, passport offices, immigration, customs and other border inspection and law enforcement agencies; Ministries of Interior and Foreign Affairs, as well as embassy Consular staff. The number and diversity of the participants who attended both events highlighted the importance that government agencies and the private sector place on identification management, travel documents, border security and combating terrorism and trans-border crime.

Some important messages and themes that emerged from presentations and discussions at the events included:

- Compliance with ICAO MRTD Standards and specifications, which is of key importance to maximising security and facilitation benefits for States and their citizens. In particular, compliance with ICAO Standards is a legal obligation of all Member States of ICAO under the Chicago Convention.
- In Seminar discussions, compliance with Annex 9 was an area of particular importance. Meeting the deadline of 24 November 2015 for the expiration of non-machine readable passports was a challenge for some States, and may require pro-active steps such as information campaigns to raise public awareness.



- Effective security and facilitation is not just about travel documents. MRTDs are important – but they are just one part of the broader traveller identification management framework that integrates identification management, MRTDs, border controls and other elements in a comprehensive manner. This is the main direction of the ICAO Traveller Identification Strategy, which reconfirms and consolidates the relevance of identification management to the needs and expectations of our Member States.
- The importance of robust identification management, including civil registries, cannot be overstated. It provides a foundation for travel document security and border integrity and eliminates opportunities for identity fraud.
- The central message about the biometric passport (ePassport) that emerged from discussions and expert presentations was: if you put all the effort and expense to implement it, do it right. Read the chip in the ePassport at the borders and use the ICAO Public Key Directory (PKD).
- World-wide, some States struggle with the implementation of Annex 9 standards and MRTD specifications. This calls for intensifying capacity building assistance efforts, intensifying technical dialogue with States in need, and mobilizing assistance from the donor community.
- ICAO efforts to establish a more systematic approach to assist States in the implementation of SARPs, including provisions relating to *Machine Readable Travel Documents* Doc 9303 and other policies supporting the ICAO TRIP, are consistent with the ongoing “No Country Left Behind” campaign.
- Challenges of cross-border cooperation and data sharing are a vital area that requires further regional cooperation, confidence building measures, joint activities and information exchange in preventing identification fraud. A strong message emerging from these Seminars was that exploring new, more inclusive and more effective forms of regional cooperation and data sharing is an important priority.
- The security of passport issuance process and evidence of identification are areas that require particular attention. Identification fraud efforts have been shifting globally, and can be exploited for terrorist and trans-border crime purposes. ICAO will continue with the ongoing work of codifying good practices in secure issuance and identification management for the benefit of all States.
- ICAO will also continue to foster improved TRIP Strategy awareness worldwide, including through this type of seminars.

Participants at both events expressed their appreciation for the Regional Seminars since they provide opportunities for getting first-hand information from internationally renowned experts, and enable them to discuss products and services with several vendors. ■



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Group Photo, ICAO TRIP Seminar, Nairobi, Kenya, 10 to 12 November 2016

ICAO TRIP REGIONAL SEMINAR, NAIROBI, KENYA

The Nairobi Regional Seminar attracted 150 delegates from 32 States representing Africa, Europe, Middle East, North America and Asia and eight International Organizations. Experts from five international organizations provided presentations, including United Nations High Commissioner for Refugees (UNHCR), the International Air Transport Association (IATA) and the UN Counter Terrorism Al-Qaida Monitoring Team. The ICAO Canadian funded Sahel Project also invited 15 nominees to participate at the Seminar. ICAO Council Representatives from South Africa and Uganda moderated seminar sessions while representing the AFI SECFAL Plan.

Four industry partners complemented the Seminar and highlighted products and services related to MRTDs, biometric identification, security applications and border inspection systems. Seminar participants had an opportunity to interact with ICAO industry partners and experts to discuss the latest traveller identification technologies available.

Opening remarks were delivered by the Director General of the Kenyan Civil Aviation Authority, Representative from the Minister of Transport, Captain Gilbert Kibe and the Deputy, Regional Director, Eastern and South African Office (ESAF).

The closing was provided by the ICAO Regional Director, Mr. Barry Kashambo. In addition to ICAO's Chief Facilitation and the Public Key Directory Officer, two Security and Facilitation Regional Officers participated and delivered presentations. Participation from experts from the Technical Advisory Group on TRIP (TAG/TRIP) ensured appropriate advocacy, expertise and ICAO leadership. ■



Officials attending the ICAO TRIP Seminar in Nairobi, Kenya



Mr. Tshepo Peege, Representative of South Africa on the Council of ICAO moderating a session during the ICAO TRIP Seminar in Nairobi, Kenya



ICAO TRIP REGIONAL SEMINAR, KISH ISLAND, IRAN

Representatives of 17 States attended the Regional Seminar on Kish Island, Iran that was hosted by the government of the Islamic Republic of Iran. There were 310 delegates from 17 States representing Africa, Europe, Latin America, Middle East and Asia and International Organizations.

Opening remarks were delivered by Mr. Ali Abedzadeh, the President of the Civil Aviation Organization of the Islamic Republic of Iran (CAO), on behalf of the Minister of Interior, Mr. Ali Cheghini, the Director General of Consular Department, Mr. Jean-Paul Laborde, the Assistant Secretary-General and Executive Director, United Nations Counter-Terrorism Committee Executive Directorate (CTED) and Mr. Mohamed Khalifa Rahma, the ICAO Regional Director, Cairo.



The Next Generation of Aviation Professionals at the ICAO TRIP Seminar in Iran



Group Photo, ICAO TRIP Seminar, Kish Island, Islamic Republic of Iran, 9 to 11 May 2016



Speaker Mr. Hossein Zolfaghari, Deputy Interior Minister for Security Affairs during the ICAO TRIP Seminar, Kish Island, Islamic Republic of Iran

The Alternate Representative of Iran to ICAO, Mr. Hassanali Shahbazilar, was the Master of Ceremony. The closing was provided by the ICAO Deputy, Regional Director, the Counsellor for President of Iran, the Representative of CAO, the Representative of the Minister of Interior, the Representative of Kish Island and the Representative of IT police.

Participation from experts from ICAO's Implementation and Capacity Building Working Group (ICBWG) of the Technical Advisory Group on TRIP (TAG/TRIP) ensured appropriate advocacy, expertise and ICAO leadership. Experts from UNHCR, IOM and the UN Counter Terrorism Al-Qaida Monitoring Team provided also presentations in relation to ICAO TRIP strategy. Six vendors participated in the exhibition organized concurrently with the Seminar and highlighted products and services related to MRTDs, biometric identification, security applications and border inspection systems. ■

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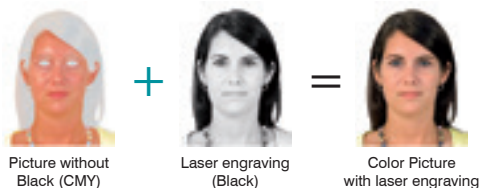
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