ICAO TRIP

NEWS AND FEATURES ON THE ICAO TRAVELLER IDENTIFICATION PROGRAMME - VOL. 12 NO. 1

IMPROVING SECURITY AND FACILITATION THROUGH COLLABORATION

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NEXT GENERATION IDENTITY MANAGEMENT

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ASSISTING AND IMPROVING TRAVEL FACILITATION AND SECURITY WITHIN A REGIONAL FRAMEWORK

Aviation Security and Facilitation will forever be at the core of ICAO's fundamental objectives; for many years we have been supporting the ad-hoc resolutions of the United Nations (UN).

On 22 September 2016, the UN Security Council unanimously adopted resolution 2309 (2016) which calls notably on all 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…*".

This resolution reaffirmed the terms of resolution 2178 (2014) linked to passenger data exchange and measures to stem the flow of Foreign Terrorist Fighters, which called inter alia on all States to "*prevent the movement of terrorists […] through measures for preventing counterfeiting, forgery or fraudulent use of identity papers and travel documents*".

Shortly after this, at ICAO's 39th General Assembly, Member States endorsed the continued development and implementation of the ICAO Traveller Identification Programme (TRIP) Strategy, including travel documents, the ICAO Public Key Directory (PKD) and the provision of related training and assistance to States. The Assembly also resolved that A39-20 (**www.icao.int/Security/FAL/TRIP/Pages/declarations-and-statement.aspx**) will constitute the consolidated statement of continuing ICAO policies related to facilitation A39-20 by adding a dedicated Appendix D "*Passenger data Exchange systems*".

We welcomed 568 participants from more than 80 Member States at the 12th ICAO TRIP Symposium and Exhibition which took place at ICAO Headquarters in November 2016. The event highlighted the ways the ICAO TRIP Strategy supports the fight against terrorism through heightened cooperation and information-sharing. It also underlined the implementation programme of the ICAO TRIP Strategy for 2017-2019.

From a regional perspective, the Caribbean region is the focus of a Canada-funded project, which is being implemented in cooperation with the United Nations Counter-Terrorism Committee Executive Directorate (CTED).

The workshop on Border Control Management, which was held in conjunction with the February 2017 TRIP Regional Seminar, was instrumental in opening dialogue to help strengthen border control management. The Seminar, which was hosted by the Government of Antigua and Barbuda, attracted 163 delegates from 37 States and 12 International Organizations. Topics discussed in the presentations included: a call for intensifying capacity building assistance efforts; technical dialogue and mobilizing assistance from the donor community; and enhancing regional cooperation.

In the context of regional collaboration expansion, a new sub-group of the Implementation Capacity Building Working Group (ICBWG) that will focus on the challenges faced by Small Islands Developing States (SIDS) in implementing the ICAO TRIP Strategy, has been formed.

Also highlighted in this issue, the active participation of the Caribbean Community (CARICOM) and the Organization of Eastern Caribbean States (OECS) which have both emphasized the need for regional approaches that balance free movement and regional integration, against perils that include the threat of terrorism.

INTERPOL describes the ways identities are misused and how border control officers can address this. Data submitted to the Stolen and Lost Travel Documents (SLTD) database and its use for checking passports during border control, plays an important role in the implementation of the ICAO TRIP Strategy by enhancing aviation security.

On that side, the International Organization for Migration (IOM) is also providing assistance. Many developing countries face immense challenges when it comes to carrying out strong and effective governance at their borders. The IOM describes how they were able to support the Republic of Mali in overcoming some of theirs.

Countries that host international events, with a sharp increase of passengers through entries and exits in a short period of time, are often forerunners of practises and system implementations. Border management must deal with the increased flow of passengers and ensure security by identifying each individual as soon as possible in the process.

That is what Brazil experienced when they hosted the Soccer World Cup in 2014 and the Olympics in 2016. The country achieved outstanding efficiency leaps by developing an intelligent risk assessment system based on Advanced Passenger Information (API) and Passenger Name Record (PNR), together with a Facial Recognition System.

The Republic of Korea also developed an interactive API process system to reinforce the security of passengers and aircrafts entering the country. Their system operates in real-time, vetting all airline reservations at the booking and the check-in stages against the INTERPOL SLTD.

Travel facilitation processes for international travellers must take into account the unavoidable increases in the number of people who will fly in the future. To meet these needs, the ICAO TRIP Strategy will have to be implemented on a large scale. Annet Steenbergen's article describes how innovation could help to put into practice future passenger facilitation scenarios, with a shared identity management system.

Your feedback and suggestions for articles and themes for future issues are welcome. Feel free to send contributions and comments to **ICAOTRIPmagazine@icao.int** or directly to your contact at ICAO. We look forward to seeing you at the Hong Kong TRIP Seminar in July. Until then, happy reading! ■

ICAO'S 12th TRIP SYMPOSIUM: STRENGTHENING AVIATION SECURITY THROUGH IMPROVED TRAVELLER IDENTIFICATION

"Strengthening Aviation Security through Improved Traveller Identification" was the theme of the 12th TRIP Symposium that convened at ICAO Headquarters in Montréal, Canada in November 2016. The annual gathering provides an opportunity for representatives from the public and private sectors to coordinate their efforts in advancing the five elements of the ICAO Traveller Identification Programme (TRIP) Strategy.

ICAO's mission in this field is to contribute to the capacity of Member States to uniquely identify individuals by providing government authorities worldwide with the relevant supporting mechanisms to establish and confirm the identity of travellers.

There were seven sessions carried out during the three-day symposium that addressed topical issues from both the regulatory and practical perspectives. The presentations provided a broad view of technical developments regarding evidence of identity, MRTD standards and best practices, document security, identification management and related border security issues.

Panellists noted the connection between civil aviation, international tourism and migration and the fact that the TRIP Strategy helps to facilitate the travel of a growing number of air travellers while strengthening traveller identification management.

The ways the ICAO Technical Advisory Group helps to implement the TRIP Strategy was explained. The importance of the ICAO Public Key Directory (PKD) was reiterated as a secure and cost-effective system for sharing up-to-date, globally trusted and validated public keys. This is essential for verifying and authenticating ePassports to combat terrorism and crime while strengthening border security and facilitation.

The ICAO TRIP Strategy plays a role in combatting the latest trends in fraudulent documents and this was discussed extensively. Fraudulent activities present a serious challenge when ensuring effective and reliable traveller identification management. Technical experts offered their operational experience to highlight current challenges and solutions relating to the different types of travel document fraud. INTERPOL highlighted its work in helping to prevent the proliferation of counterfeit currency and other security documents.

For further information on the 12th TRIP Symposium, please visit: **www.icao.int/Meetings/TRIP-Symposium-2016/Pages/Presentations.aspx**

The 12th Symposium and Exhibition on the Traveller Identification Programme (TRIP) hosted 568 participants from 81 States, 15 international organizations and 50 industry partners from passport-issuing offices, aviation security authorities, civil registries, border control and law enforcement agencies, airlines, airport authorities, travel document industry members, immigration authorities and other interested parties.

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STRENGTHENING COLLABORATION

ICAO will continue to promote, within the UN system, the benefits of facilitation and identity management for States while strengthening collaboration with many international organizations in this field. A Memorandum of Understanding was signed at the Symposium between ICAO and IOM that formalises closer collaboration on shared priorities, such as enhanced global mobility and traveller identity management.

International Organization for Migration (IOM) Head of Immigration and Border Management, Florian G. Forster (*left*) and ICAO Air Transport Bureau Director, Boubacar Djibo celebrate the signed Memorandum of Understanding which will aid the two global agencies' efforts to respond in a coordinated way to new and emerging challenges for security and facilitation in global air travel.

Thirteenth Symposium and Exhibition on the ICAO Traveller Identification Programme

Setting the Standards for the Latest in Traveller Identification and Secure Border Management Practices

ICAO Headquarters, Montréal, Canada, 24 – 26 October 2017

The Symposium is a world-class forum for the exchange of information on all aspects of traveller identification management and the ICAO Traveller Identification Programme (TRIP) Strategy, providing decision makers and technical experts with valuable insight on key current and emerging issues.

In line with UN Security Council Resolutions 2178 (2014) and 2309 (2016) that re-affirmed the importance of border controls to combat terrorism, the Symposium will provide an opportunity to enhance international cooperation and collaboration to address the threats faced by international civil aviation. This will be accomplished by promoting the global framework established by Annex 9 – Facilitation to the Convention on International Civil Aviation. Accordingly, the theme of this year's Symposium will highlight border integrity and border control management.

For more information, please visit our website
www.icao.int/Meetings/TRIP-Symposium-2017

ICAO SECURITY & FACILITATION

INTERPOL'S RESPONSE TO TRAVEL DOCUMENT FRAUD

FABRIZIO DI CARLO
He is an Italian police officer who is currently seconded with the Forensic and Police Data management sub-Directorate of the INTERPOL General Secretariat. He joined INTERPOL in July 2010 as Project Manager of the Digital INTERPOL Alert Library – Documents (Dial-Doc) and manages INTERPOL's main databases their modernization. He represents INTERPOL within international fora and in working groups to strengthen the security of international borders and to prevent counterfeiting, forgery or fraudulent use of identity papers and travel documents by enhancing passenger security procedures.

INTERPOL, with its 190 Member States, is the world's largest international police organization. It has the mandate to facilitate cross-border police cooperation and support the organizations that fight international crime.

As the nature of global crime evolves, protecting borders is recognized at INTERPOL as being essential to preserving national security. Effective border management is seen as a fundamental tool for combating transnational crime, with travel document inspection and passenger screening forming a key component of effective border controls.

Outside of traditional crimes where stolen and lost travel documents are used, new trends are increasingly changing the global dynamic of travel document fraud and posing significant challenges to identity verification. Such challenges include counterfeit and forged documents, impersonation, and fraudulently obtained genuine documents.

The use of fraudulent travel documents is a widely recognized threat that impacts the security of all countries. It is considered one of the most frequently committed crimes, playing a key role in illegal immigration, trafficking in human beings, child sexual exploitation, and in financial and other types of serious organized crime. It also increasingly facilitates the travel of foreign terrorist fighters who return to their own country.

INTERNATIONAL RECOGNITION OF THE THREAT

The risk posed by fraudulent travel documents and the need for preventing their use is internationally recognized by several international recommendations which clearly define INTERPOL's role within the global community:

- United Nations Security Council (UNSC) resolution 1373 (2001) calls upon all States to prevent the movement of terrorists or terrorist groups by effective border and issuance controls of identity papers and travel documents, and through **measures for preventing counterfeiting, forgery or fraudulent use of identity papers and travel documents**;
- UNSC resolution 1624 (2005) calls upon all States to cooperate, inter alia, to strengthen the security of their international borders, including by **combating fraudulent travel documents** and, to the extent attainable, by enhancing terrorist screening and passenger security procedures with a view to preventing those guilty of committing terrorist acts from entering their territory;
  UNSC resolution 2082-2083 (2012) encourages States **to share information on fraudulent, counterfeit, stolen and lost passports and other travel documents** through the INTERPOL databases; and
- UNSC resolution 2178 (2014) recognizes the efforts of INTERPOL against the threat posed by foreign terrorist fighters, including through global law enforcement information sharing via its I-24/7 secure communications network, global databases and notices, in addition to its counter-terrorism efforts and procedures to **track stolen, forged identity papers and travel documents**.

VULNERABILITY

The threat posed by fraudulent travel documents is difficult to quantify since the number of undetected documents remains unknown.

Many States have invested significant resources in travel document programmes that have made travel documents more difficult to counterfeit and alter through enhanced technical and physical security features. But many vulnerabilities remain:

1. Despite international recommendations calling on States to share up-to-date information on fraudulent travel documents, information sharing is often hampered by political and operational motives.
2. New criminal trends and modus operandi increasingly include the impersonation of genuine persons by look-alikes presenting a genuine document, as well as the use of fraudulently obtained genuine (FOG) documents.
3. Most travel and ID checks occur during border controls. Although travel document inspection represents only one component of border management tasks, it remains key throughout the whole passenger screening process. It is worth noting that these activities are conducted in an extremely complex and vulnerable environment due to the following factors:
   - Border guards are required to operate under tight time constraints to facilitate speedy passenger control.
   - The strict division of responsibilities between the different national agencies operating at the border level, and the fact that they operate their own automated and independent systems for passenger processing, means that travel and ID document checks are not coordinated, often unnecessarily prolonged, likely duplicated, and without effective information sharing.

Criminals are aware of these constraints and exploit weaknesses in the system to cross borders and commit crimes.

INTERPOL'S HOLISTIC RESPONSE

In line with ICAO's Traveller Identification Programme (TRIP) Strategy, a holistic approach underpins INTERPOL's response to travel document fraud. This involves combining forensic support, operational assistance, technical databases, interoperable solutions and reference material.

These capabilities are available not only to border control officers, but also to forensic document examiners and prosecutors who tackle travel and ID documents misuse in all their forms:

- **Counterfeit document:** refers to a document that constitutes an unauthorized reproduction of a genuine document, where no part of the document has been legitimately produced.
- **Forged document:** refers to a genuine document, a part of which has been fraudulently altered to give misleading information about the bearer.
- **Fraudulently obtained genuine document:** refers to a travel document obtained by targeting vulnerabilities in the issuance systems, for instance with illegally obtained breeder documents deceiving legitimate issuance authorities.
- **Impostors:** refers to documents being used by an un-authorized user (look-alikes).
- **Revoked document:** refers to a travel document that the issuing authority officially rescinds or removes from use for any reason foreseen in national legislation.
- **Stolen blank:** refers to travel document booklets/cards that are stolen as blanks, prior to being issued to a bearer.
- **Stolen/lost document:** refers to a travel document issued to a legitimate bearer, but reported lost or stolen by the legitimate bearer.

TECHNICAL DATABASES AND REFERENCE TOOLS

INTERPOL provides a number of databases and reference platforms to conduct first-line checks and second-line examinations at airports, sea ports and border crossings, as well as forensic laboratories:

- **SLTD** (Stolen and Lost Travel Documents database) contains records of travel documents that have been reported as lost, stolen, stolen blank and revoked.
- **Dial-Doc** (Digital INTERPOL Alert Library - Documents) allows countries to share alerts on newly detected forms of false document.
- **EdisonTD** (Electronic Documentation Information System on Network) is a reference tool that contains images of genuine travel and identity documents.
- **DISCS** (Document Identification System for Civil Services) is a database containing certificates of civil status such as birth, marriage, death, identity and citizenship.
- **TDAWN** (Travel Documents Associated with Notices) enables authorized users to detect persons subject to INTERPOL Notices by performing checks on associated travel documents.

Through these databases, INTERPOL's response fully aligns with ICAO's TRIP Strategy. Using these robust inspection systems and tools with border control systems, allows for an efficient and secure reading and verification of Machine Readable Travel Documents (MRTD) with the purpose of identifying individuals, as well as their travel and ID documents (forensic travel document examination).

STRENGTHENING OPERATIONAL CAPACITY

INTERPOL also provides tailored training programmes on security document examination. These training courses are delivered worldwide to forensic document examiners, border control officers, immigration officials and prosecutors.

The aim is to reinforce both forensic document examination and the operational capacity of the targeted countries by implementing collaborative forensic document examination strategies, allowing them to enable them to carry out efficient border control measures.

Comprised of several teaching modules and practical exercises/workshops, the training covers topics that include personalization and printing techniques, security features, types of document fraud, international cooperation and INTERPOL's specialized databases including Edison TD, Dial-Doc and DISCS.

ENHANCING COOPERATION WITH THE SECURITY PRINTING INDUSTRY

The INTERPOL S-Print project aims to prevent high quality security document counterfeiting by engaging with the private sector as well as governmental institutions.

Through this endeavour, INTERPOL effectively provides assistance with the vetting of potential customers, including in the verification of bona fide status for new and second-hand intaglio machines, other security printing equipment and suspicious purchase orders connected to security materials.

The objective of the project is to reduce crime related to counterfeit documents by preventing high-quality materials and supplies from reaching counterfeiters.

The Project S-Print network contains more than 25 businesses in the security printing industry. Its members not only benefit from INTERPOL's expertise and know-how but are also given the opportunity to strengthen and expand their network and share best practices.

For further information about Project S-Print, please contact INTERPOL's Counterfeit Currency and Security Documents Branch by e-mail on **S-Print@interpol.int** ■

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NEXT GENERATION IDENTITY MANAGEMENT TO INNOVATE PASSENGER FACILITATION

ANNET STEENBERGEN
With more than 23 years of international experience working in the field of border control, border management and public private cooperation at airports, Annet Steenbergen was the co-founder and first coordinator of the Aruba Happy Flow project. Today she serves as advisor of Happy Flow and Preclearance to the Government of Aruba. In 2016 Annet took on the chair of IATA's Passenger Facilitation Working Group for Aruba and has a seat on the IATA's Passenger Experience Mangement Group. She is also a consultant on passenger facilitation innovation with a strong focus on single token end-to-end solutions.

AND WHY IS THAT?

We've heard the numbers before – within 15-20 years the number of people flying will double to about 7 billion a year. The growth is immense, it is hard to imagine what airports will look like with crowds that size. Many busy airports are already bursting at the seams and most, if not all of them, have plans for capacity expansion and new phases.

Airports are often built in densely populated areas, so they may not have the space to continuously add more infrastructure. Innovative solutions will be needed to ensure more passengers are processed through airports faster, without drastic changes to the infrastructure, and without interrupting border control, customs and airport security processes. The current security threats the world faces require higher levels of checks rather than less.

Aside from the challenge of facilitating the travelling experience of 7 billion passengers, airports and airlines also face increasing competition as passengers become more demanding and vocal about the services they request, and the price they are ready to pay. All in all it seems a contradictory challenge for the aviation industry and governments to deal with – better and faster service, and at the same time, higher levels of security and border checks.

The solution lies in eliminating repetitive checks and creating one seamless passenger process founded on a trusted framework for identity management. Having one secure identity check and reusing it, rather than repeating the same checks differently by each stakeholder, will enhance the overall security and efficiency of the process. Several initiatives are currently being tested.

Identity management is key to revisiting passenger facilitation. Discussions have started between airports, airlines, vendors and governments on what that would entail and what such a concept could look like.

ONE POSSIBILITY

Let's consider a possible future scenario for a shared identity management system for passenger facilitation. I will draw some inspiration from the Aruba Happy Flow concept (www.arubahappyflow.com) that I have been involved with from the start. I will also make the assumption that there are no technical obstacles to build it.

Any trip starts with booking a flight and a passenger giving his or her name. Correct personal details are important for the many stakeholders who will come into contact with the passenger. Imagine if at the moment of booking, you could link a trusted digital identity to your booking and use it throughout the various steps of your journey? Trusting a digital identity would mean that it is government authenticated and contains biometrics for verification.

After booking, the next step would be checking in for your flight and getting ready to travel. The airline will then verify if you are in possession of the correct travel document for the intended travel. The trusted digital identity could hold this information, and since the digital identity is already authenticated, it would suffice for the airline.

Happy Flow project

You will then confirm your identity by making a biometric match either at the airport airline kiosk, or even remotely (i.e., via a selfie on your mobile phone). From that moment on the photo taken to make the biometric match for identification could be used as the enrollment, and reused for the next steps of your journey. Bag drop would only require a biometric face match to identify the passenger and tag the bag. The airside access check could also be done by biometric matching of your face since enrollment implied a reservation, boarding card and correct travel document.

The same would count for border control since the trusted digital identity was government authenticated. Access to the airline lounge could then be granted and registered by biometric verification. Finally, the boarding of the flight through biometric matching would mean a fast, easy and secure checking of your identity.

This possible future scenario has additional versions that may also include, for example, a differentiated security check based on a biometric identification and a risk-based assessment. It could also incorporate biometric identification at retail instead of showing of the boarding card at every purchase. Various options are possible to make passenger facilitation easier and more secure.

SHARED SYSTEM

In order to create such a seamless passenger flow by connecting the steps through an identity management system, the stakeholders involved will have to use a shared IT-infrastructure. After all, they will all use and reuse the same biometric and personal data. This requires data privacy and data protection compliances that are in place and guaranteed. The platform that the stakeholders engage in can then yield more than just the secure and easy identity verification. Real time information can be generated through the system and benefit all involved, meeting enforcement needs and business value.

Once passengers and stakeholders accept seamless passenger flows, the request for wider use will follow. We already see the widespread use of automated border control and automated passport control becoming the norm.

Furthermore, aviation is not alone in using biometrics to make processes easier and more secure at the same time. The financial sector is preparing for the use of biometrics as the predominant method for clients to identify themselves for accessing bank services. Banks need to counter financial crimes, identity theft, and keep their clients happy. These reasons mirror those of the aviation industry; using biometrics to make repetitive identity checks easier and more secure.

A TRUSTED FRAMEWORK

A trusted framework for identity management, with the use of biometrics in passenger facilitation, will require a new degree of cooperation between the stakeholders involved. To ensure success, a number of pre-conditions that call for a level of agreement between airlines, airports and governments, will need to be met.

Several initiatives have already been rolled out or are being planned in support of the ICAO TRIP Strategy. One that was recently started by IATA is **Task Force One ID**. Their work programme for 2017 includes a business case/feasibility study, identity management and processes, technology and standards, and legal and governance. Many discussions have opened on the scope and implications of a trusted framework, both nationally and internationally.

The interdependency between the public and private stakeholders involved, creates an opportunity for radical innovation of passenger facilitation. The opportunities that are presenting themselves through technology and the demand for higher security and a better passenger experience, have brought different parties around the table to exchange best practices and future standards for interoperability. However, all agree that only if all parties work together can a true end-to-end passenger facilitation be created. A trusted framework for identity management is the foundation for at least the three pre-conditions that have to be met in order to establish it.

WHAT ARE THE PRE-CONDITIONS?

1. **Agreeing on a trusted source to establish an identity**
   Reusing biometrics in a shared environment begins with the initial verification and authentication of an individual. Governments are the trusted source for establishing and giving Evidence of Identity (EoI). It is important that the identity management systems used at airports allows for more secure and faster facilitation of passengers; this will help governments that are facing increased international travel with more strain on border management capacity. It is in a governments' interest to have the identity of a passenger, with the correct PNR and API data, securely checked throughout every step of the process.

   ICAO's Standards for travel documents, the inspection and reading of MRTDs, and the use ICAO's PKD, are essential to establishing the identity of a passenger in a trusted framework for identity management. The biometric digital token that is reused throughout the steps of passenger facilitation, is only available after the initial identification is secured. In practice this would imply that when the stakeholders sit around a table at an airport to discuss the shared system, it is the government that sets and provides the standards for establishing passenger identity .

2. **Guaranteeing data privacy and data protection**
When considering sharing information between partners, clear language and understanding of the rights and responsibilities of each organization is key. The implications of working in a shared system bring with it a shared responsibility for the data involved. Each stakeholder's tasks, and the boundaries of their responsibilities, have to be understood and clearly reflected in the system.

Following the principles of *Privacy by Design* from the initial onset of the cooperation, to creating a seamless passenger flow in an airport environment, will help the design and development of a system. Privacy by Design is a method for designing IT systems that take personal data protection, in accordance with the privacy laws and regulations, into consideration when building the system.

In general terms, this means that the partners in the system only get the information that they need, and are allowed to know. An airport, for example, would not normally have access to the personal data of the passengers travelling, but rather only their depersonalized data that is relevant for airport operations: "a passenger for flight XYZ".

An airline on the other hand, needs to comply with international requirements to make sure the passenger is in possession of the correct travel document, but they should not keep that information. And a government is allowed more information on a passenger to be able to confirm perform border control duties.

An identity management system shared between public and private stakeholders needs to guarantee the passenger that their personal data is protected and only used for the purpose it is supposed to be used. Since more and more data is shared among different entities, privacy is a growing concern. It is important that there is no doubt between the stakeholders, and by the passengers, that data protection and privacy are guaranteed. In the European Union, Privacy by Design will become mandatory with the introduction of the General Data Protection Regulation in 2018.

3. **Arranging to work in a shared system environment**
In order to meet the first two pre-conditions, there must be intensive cooperation from airlines, airports and governments beyond what has been the norm. Cooperation between these stakeholders is not new, but what will be new is a shared responsibility for a data infrastructure. This will most likely require a written agreement between the parties that clearly states their rights and responsibilities.

Moreover, the day-to-day running of the system, setting the rules and regulations, as well as financial and long term planning, need to be provided for in an organizational and mandated structure. This next level of cooperation may impact the culture of cooperation at airports as a whole.

TRUST

As the aviation world and its partners are starting out on this new path of identity management with all the possibilities that come with it, additional pre-conditions might need to be incorporated in the future. There is however one overarching pre-condition that will remain crucial for any success of a seamless passenger flow: trust between the stakeholders involved and willingness to work together.

Technology and its growing possibilities will not be the stumbling block. The industry has many solutions like block chain and higher quality biometrics, that can facilitate the demands for an identity management revolution in passenger facilitation. It all depends on the willingness to cooperate in new ways, to make things work for the benefit all involved. ■

AIR PASSENGER CONTROL: HOW BRAZIL CHANGED THEIR CUSTOMS CONTROL

FELIPE MENDES MORAES
He is the Deputy Chief of the Brazilian Customs Special Controls Division for the Brazilian Federal Revenue Service Customs Office. He is currently responsible for the national coordination of all the IT systems that provide support to the national passenger control activity, which inludes API/PNR data, and passenger risk assessments for land, air and maritime borders.

In 2013, as Brazil was preparing to welcome the world for the 2014 World Cup and the 2016 Olympic Games, the Brazilian Customs Administration was exploring the ways they could improve air passenger customs control for the millions of tourists and athletes who would soon be visiting.

Their work began with one important driver: a project to develop an intelligent risk assessment system based on Advanced Passenger Information (API) and Passenger Name Records (PNR). This project, combined with the all-new passenger Facial Recognition System (IRIS), allowed the Brazilian Customs Administration to achieve vital leaps in efficiencies. It also helped to improve the processing of international travelers.

Brazil had to contend with air passenger traffic that had doubled over a 10-year period (**Figure 1**). With the remarkable growth of international air traffic, the traditional inspection techniques that were employed by customs officers, proved to be inadequate. With greater demands being placed on government services, the Federal Revenue of Brazil (RFB) began investing in a solution that would tailor their customs processes while adhering to international standards.

The RFB planned these projects with the National Commission of Airport Authorities (Conaero). Conaero led the coordinated Federal Government initiative to improve dialogue and cooperation among the various stakeholders in the airport environment: airlines companies, airport operators, customs, immigration, and other government agencies and policy regulators.

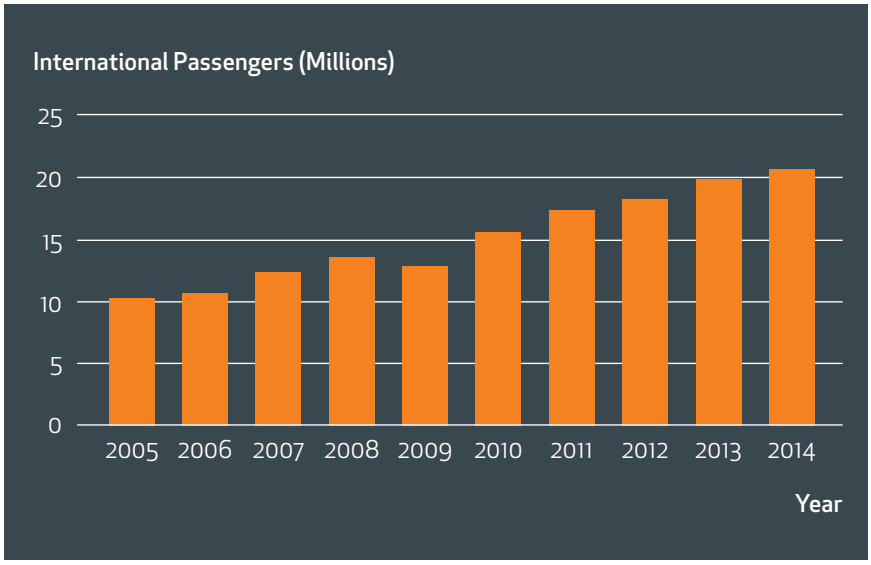

Figure 1: Total international air passengers in Brazil; 2005-2014

THE TRADITIONAL PASSENGER PROCESSING PROCEDURE

Until 2014, the air passengers who would undergo a baggage inspection in Brazil was at the discretion of the customs officer in charge. This selection was based on subjective criteria that included behavioral analysis, questioning, baggage surveillance and other random factors.

The dramatic growth in international travelers and trade in all regions of the world, added continuous stress to the operational and work force capabilities of border control authorities. Customs officers in particular, as the first line of defense, encountered increased security and enforcement responsibilities.

API AND PNR DATA, LEGISLATION AND STANDARDS

When responding to increased workloads, the use of modern technology and greater domestic and international cooperation can enhance the effectiveness of border control. Incorporating passenger selection/screening criteria based on high quality risk indicators and API, has proven to have a positive effect on enforcement activities.

According to ICAO's Annex 9 – *Facilitation*, an API system is "an electronic communications system whereby required data elements are collected and transmitted to border control agencies prior to flight departure or arrival, and made available on the primary line at the airport of entry".

The provision of API and PNR data can be financially and operationally burdensome on aircraft operators, so requirements must be clearly legislated. Based on *ICAO Guidelines for Passenger Name Record Data* (ICAO Doc 9944), explicit legal provisions should govern the requirements for PNR data transfer. It also stipulates that the reasons for requiring PNR data "should be clearly expressed in the appropriate laws or regulations of the States or in explanatory material accompanying such laws or regulations, as appropriate".

Internationally, the basic rules for the use of API and PNR are outlined in Annex 9 and the Revised Kyoto Convention of the World Customs Organization. For API, Standard 3.47 of Annex 9 obliges each Contracting State to "introduce an API system under its national legislation to adhere to internationally recognized standards for the transmission of API".

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RISK ASSESSMENT RESULTS

In 2015, the RFB developed an electronic risk assessment system that took the API data and provided an output list of passengers who should be subject to customs screening upon arrival of their flight.

This information assisted risk and threat assessments and resulted in improved efficiencies related to cash smuggling detection. In 2015, the average cash seizure was 212% higher than in 2014 (**Figure 2**).

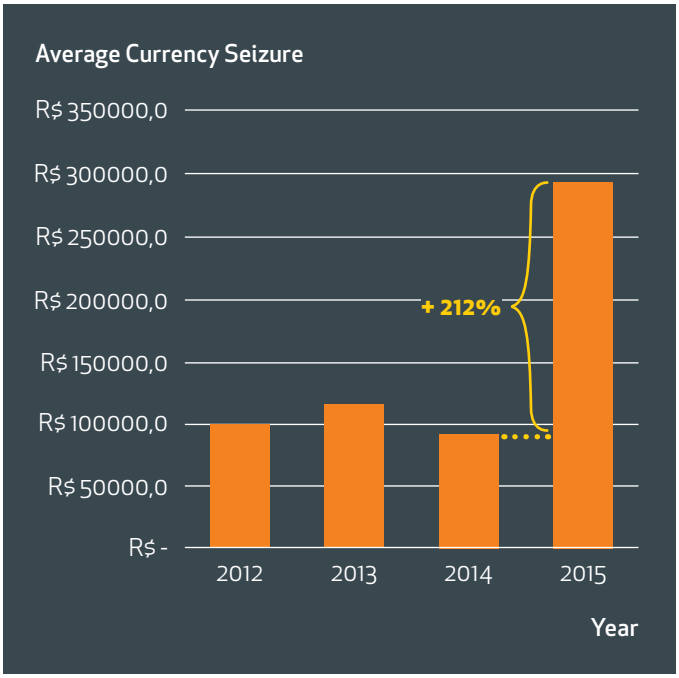

Figure 2: Currency seizure relevance per case (2012-2015)

Additionally, the use of API and PNR data in pre-arrival risk assessments helped cus-toms officers identify travelers who fit drug smuggling profiles. The new techniques led to an increase of more than 300% drugs seizures in 2015 over 2014, results that had never been seen in Brazil (**Figure 3**).

IDENTIFYING SELECTED PASSENGERS: THE FACIAL RECOGNITION SYSTEM

Once API and PNR data were used in the pre-arrival risk assessment of air travelers and the main targets were selected for customs inspection, one of the most challenging tasks of the customs control process became properly identifying and segregating the selected passengers without disrupting the legitimate flow of air travelers.

In 2016, Brazilian customs officers adopted an all-new, tailored solution that uses facial recognition technology for target identification and selection. Fourteen major international airports in the country are equipped with the biometric identification solution.

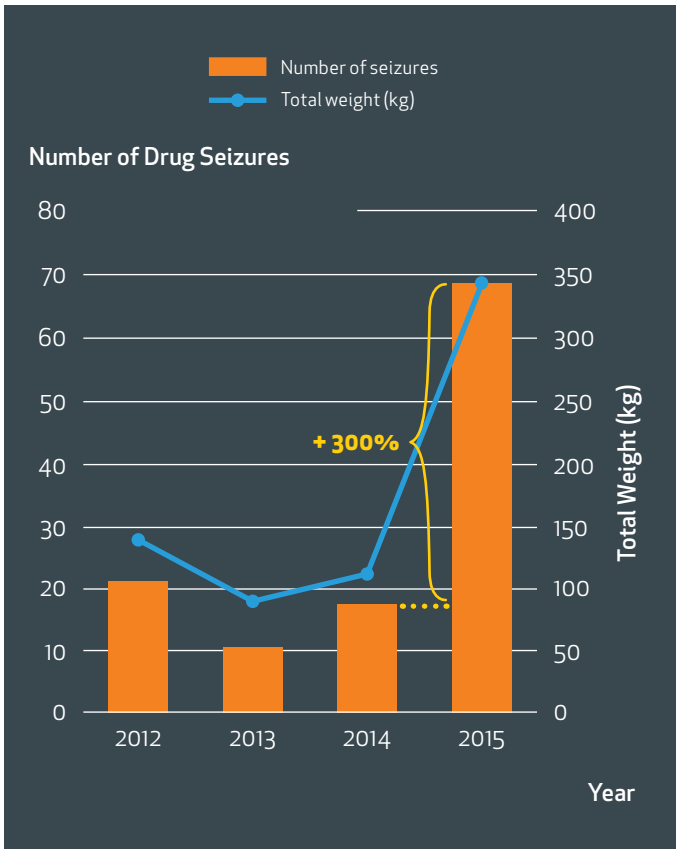

Figure 3: Detected drug smuggling attempts by inbound and outbound air passengers (2012-2015)

Facial recognition software can identify a specific individual in a digital image by scanning a person's face and matching it against a library of known faces. Brazil's facial recognition system works with two high-resolution cameras installed in custom's "nothing to declare" line area at each airport (**Figure 4**). All passengers' faces are compared with a list of known faces who represent targets who must undergo a customs inspection.

Biometric identification is carried out without human interfer-ence in the passenger line as they are moving at a walking speed (**Figure 5**). When the system identifies a passenger whose face matches the face of a previously selected target, a red warning is issued to the customs officer on duty, who will then approach the target and begin an inspection.

IMPROVING THE SECURITY AND FACILITATION

From a customs administrative point of view, the use of API and PNR has security, facilitation and enforcement advantages.

This intelligence-based, risk-assessment approach allows customs border control to identify air passengers on watch lists and suspicious passengers who might be smugglers or drug traffickers. It is also an effective measure to counter

Figure 4: Facial recognition system cameras

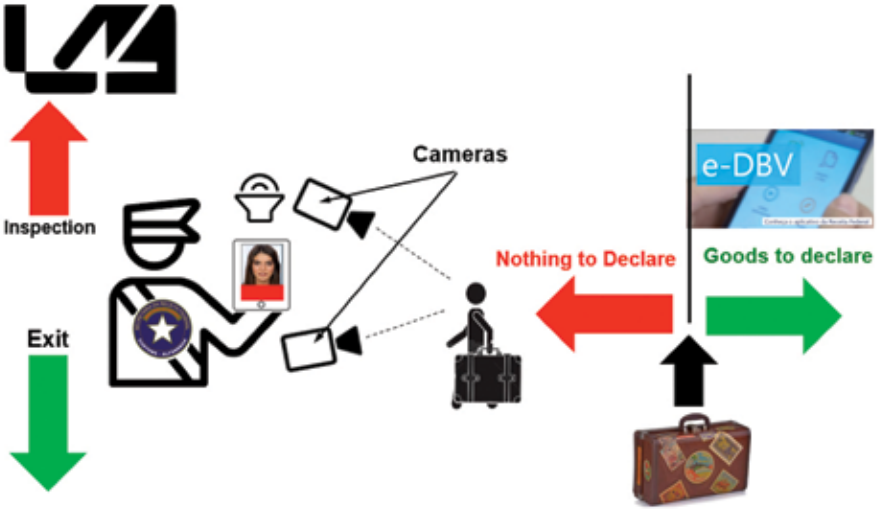

Figure 5: Conceptual layout of the facial recognition system applied to the Brazilian main airports

foreign terrorist fighter (FTF) related risks. It should also be noted that this risk assessment approach will help to facilitate movements of low-risk passengers at border concurrently.

Even though the primary function of customs facial recognition technology is to identify related targets, a cooperative procedure was established between Customs, the Federal Police Department and the Brazilian Intelligence Agency - ABIN, to establish a separate facial recognition "black list" with all targets associated with a security threat.

The use of facial recognition tools will be particularly effective in cases involving fraudulent documents since the facial characteristics of the target remain mostly unchanged. In a broader sense, customs will perform as a second barrier for national immigration control in order to further safeguard the country's security.

CONCLUSION

The development of more modern and effective passenger targeting and risk management tools with the use of the trending API and PNR datasets is a clear example of effective improvement. And it uses the same governmental human resources.

The use of a state-of-the-art facial recognition technology, interconnected with the national Federal Police and the national intelligence service, is a good example of inter-agency cooperation. They met the important goal of safeguarding the country's security, throughout the world-class events that took place in Brazil.

A national risk assessment that is based on both API and facial recognition technology points to an interesting future for air passenger inspection and control. In a worldwide scenario with increasing, dynamic complexities, it can play an integral role in not only national economies, but also in global security. ■

INTERNATIONAL AVIATION TRAVEL SAFETY: KOREA'S I-PRECHECKING SYSTEM

KIM WOO-HYEON
He became a prosecutor in 1996, and has held key positions at the Ministry of Justice and Prosecutors' Offices. After his promotion to Chief Prosecutor in 2015, he was appointed Commissioner of the Korea Immigration Service in May 2016.

LEE DEOK-RYONG
He became an immigration officer in 1988, and has worked for the Ministry of Justice for 28 years. In January 2017 he was appointed Director of the IT Strategy and Management Division at the Korea Immigration Service, where he supervises the information technology work of immigration administration.

INTRODUCTION

According to United Nations Security Council resolution 2178 (2014), Member States must, by following international law, prevent the "recruiting, organizing, transporting or equipping of individuals who travel to a State other than their State of residence or nationality for the purpose of the perpetration, planning of, or participation in terrorist acts".

The Republic of Korea is fulfilling this obligation by implementing ICAO Recommended Practices, including the *Guidelines on Advance Passenger Information*. Recently their Ministry of Justice developed the i-PreChecking System, an interactive advance passenger information processing system (i-API), which ensures passengers and aircraft entering the Republic of Korea are secured from terrorist activity. This safety system is expected to be fully implemented in the near future.

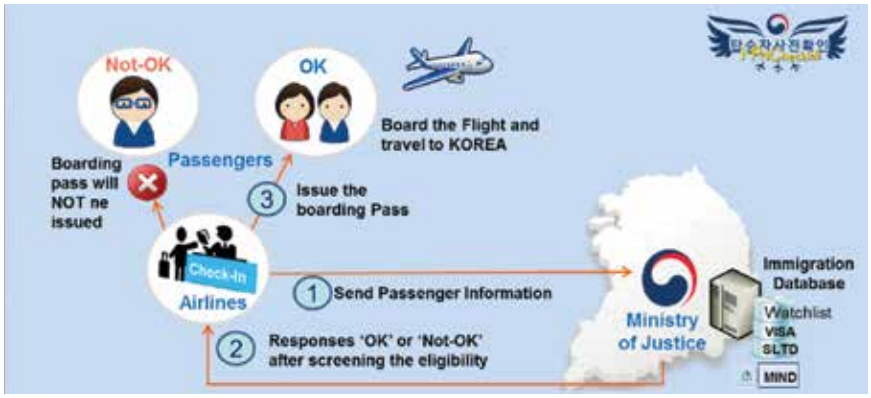

Figure 1: i-PreChecking work flow

BACKGROUND DEVELOPMENT

To facilitate immigration formalities in aviation and further reinforce safety and border management, the Ministry of Justice introduced the Advance Passenger Information System (APIS) in May 2005. In September 2008 they began testing the 'interactive advance passenger information processing system (i-APP)', and in November 2011 this was applied to all passengers on aircrafts departing from the Republic of Korea.

As terrorist and other international crimes show increasing trends around the world, it is difficult to ignore the threats against aircrafts and passengers. High-risk persons can not be blocked from boarding an aircraft with APIS alone.

Although APIS and i-PreChecking (i-API) both use advance passenger information, APIS is a one-way channel from the airlines to the immigration authorities, while i-PreChecking is an interactive system that provides a response message back to the airlines. With i-API, high-risk persons can be blocked before their boarding passes are issued.

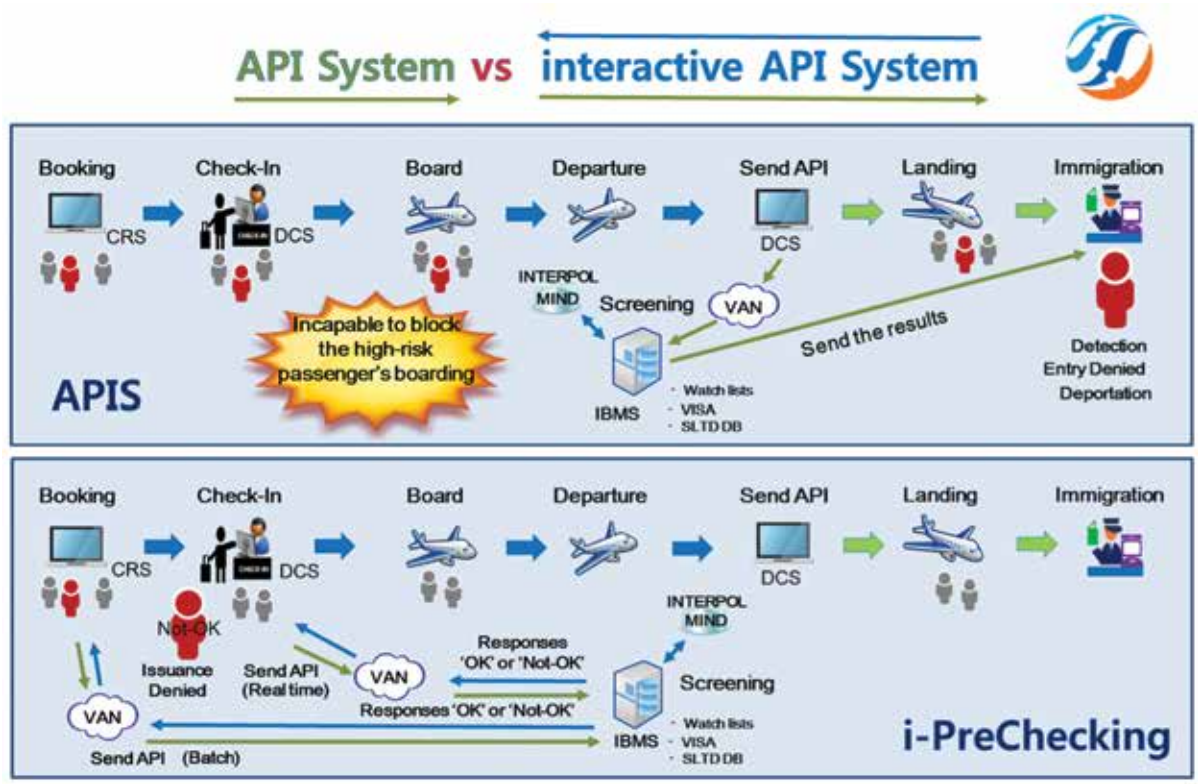

Figure 2: API vs i-preChecking

After the March 2014 disappearance of a Malaysian Airlines aircraft, the development of the i-API system was launched. The intent was to develop a system with the potential to block potential terrorists or holders of lost or stolen passports, who could potentially commit a crime, from boarding a plane. This would secure greater passenger safety and tighten border control.

BUILDING THE SYSTEM

Based on input from airline officials, the Ministry of Justice (Korea Immigration Service) began developing the i-API system in May 2014. Seven months later the system was connected with the departure control system (DCS) for two of the national flag air carriers, Korean Air and Asiana Airlines. In February 2015, the first test operation began with Asiana Airlines departing from Nagoya Airport, Japan.

To establish legal grounds for operating tests of the system, the Immigration Control Act was amended in March 2016. This helped create regulations for the procedure of transmission, screening, and notification through the i-PreChecking system. It also made it mandatory for airlines to block the boarding of high-risk persons.

After the amendment, a performance analysis of the 2015 test operation was carried out. The results indicated the high demand for the development of a newly designed stable system, with distinct features that would allow for passenger screening and boarding to be performed at foreign airports. After securing funding for this, an enhanced plan for the system was initiated in August 2016.

There were three main focuses for the i-PreChecking System enhancement: first, to upgrade the equipment and to stabilize the system with a non-stop 24 hour-operation. Next, to enhance the Integrated Border Management System (IBMS) to include other, current border control systems such as APIS and PIMS. Finally, to develop programmes that improved the accuracy of the passenger information received from the airlines (such as automatizing the general declaration process for clearance). This enhancement plan was successfully completed in December 2016.

In October 2015, eight months after the system began testing on Asiana Airline flights departing from Nagoya, Japan, Taiwan's Eva Air joined the test operation as a foreign air carrier. After linking the system to Eva Air for flights departing from three airports of Taiwan, the number of participating airports and airlines gradually increased. As of March 2017, 80 airlines departing from 155 airports around the world were participating in this scheme.

Since testing began, information on 12.62 million passengers was processed. Among these, 193 persons with an entry ban were blocked, as well as 2,795 invalid passport holders (which included 214 Interpol Stolen and Lost Travel Documents (SLTD) holders). The i-API System has been fully applied to all flights bound for the Republic of Korea since April 2017.

During the month of April 2017, about 3 million passengers were screened, and 85 persons under entry ban were blocked, as well as 806 invalid passport holders including 47 Interpol SLTD holders.

i-PreChecking Response Data during Test Operation (2015.02.16.~2017.03.31)

YEAR	NUMBER OF RESPONSES MADE	OK	NOT-OK
2015	924,932	924,633	299
2016	5,479,817	5,478,587	1,230
2017 Mar.	6,222,481	6,220,630	1,851

i-PreChecking Response Data since Full Implementation (2017.04.01.~2017.04.30)

YEAR	NUMBER OF RESPONSES MADE	OK	NOT-OK	SELECTEE
2017 Apr.	3,002,576	2,983,284	1,462	17,830

Not-OK Response Data during Test Operation (2015.02.16.~2017.03.31)

YEAR	TOTAL	ENTRY BAN	NO VALID VISA			INVALID PASSPORT/ SLTD		
			ENTRY	TRANSIT	RE-ENTRY	KOREA	INTERPOL	EXPIRED PASSPORT
2015	299	26	-	-	-	244	-	29
2016	1,230	102	74	-	-	809	72	173
2017 Mar.	1,851	65	308	10	-	789	142	537

i-PreChecking Response Data since Full Implementation (2017.04.01.~2017.04.30)

YEAR	TOTAL	ENTRY BAN	NO VALID VISA			INVALID PASSPORT/ SLTD			OTHERS
			ENTRY	TRANSIT	RE-ENTRY	KOREA	INTERPOL	EXPIRED PASSPORT	
2017 Apr.	1,462	85	475	2	75	417	47	342	19

I-PRECHECKING HIGHLIGHTS

There are two distinctive features of Korea's i-API system that differ from the i-API system used by 16 other countries.

The first feature is that the i-PreChecking system operates in real-time with the Interpol Mobile Interpol Network Database (MIND) technical solution. This vets against the Interpol SLTD with all airline reservations at the booking stage, as well as passenger information at the check-in stage. This method, using the Interpol MIND device, was used by immigration authorities for the first time.

Not only are terror attacks that involve aircraft a critical threat to passengers and crew members, but transnational crimes that include the transport of illegal drugs are also a critical problem. Border control authorities and airlines around the world are working on measures to prevent these situations.

Korea's i-PreChecking system includes UN data on terrorists and terrorist organizations, as well as data on lost or stolen passports (from not only Korea's database, but also those listed in the Interpol SLTD). The information is checked in real-time, with the airline's systems at check-in as the traveler is waiting to receive his/her boarding pass. Ineligible persons are determined before the boarding pass is printed. With this system the safety of Korea and Koreans, as well as the aircraft and all passengers boarding flights bound for Korea, are protected.

Figure 3: i-PreChecking System screen 1

Figure 5 & 6: i-PreChecking Officers

Additionally, i-API can automatically detect and block high-risk persons who are trying to get a boarding pass using a lost or stolen passport.

As an example, a man might have booked his flight ticket with the information from a passport he lost. At the reservation stage, when airlines transmit this information, i-API will detect that there is a stolen or lost passport by retrieving data from the Korea SLTD DB and Interpol MIND. It will automatically flag that this is 'Not OK'.

When that passenger tries to check-in at the counter with his renewed passport, the airline official will notice the previous message and will send the new passport information to the Ministry of Justice through i-API. The system will reconfirm the passport validity and entry eligibility of the concerned person in real-time, within four seconds (which is according to ICAO Standards and Recommended Practices).

With i-API, airline officials only need to verify the passport holder's identity without taking additional action (which would involve questioning the traveller). Because there are very few cases where a person is blocked at the check-in counter, airlines will see a reduction in boarding delays.

For the second feature, the system also responds to other cases of inadmissible passengers such as those without a valid visa; those who are ineligible for visa-free entry; and those who are under an entry ban.

Very often, for reasons of border control enhancement and national security, States are legally including air carrier passport and visa verification procedures. With this trend, not only are processes more time-consuming, but the government is shifting additional workload to private airlines.

Figure 4: i-PreChecking System screen 2

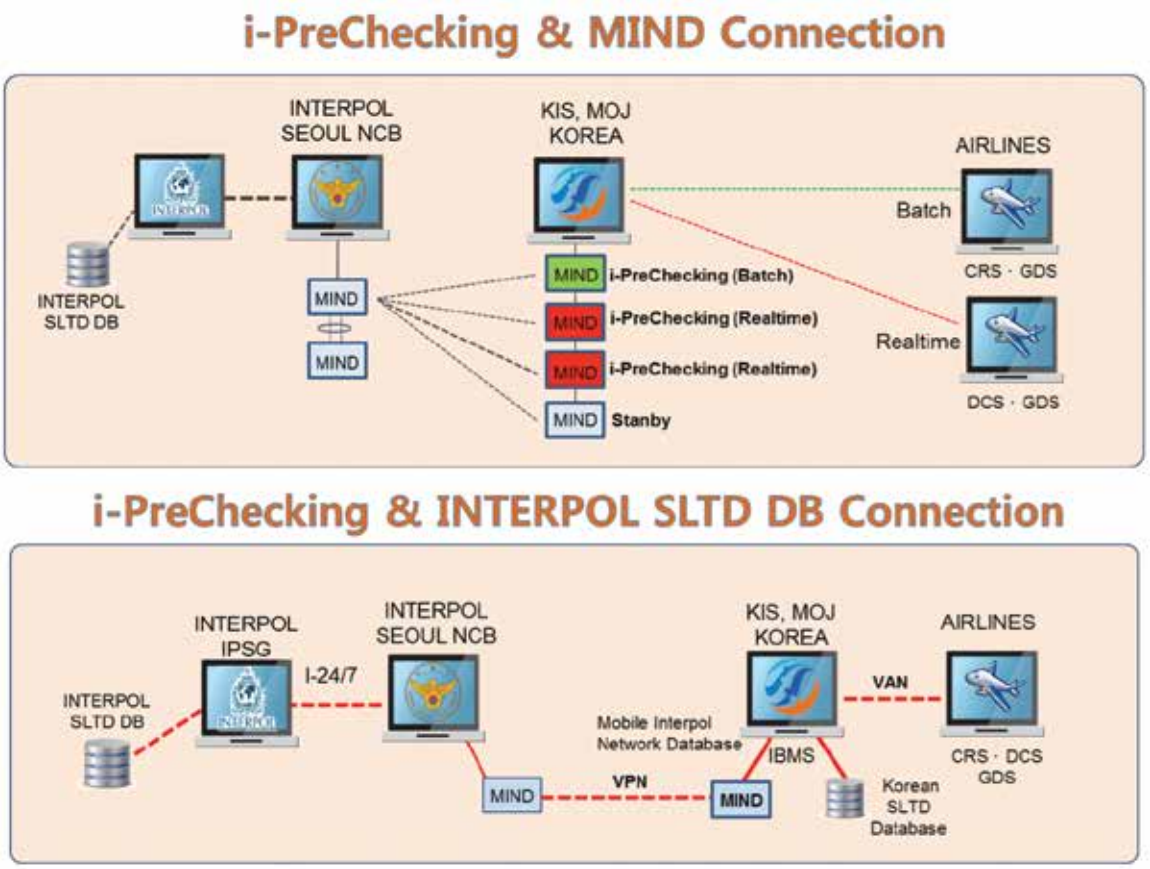

Figure 5: i-PreChecking & INTERPOL DB Connection

Throughout the development of the system, the Ministry of Justice held meetings with airline officials to gather their feedback. This ensured the system was designed to minimize the burden of the airlines during the boarding process.

Based on this system, those responsible for the boarding process are only required to verify the passport holder's identity for the 99.4% of passengers who received the response 'OK to board'.

Though the entire process, including the issuance of the boarding pass, is carried out expeditiously, there are some cases where the response received is 'SELECTEE'. This affects 0.6% of the total passengers. In this instance airline officials must check the passenger's eligibility to travel to the Republic of Korea and determine whether or not the traveller can be issued a boarding pass to board the flight.

When operating with the previous system, airlines had to verify whether all 300 passengers satisfied entry admissible conditions to travel to the Republic of Korea during check-in. After i-API, they might need to check two 'SELECTEE' travellers.

With the establishment of this system, airlines can quickly process passenger boarding since they significantly reduce the burden of checking passenger entry eligibility. Facilitation of immigration formalities and enhancement of border management can be effectively realized by reflecting ICAO guidelines and recommendations regarding the concept of interactive API.

I-PRECHECKING AND INTERNATIONAL COOPERATION

The i-PreChecking system can bring forward the below benefits to the Ministry of Justice of the Republic of Korea, immigration authorities, airlines that service the Republic of Korea, as well as passengers who seek to enter or transfer in Korea:

- Securing the safety of aircraft and passengers by preventing the boarding of high-risk persons;
- Saving time and costs for airlines and passengers regarding the repatriation of persons under travel ban; and
- Enhancing immigration services for entry and quicker boarding of trusted travellers.

i-API will make it possible to block the boarding of suspected terrorists or those deemed liable to committing crimes. By expanding the information exchange with Interpol, other international organizations, and foreign governments, the Republic of Korea would hope to ensure the safety of its people and further contribute to building an international cooperation system. ■

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DIRECTING ASSISTANCE WHERE IT IS NEEDED: IOM BORDER CONTROL CAPACITY-BUILDING IN MALI

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He is the Head of IOM's Immigration and Border Management Division (IBM) at IOM Headquarters in Geneva, Switzerland. He oversees a team of IBM specialists and support staff in HQ, providing technical oversight to the senior IBM specialists posted in IOM's eight regional offices and the African Capacity Building Center (ACBC) in Moshi, Tanzania. He is responsible for developing and overseeing IOM's global approach to activities in the field of Border Management and Immigration.

ERIK SLAVENAS
He is a Border Management consultant with 20 years of experience with IOM, ICAO, and the Lithuanian diplomatic service. His project management and development work covers the areas of Traveller Identification Management, Justice and Home Affairs, Migration Management and Border Security. Dr Slavenas's most recent assignment was with the IOM Mission in Mali developing and delivering border management technical assistance projects to countries in the Sahel region, West Africa. His work focused on needs assessment, Integrated Border Management strategy development, and building capacity to combat terrorism and trans-border crime in the Sahel region.

Border and identification management standards and technologies are often based on the practices of the most developed States in the world. Many countries struggle with their implementation because of a lack of funding and technical expertise. In developing countries, assistance needs are immense and well-targeted technical support can make a big difference in strengthening good and effective governance of national borders. This article looks at the border management technical assistance the International Organization for Migration (IOM) has been providing to the Republic of Mali, a French-speaking country in the Sahel region in Western Africa.

IOM AT A GLANCE

Established in 1951, the IOM is today the leading intergovernmental organization in the field of migration. The UN agency is committed to the principle that humane and orderly migration benefits migrants and society. IOM acts with its partners in the international community to:

- Assist in meeting the growing operational challenges of migration management
- Advance understanding of migration issues
- Encourage social and economic development through migration
- Uphold the human dignity and well-being of migrants

IOM's business model is based primarily on donor-funded international assistance projects. As part of its broad portfolio, IOM provides technical assistance to Member States in the area of Immigration and Border Management (IBM). IBM activities help governments develop improved policies, legislation, administrative structures and operational systems. They also help identify and develop the human resources needed to respond more effectively to diverse migration, border and identification challenges, and to strengthen migration governance.

CURRENT AND RECENT IOM IBM PROJECTS IN MALI

- **"Enhancing the collective capacity for managing border and or protecting border communities between Mauritania and Mali," funded by Japan, March 2015 – March 2017**
- **"Strengthening Joint Border Management between Mali and Mauritania," funded by IOM Development Fund, December 2013 – March 2016**
- **"Coordinated Border Management in Niger, Mali, Mauritania and Burkina Faso," funded by Japan, March 2015 – December 2016**
- **"Technical Support to Mali's National Border Policy Review," funded by MINUSMA/SSR-DDR, December 2015 – April 2016**

IOM IN MALI

IOM has been present in Mali since 1998, with offices in Bamako, Mopti, Timbuktu and Gao.

IOM Mali has over 100 staff and a large project portfolio, which includes community-led programming on stabilization and socio-economic reintegration in the north.

Providing IBM technical assistance is another growing programming area at IOM Mali.

Implemented in close cooperation with the Malian Government and international partners, IOM's initiatives focus on international migration and internal displacement, assisting the most vulnerable.

These activities are designed as partnerships. The requesting government and other stakeholders work closely with IOM's IBM team to identify needs, determine priority areas, and shape and deliver technical assistance. The IBM portfolio continues to expand and is comprised of approximately 200 projects every year that involve several hundred predominantly field-based staff.

On 15 November 2016, the IOM and ICAO strengthened efforts with a Memorandum of Understanding (MoU) which formalized collaboration on shared priorities that include traveller identification management. The MoU strengthens the two UN agencies' efforts to respond to current and emerging challenges. This work includes aviation and border security, ensuring migrants and refugees have access to safe transport, and responding to the health challenges that are linked to international mobility.

The MoU increases cooperation related to ICAO's work on security and facilitation within the framework of the ICAO TRIP Strategy, including joint development and implementation of capacity-building projects.

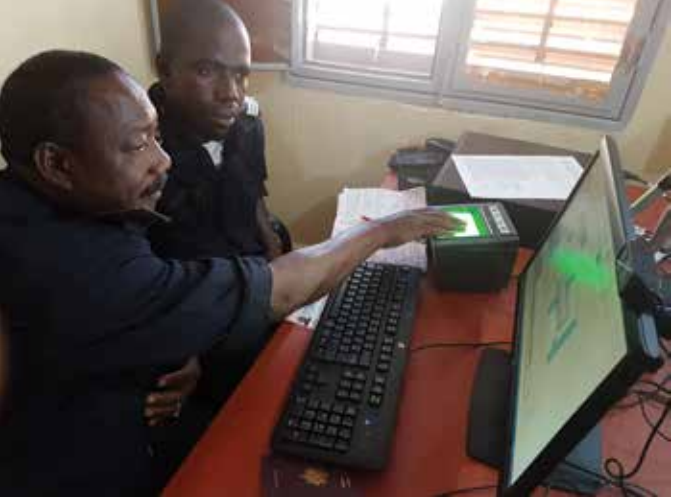
THE IOM'S PRESENCE IN MALI

Many UN and international organizations are working in Mali to assist in joint development, security and stabilization efforts. Though Mali is a conflict-affected State that faces stabilization challenges, the country is engaged in ongoing political and technical dialogue with the international community addressing the root causes of instability.

Following their 2012 multi-dimensional crisis and the surge of terrorism and armed insurgency in the north, Mali hosts the UN Multidimensional Integrated Stabilization Mission in Mali (MINUSMA) to support the transitional authorities in stabilizing the country and implementing the transitional roadmap.

Effective border management is a powerful tool for combatting trans-border crimes. Security is a pre-condition for sustainable development and the ongoing stabilization efforts in the Sahel region. Development without security is impossible; security without development would only be temporary.

Governance challenges, and the need for stronger institutional capacities to help manage security threats, are high on the policy agenda in Mali. Through IBM technical cooperation, IOM contributes to the ongoing stabilization efforts and enhancing the human security of the Malian population. Further, IOM promotes good governance, respect to human rights, the rule of law and the special needs of vulnerable populations in border areas.



BORDER MANAGEMENT IN MALI

Mali, a landlocked country, manages its migrant flows through air and land borders. Mali has six international airports capable of handling international civil aviation flights. At five of them (Kayes, Sikasso, Gao, Timbuktu and Mopti), international civil aviation flights have been suspended for security reasons and because of ongoing instability in the north. Their air traffic is limited to military and logistical flights used primarily by MINUSMA and commercial charters. Only Modibo Keita International Airport in Bamako (which has 700,000 passengers annually) handles international flights with immigration, customs, health service and other border inspection capacities.

In January 2017, Bamako Airport opened a new modern airport terminal which handles all international flights. Mali's National Civil Aviation Authority (ANAC) and Mali Airports (ADM) are the two main government institutions responsible for managing airports and coordinating the work of other agencies performing border controls there. Mali's Directorate-General of National Police has a Special Commissariat of Air and Border Police, a dedicated unit responsible for immigration control at international airports.

Though opening the new modern Bamako airport was a big step forward, some challenges exist. Mali started issuing biometric passports in 2016 but is not yet a member of the Public Key Directory (PKD). This prevents border control from ensuring the security of the data in the chip in line with international recommended practices.

While Mali does not require or use Advance Passenger Information (API), there have been government discussions on the introduction of passenger data to strengthen security and facilitation at air borders. Integration of border management information systems is another challenge, since in the future Bamako airport and land border crossing points must use the same system.

Controlling land borders presents far greater challenges. Historically, Mali's borders have been long and porous and require government presence in remote locations where there are harsh conditions. In the northern part, most of the border goes through uninhabited locations in the desert.

By law, the National Police operate 19 land border crossing points, but in practice some border posts in the north have been abandoned because of security concerns. Apart from two border posts built by IOM as part of IBM technical assistance, border posts are typically very basic, without stable electricity, water, communications capabilities or the dust-free office environments that can support computers.

Without a computerized border information management system, border crossing records are handled manually, with obvious facilitation and security limitations. While all police staff complete the general induction programme in their police training, few have the specialized skills required for border controls. The IOM is working with the Government and donor community to provide assistance in areas like this, where it is needed the most.

A glance at IOM IBM recent activities in Mali, implemented thanks to generous donor funding provided by the Government of Japan, UN MINUSMA and IOM Development Fund:

- Constructing international border crossing points. The new police post in Gogui, on the Mali-Mauritania border, officially opened in April 2016. IOM finished another police border post in Sona, Sikasso region, which was inaugurated in December 2016. Building these border posts includes providing sustainable supply of water and electricity, as well as office furniture and equipment. Plans for constructing three new land border posts in 2017 are underway.
- Providing a border management information system (Migration Information and Data Analysis System, MIDAS) at Malian border police posts. The system has been installed and is operational at Gogui and Sona posts. It enables the Malian police to collect, process, store and analyse information about travellers, including their bio-data and biometrics. Future plans include connecting MIDAS to the Interpol's I-24/7 Global Communication System and its Stolen and Lost Travel Documents (SLTD) database, installing a central MIDAS server at the Police HQ in Bamako, and

MIDAS AT A GLANCE

Developed by IOM in 2009, the Migration Information and Data Analysis System (MIDAS) is a high-quality, user-friendly and fully customizable solution for States in need of a cost-effective and comprehensive border management information system. Currently operational in 19 countries, MIDAS has been designed to be compliant with international standards.

With the capability to collect, process, store and analyse traveler information in real time and across an entire border network, MIDAS enables States to more effectively monitor those entering and exiting their territory while providing a sound statistical basis for migration policy-related planning. IOM ensures that governments have full and exclusive ownership of any data recorded by MIDAS.

Given IOM's status as a non-profit making international organization, MIDAS is a cost-effective alternative to more expensive commercial options. IOM provides expert guidance throughout the installation process, including the delivery of systems administration training workshops and the provision of post-project support to ensure MIDAS' sustainability.

IOM, an organization that has been in existence for over 65 years, provides the kind of aftermarket service and assurance to governments that can rarely be found in the private sector. In drawing upon its in-house border management expertise, IOM also offers a wide variety of complementary training packages to assist border agencies with getting the best from MIDAS.

MIDAS IN PRACTICE

MIDAS automatically captures traveller biographic and biometric data through the use of document readers, webcams and fingerprint readers. This automation of data collection allows for faster and more accurate capture of information.

MIDAS is completely customizable and can be tailored to the specific requirements of governments, be it integration with Advance Passenger Information (API) systems, compatibility with an e-Visa solution or the option to print visa vignettes and temporary travel cards.

MIDAS CAPTURES

1. **Biographic data**
2. **Biometric data**
3. **Images examined under infrared, ultraviolet and white light**
4. **Entry and exit data.**
5. **Visa data.**
6. **Vehicle/flight/vessel data.**

installing VSAT communications between the border posts and Bamako. In 2017, MIDAS installation is planned at three new border crossing points.

- Supporting the Malian Government and MINUSMA in further updating and developing the capacities of the National Border Policy to manage borders and protect the human rights of migrants and travelers crossing the border.
- Performing a comprehensive assessment of Mali's IBM capacity. The objective was to produce a systematic picture of border management capabilities in Mali, identifying gaps and deficiencies, and producing recommendations for future IBM capacity-building reforms and international assistance.
- Training the Malian police in auxiliary skills such as computer literacy and English.
- Strengthening the competencies and professionalism of Malian border officials through professional training in border management, travel document examination and combatting trans-border crime. The training is delivered in joint groups for Malian and Mauritanian police to strengthen bilateral cooperation in border management.
- Enhancing Mali's Humanitarian Border Management (HBM) capacity to handle crises and mass flows of population across the borders. Activities include developing HBM Standard Operating Procedures for government institutions and conducting drills in border control post areas, chiefly on the Mali-Mauritania border.
- Facilitating bilateral and multilateral consultations (on senior and technical levels) and information sharing between Malian border management institutions and their partners in Mauritania, Niger, Burkina Faso, Chad and Cote d'Ivoire.

Border management in Mali presents many challenges and opportunities for improving border governance. Despite the difficult working environment, border agencies have motivated staff who are committed to learning new skills and adopting new tools in their work.

The new Border Policy, IOM's Comprehensive IBM Assessment, and the establishment of the National Security Sector Reform Council, are all indicative of the increasing commitment of the Malian Government in addressing border security management challenges. The IOM Mission in Mali is grateful to its donors and the Malian Government for their close cooperation and support, and look forward to continue working together on enhancing border management capacity, human security and stability in the Sahel region. ■

UPDATE FROM THE ICAO IMPLEMENTATION AND CAPACITY BUILDING WORKING GROUP (ICBWG)

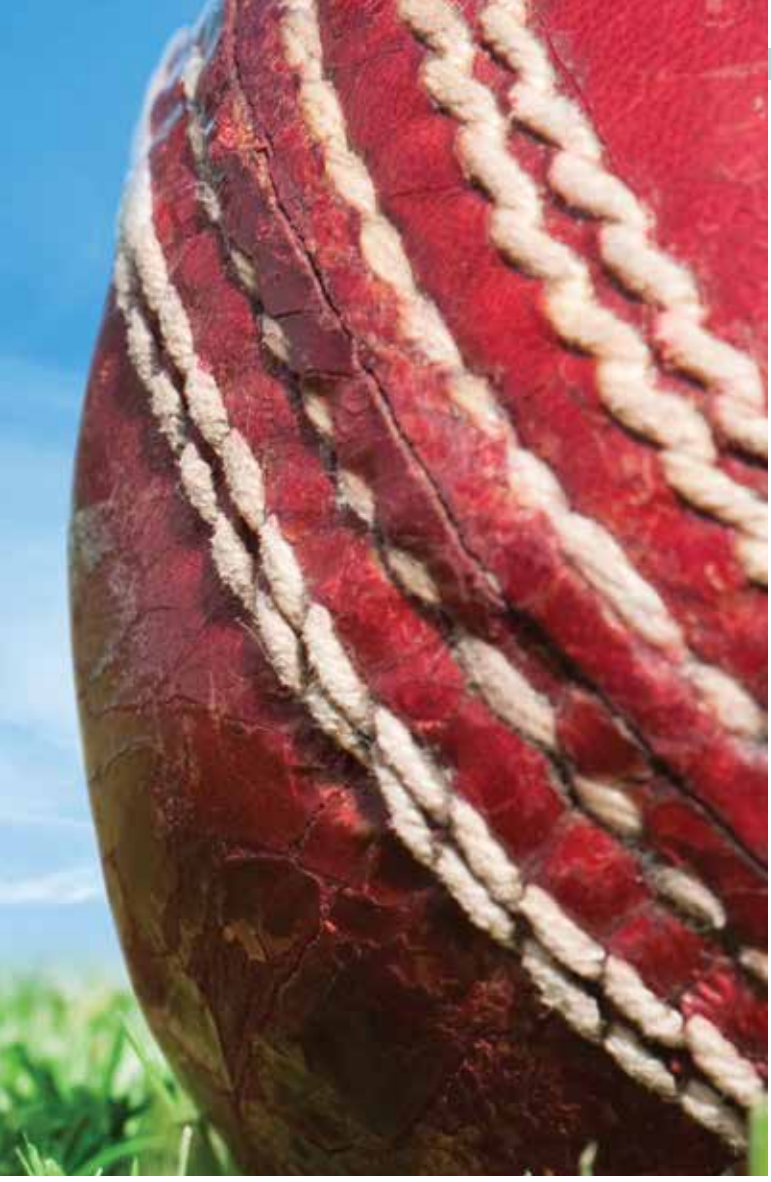
DION CHAMBERLAIN
He is the Manager of Operational Performance and Improvement for Identity and Passport Services in New Zealand. His experience in identity management includes passports, citizenship and civil registration. Dion has led assistance missions in the South Pacific, focussing on the implementation of new passport and civil registration systems, and using Evidence of Identity standards and guidelines to develop secure identity establishment and verification processes. He has been the Secretary of the ICAO Implementation and Capacity Building Working Group (ICBWG) since its inception in 2008. Contact icbwg@icao.int

The Caribbean is synonymous with the game of cricket. The way that such diverse and geographically spread nations of the Caribbean region come together to form the West Indies cricket team is unique, and has proven to be a powerful, and at times unstoppable, collaborative force in the game.

Unsurprisingly, it was the Cricket World Cup in 2007 that served as a catalyst for collaborative and innovative thinking about regional approaches to traveller identification and passenger clearance in the Caribbean, paving the way for concepts like the Organisation of Eastern Caribbean States (OECS) Single Domestic Space for Customs and Immigration.[1]

The ICAO Implementation and Capacity Building Working Group (ICBWG) recently met in Antigua and Barbuda to support the Traveller Identification Programme (TRIP) Regional Seminar. The working group was looking to finalise some of its strategic documents and advance key initiatives. There was also a desire to tap into Caribbean experiences of regional collaboration to advance ICBWG thinking, particularly in relation to the newly formed sub-group focussed on the challenges faced by small States. The Antigua meeting also solidified partnerships with international and regional organizations, and provided the opportunity to explore new areas where guidance and advisory support is required, including biometrics.

[1] See Dr. Lorraine Nicholas, The Single Domestic Space for Travel: Underpinning the OECS Economic Union, ICAO TRIP Magazine, 2016 Issue 2, Pages 16-19.



ICBWG AND ITS STRATEGIC OUTCOMES

Since its formation in 2008, the ICBWG has held meetings around the world, from Cape Verde to Samoa. Our focus is to provide guidance and expert advice to States, to assist the ICAO Traveller Identification Programme (TRIP) in meeting its strategic objectives. The recent meeting in Antigua and Barbuda was the first time ICBWG had been to the Caribbean. Aligning the ICBWG with the TRIP Regional Seminar presented a great opportunity for expanding networks, and building on the spirit of collaboration and sharing of information and knowledge.

ICBWG has consistently developed business plans to articulate its high-level outcomes and ensure all of its activities work towards ICAO goals and priorities. The current ICBWG outcomes and areas of focus are directly aligned with the five core elements of the TRIP Strategy: 1) Evidence of Identity, 2) MRTDs, 3) Document Issuance and Control, 4) Inspection Systems and Tools, and 5) Interoperable Applications. These five elements are the keys to building capacity and capability to enhance aviation security and facilitation.

Every work item on the ICBWG's plan contributes directly to one of the five outcomes in the ICBWG framework. These efforts help to deliver ICAO's Security and Facilitation goal of reducing aviation security risk and improving efficiencies at borders. The ICBWG finalised its new *Terms of Reference and Business Plan 2016 – 19* in Antigua. This will be submitted for approval at the next meeting of the Technical Advisory Group on the Traveller Identification Programme (TAG/TRIP).

NO COUNTRY LEFT BEHIND

At the heart of ICBWG's work is ICAO's No Country Left Behind initiative, which aims to assist States with the implementation of Standards and Recommended Practices (SARPs). The working group continues to develop tools and guidance, and provide advice to States to ensure they can meet the necessary SARPs and best practice guidelines. SARPs are not an outcome in themselves, but through the capability uplift that normally occurs with compliance, the hope is that States will provide better services to their citizens, and contribute to a safe and secure aviation sector.

Within No Country Left Behind, a clear focus on the challenges faced by Small Island Developing States (SIDS) has emerged. Common issues across the SIDS group often relate to economic constraints, and the availability of expert resources, which hampers their ability to meet SARPs. In the case of passport issuance, small volumes mean States may lack the revenue and economies of scale to maintain and improve their operations and passport technology. Investing wisely in technology that addresses the State's actual problems is even more critical when resources are scarce.

ICBWG developed the *Collection of Best Practices for Acquisition of Machine Readable Travel Document Goods and Services* as general guidance for approaching technology investment and procurement. Some of the specific issues faced by SIDS, and potential solutions, are the subject matter for a recently formed ICBWG sub-group.

SUB-GROUP ON ISSUES FACING SMALL STATES

At the ICBWG Samoa meeting in 2015, Pacific States requested the formation of a group that could support their context more effectively: specifically, to consider situations where population, expert capacity, and financial resources may be limited, requiring a different strategic approach. The formation of the Small States Sub-group was approved at the TAG/TRIP/1 meeting, and the sub-group met for the first time in Antigua – led by Margaret Gitai (Papua New Guinea).

The first work item initiated by the Small States sub-group is a guide focussed on the cost versus benefit of ePassports in the SIDS context, so that States can determine whether there is an economic case for the technology, or whether the investment is better spent elsewhere. This guidance will outline the functionality of ePassports, and the technical and operational considerations to be aware of. The guide will also provide a series of questions States should be asking themselves when considering whether an ePassport is the right solution for them, and indeed whether they are ready for one. The questions will enable States to self-assess their ability to extract benefit from ePassport technology, and should be asked well before initiating discussions with a vendor.

A key driver for Small States is often the belief that implementing an ePassport will secure greater visa-waiver status, and facilitate easier passage for their citizens. In reality, visa-waiver status considers a broad range of factors that span diplomacy and identity management infrastructure. If a State's Evidence of Identity (EoI) processes are not trusted, the technology contained within their passport becomes a moot point.

Therefore, assessing the likelihood of direct benefit to citizens is a key question. What will the ePassport chip give me that a standard MRP will not? How will I fund the additional cost of the ePassport book and asscociated technology? Is my border ready to read and validate the digital certificates from the ePassport chip? Do my current EOI processes undermine any benefit an ePassport may bring, or potentially introduce more risk? These and many other questions need to be considered carefully.

The sub-group will also be working on how States might overcome economic constraints from regional approaches that include joined infrastructure, systems, procurement, and shared materials. In this space, case studies from the Caribbean, Africa and the European Union will offer key insight.

Positive discussions regarding ongoing ICBWG participation from Caribbean Community Organisation (CARICOM) was one of the great benefits that came out of the meeting in Antigua. It is envisaged that CARICOM and OECS experiences with regional initiatives will greatly assist the sub-group's work.

INTERNATIONAL AND REGIONAL COLLABORATION

The ICBWG is continuing to develop a diverse base of knowledge, views and experience within the group. Making connections with regional organisations like CARICOM is extremely important to the ICBWG. It increases our understanding of the challenges States face globally. In particular, the ongoing participation of the International Organisation for Migration (IOM) in working groups like the ICBWG is invaluable. The ICBWG also collaborates with the Organisation for Security and Cooperation in Europe (OSCE) and the Organisation of American States (OAS).

One of the most recent collaborative connections ICBWG has made is with the Biometrics Institute. Biometrics is a complex topic to traverse for many States – not just in terms of how and when to apply the technology to border and passport operations, but also in the policy, privacy and legislative spheres. A new item on the ICBWG's work plan is high-level guidance focussed on aspects to consider when deploying biometric technology: How can biometrics help you achieve the outcomes you are looking for? What are the benefits and the pitfalls? The newly formed sub-group for guidance on biometrics will be led by IOM, with expert input from other ICBWG members.

ADDRESSING NON-COMPLIANCE

The formation of the ICBWG in 2008 was, in part, a response to the approaching deadline for all States to produce machine-readable passports (MRPs) by 2010. With the task of global MRPs achieved, one of ICBWG's most important initiatives has been identifying and rectifying Doc 9303 compliance issues. The advice provided by the ICBWG Non Compliance Sub-group, led by ISO expert Dwight MacManus, has led to a number of States correcting issues with their travel document design and production.

The sub-group is, however, beginning to shift focus towards a much more challenging issue. As more States transition to ePassports, identifying and addressing non-compliance becomes increasingly more complex. Correctness of the visual inspection (VIZ) and machine-readable zones (MRZ) are now only part of the interoperability puzzle. Problems with the functionality of the chip and its compliance with Doc 9303 specifications can severely impact border operations and undermine States' investment in ePassport technology. The ICBWG is currently gathering data on ePassport non-compliance so that it can begin contacting States where significant issues are identified.

GUIDANCE MATERIAL AND PUBLICATIONS

The *ICAO-UNHCR Guide for Issuing Machine Readable Convention Travel Documents* (MRCTDs) *for Refugees and Stateless Persons* (MRCTDs) has been revised and published following amendments to Annex 9 that require the documents to be machine-readable. There has been a definite upward trend in the number of States issuing MRCTDs, and the excellent work of UNHCR and ICAO in this space will continue to be supported by ICBWG and its non-compliance sub-group.

The ICBWG's *Collection of Best Practices for the Acquisition of Machine Readable Travel Document Goods* and *Guide for Circulating Specimen Travel Documents* are both complete and have been published on the ICAO TRIP website. The *Guide for Assessing Security of Handling and Issuance of Travel Documents* has been recently reviewed, and the latest version – now in three parts – is also available on the website.

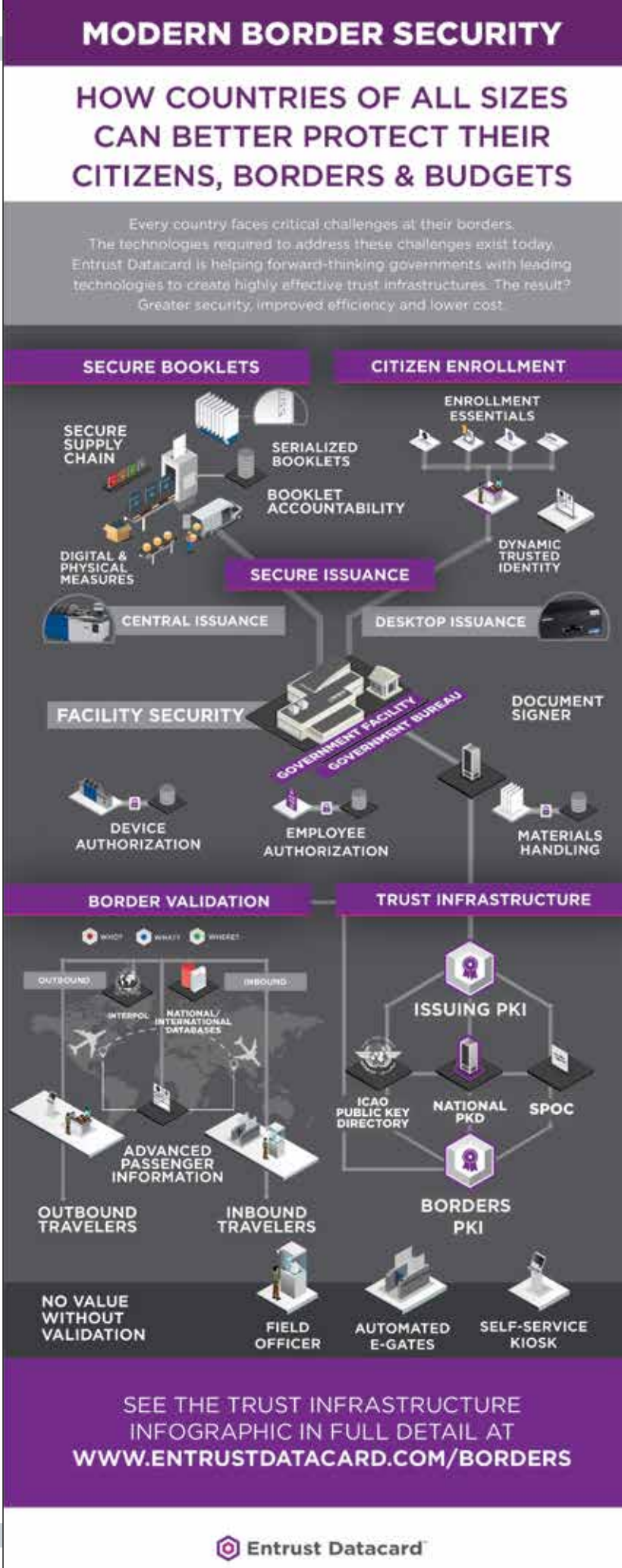
New guidance material on EoI is nearing completion and will be published in 2017. The fundamental identity principles outlined in ICAO's *Guide Towards a Better Practice in National Identification Management (2013)* are still central to the new document:

1. the identity exists and is living (e.g. was born and has not since died);
2. the identity is unique to your system (e.g. is the sole claimant); and
3. the identity is used in the community (there is a 'social footprint').

The new *ICAO Guidance on Evidence of Identity* seeks to provide case studies and tools to enable States to systematically evaluate their identity ecosystem, and apply the core identity principles to their own situation using the identity information available to them.

EXPANDING OUR REACH

The Antigua and Barbuda meeting further developed the networks and reach of the ICBWG. The ongoing success of the working group hinges on its ability to make connections in many regions; this enables the ICBWG to develop guidance material and provide advice that is relevant and applicable for all ICAO's Member States, regardless of their technical capabilities or geographical position. This is a challenge that ICBWG and ICAO TRIP continues to meet head on. ■



THE FREE MOVEMENT OF CARICOM NATIONALS

DR. MANORMA SOEKNANDAN
She is a national from Suriname who joined the CARICOM Secretariat in February 2014 as Deputy Secretary General. Prior to that she was the Ambassador to Guyana, CARICOM, Cuba and Jamaica. She has extensive knowledge of regional developments and has served Suriname and the region since 1996.

I am a CARICOM National. Having participated in several regional meetings that focussed on the Free Movement of CARICOM nationals within the CARICOM region, I look forward to the day when this dream will become a reality.

Free movement will establish mechanisms for recognizing educational degrees, diplomas and certificates. It will have provisions for harmonising social security and employment benefits and rights, and it will allow nationals to leave and re-enter any Member State of their choosing in the CARICOM region.

BACKGROUND

Article 45 of the *Revised Treaty of Chaguaramas*, the foundation document of the Caribbean Community, states clearly that Member States must commit themselves to ensuring the free movement of their nationals within the region. This puts an obligation on Member States.

Article 46 deals with the Movement of Skilled Nationals, which is quite a challenge in practical terms. While this article does not focus on this group of Nationals, the following paragraphs are important to mention:

> " *Member States shall establish appropriate legislative, administrative and procedural arrangements to:*
>
> *… (b) provide for movement of Community nationals into and within their jurisdictions without harassment or the imposition of impediments, including*
>
> *(i) the elimination of the requirement for passports for Community nationals travelling to their jurisdictions;"*

Article 46, paragraph 3, points to the restrictions that "Member States' public interest" may require. These include, among others, state security and public morals. In the current environment, threats to security are being defined beyond the national borders to encompass issues like terrorism and money laundering.

In 2003, Suriname was the first Member State to implement the "CARICOM Passport". These were machine readable passports. At the same time, the "CARICOM Lines" for Community nationals in immigration areas at Member State airports, started to appear.

In 2007, the West Indies undertook the mammoth task of hosting the ICC Cricket World Cup (CWC2007). All Member States got on board to support the event, even those who were not hosting any cricket events.

The CARICOM Implementation Agency for Crime and Security (IMPACS) was introduced. They supervised several departments and units, two of which became essential: the Joint Regional Communication Centre (JRCC) and the Regional Intelligence Fusion Centre (RIFC). Their operations were so successful, that in February 2007, the CARICOM Heads of Governments endorsed a proposal to give the two sub-agencies a permanent position in the Community.

« Dreaming a Dream »

The JRCC is the central clearing house for the Advance Passenger Information System (APIS) and acts on behalf of individual CARICOM Member States to pre-screen passengers from air and sea carriers traversing the region. One should note that in 2016 more than 257,000 aviation and maritime carriers were screened.

Through IMPACS, systems were put in place in several Member States and legislation was drafted and approved, which worked well during CWC 2007. All Member States were involved, lending support to ensure success.

IMPACS went live in February 2007. The JRCC screens passengers using internationally recognised systems and procedures. The following figures are consolidated figures representing inbound and outbound travel:

YEAR	PASSENGERS	YEAR	PASSENGERS
2007	9,553,252	2010	20,926,047
2008	15,532,727	2015	45,602,530
2009	19,617,690	2016	46,683,254

These figures do not represent the Bahamas, Belize, Suriname and Montserrat, since they were not participating in the APIS Programme. Haiti, the Bahamas and Suriname are expected to join the APIS Programme by the end of 2017.

Though currently 10 Member States have equipment in place for screening, these 10 Member States only do outbound screening. These Member States have enacted legislation to deal with inbound and outbound travel: Antigua and Barbuda, the Bahamas, Suriname, Haiti and Jamaica.

One might ask why IMPACS is being mentioned in an article dealing with Free Movement of CARICOM Nationals. The answer is simple. IMPACS, through APIS, provides the security cover to facilitate free movement since the information from JRCC is shared with the Immigration Authorities.

I have no doubt the big question, which is in the mind of every CARICOM National, is *'why then can we nationals not move without hindrances and without stress in our own Community?'*. We experienced the ease of travel during the CWC 2007, when not only CARICOM Nationals, but also non-CARICOM Nationals were facilitated.

Another question relates to the inconvenience that passengers encounter with intra-regional travel, and the insistence by each airport that passengers must subject themselves to security checks at each transit point, even if they just disembarked an aircraft.

It seems that the information currently provided by JRCC is only destined for the Immigration, not for Customs. The Customs legislation does not mandate incorporating information capturing APIS data into its system. Both authorities have their own operational protocols and systems.

FREE MOVEMENT OF CARICOM NATIONALS WITHIN THE COMMUNITY

CARICOM Nationals travelling within the Community should be seen as a source of tourism revenue for Member States. A well-treated tourist will come back and will also encourage others to visit.

CARICOM Nationals who travel should not be made to feel as though they are being granted a favour by being allowed entry. There must be no difference in how service is being provided to a CARICOM National compared with those from outside the Community. The line for CARICOM Nationals must serve the purpose for which it was intended.

Many people outside of the region envy the Caribbean Community for all the robust systems that are in place. There is a well-established foundation upon which several policies have been established and executed to benefit CARICOM Nationals, without jeopardizing the security of the region, or of individual Member States.

Further, the positive experience of CARICOM Nationals travelling to other Member States is a major public relations boost to the integration movement. Embracing the idea of our Community gives impetus to initiatives that ensure closer union.

To make travel for CARICOM Nationals more pleasant and hassle free, I would put forward the following recommendations:

- create a data system whereby, once a CARICOM National starts to travel, the information is automatically accessible in the respective data systems of Member States, to immigration, custom and security authorities;
- ensure data and information is shared since it is crucial for implementing free movement of CARICOM Nationals;
- treat CARICOM Nationals as partners in the battle to keep the region secure;
- merge immigration and customs operational protocols in relation to passengers screening and processing;
- establish a policy that once a CARICOM National remains in the geographical region, one screening process should be adequate. When going out of the region, other procedures apply;
- consider the special circumstances of this Community and that some ICAO rules might negatively impact the Free Movement of CARICOM Nationals. If travel is more difficult than other regions, such as the EU and travelling in-transit in South America, the rules should be amended.

This article cannot close without emphasizing the importance of the facilitation of travel for CARICOM Nationals. Through facilitation, trust and credibility can be rooted in the minds of CARICOM Nationals. It will only benefit our authorities to keep the Community safe and secure for its people and future generations. Every CARICOM National will be proud to bear the CARICOM Passport because one will experience what it means to be part of a Community and have status as a CARICOM National. ■

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ICAO TRAVELLER IDENTIFICATION PROGRAMME (ICAO TRIP) ANTIGUA AND BARBUDA REGIONAL SEMINAR

A Regional Seminar on the Traveller Identification Programme (ICAO TRIP) was conducted from 31 January to 2 February 2017 in St-John's, Antigua. This event, which was hosted by the Ministry of Public Utilities, Civil Aviation and Transportation of the Government of Antigua and Barbuda, addressed the five elements of the ICAO Traveller Identification Programme (ICAO TRIP) Strategy.

Topics included: machine readable travel document (MRTD) standards; specifications and best practices; secure travel document issuance; robust evidence of identity processes; and the information sharing technologies relevant to the execution of the United Nations Security Council resolutions 2178 (2014) and 2309 (2016) on combatting foreign terrorist fighters, with a special focus on effective border control management.

ICAO TRIP Regional Seminars have two main purposes. First, they provide an opportunity for briefing participants from Member States about current ICAO Standards, specifications and new developments, and for clarifying specific and technical questions. 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 participants can join forces to strengthen traveller identification management and border control capacity, so that States, and their societies, can benefit from enhanced security and facilitation.

The first 2017 Regional Seminar focused on the ICAO Traveller Identification Programme (ICAO TRIP) Strategy, which was approved by the Council and endorsed by ICAO's 2013 and 2016 General Assemblies. The 39th Assembly that was held in Montreal in September/October, adopted the United Nations Security resolution on Aviation Security and the continued development and implementation of the ICAO Traveller Identification Programme (TRIP) Strategy, work that includes the ICAO Public Key Directory (PKD), travel documents, and the provision of related assistance and training to States.

These developments help to shape and support the leadership work of ICAO by linking aviation security and facilitation. The importance of the ICAO TRIP Strategy in responding 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 on matters related to Machine Readable Travel Documents (MRTDs).

The Regional Seminar in Antigua attracted 163 delegates from 37 States representing Europe, Middle East, North and South America, Asia Pacific and the Caribbean, as well 12 International Organizations and the ICAO Implementation and Capacity Building Working Group (ICBWG).

These seminars 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, and embassy Consular staff. The number and diversity of the participants 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.

Three industry partners complemented the seminar by highlighting 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 Honourable Charles Fernandez, Minister of Foreign Affairs, in the presence of Dr. Olumuyiwa Benard Aliu, President of the ICAO Council, Mr. Carlos Velásquez Monge, President, Latin American Civil Aviation Commission (LACAC) and Ms. Alison Treppel, Acting Executive Secretary of the Inter-American Committee against Terrorism (CICTE), Organization of American States (OAS).

Honourable Fernandez stressed that *"to protect our tourism product, our nationals and to the travelling public at large, it is imperative that steps are taken and continue to be taken to ensure that we act in accordance with a number of international standards and best practices to include the ICAO Traveller Identification Programme (TRIP) and all other principles primarily adopted for protecting travellers"*.

Recalling that *"the ICAO TRIP strategy is designed to assist States in enhancing the fight against terrorism, reducing cross-border crime, and combating various threats to international civil aviation,"* Dr. Olumuyiwa Benard Aliu also noted that *"it supports efforts relating to the implementation of UN Security Council resolutions 2178 and 2309, as well as State capacities relating to the establishment, protection, and management of citizen identity to permit more dependably secure travel document production and border control systems."*

President Aliu highlighted ICAO's ongoing global effort to provide comprehensive assistance and capacity-building to States in aid of the more effective implementation of the UN agency's global Standards and policies. He concluded by stressing that these cooperative efforts are fully in-line with ICAO's No Country Left Behind objectives.

Mr. Carlos Velásquez Monge highlighted that *"the framework of this seminar reminds us of the direct proportionality between facilitation and security in the operation of international civil aviation in a world in which the air transport sector is a vital element in the economy, employing about 5.5 million people with*

direct jobs and more than 32 million people indirectly. It is estimated that it carries 2.2 billion people a year, about 40% of international tourism, producing around 7.5% of the annual global GDP and mobilizes an estimated 44 million tons a year in goods with a value of 35% International level."

Ms. Alison Treppel reminded participants of the importance of *"continued cooperation and coordination. We all must work together with our strategic partners and take advantage of important events such as this seminar, to raise awareness and create synergies so that as a region we work together to create strong and secure borders and ensure the efficient and safe movement of our citizens."*

In addition to the Chief of 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.

The Seminar 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.

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

- **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 must integrate identification management, MRTDs, border controls and other elements. This is the main direction of the ICAO Traveller Identification Strategy, which reconfirms and consolidates the relevance of identification management with the needs and expectations of Member States.
- **Compliance with ICAO MRTD Standards and specifications 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.
- **Travel documents must conform to Doc 9303 specifications.** Tools and guidance materials on passport design and acquisition of travel document were delivered with a key message that compliance with ICAO MRTD standards and specifications is indispensable to maximising security and facilitation benefits for States and their citizens. In particular, compliance with ICAO standards is an obligation of all Member States. ICAO has been updating and streamlining the structure of Document 9303 and significantly enhancing its contents.
- **On the biometric passport (ePassport): if you put all the effort and expense to implement it, do it right.** Messages reinforced that the chip in the ePassport must be read at the borders and the information must be provided by the ICAO Public Key Directory (PKD) to validate the ePassports at cross border points.
- **Some States around the world 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.

- **Cross-border cooperation and data sharing challenges 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 this Seminar was that exploring new, more inclusive and more effective forms of regional cooperation and data sharing is an important priority.
- An overview of the single token and Aruba Happy flow concept was demonstrated as well as the passenger identification using API /PNR in Brazil revealed new approaches for facilitating the movement of traveller in a secure and facilitated manner.
- An overview of Antigua and Barbuda e-Visa experience was presented highlighting the benefits of eVisa: enhancing tourism, enhancing and maintaining the integrity of the Borders, eliminating of waiting time for visa processing.
- **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 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 efforts to establish a more systematic approach to assist States in the implementation of SARPs are ongoing.** This includes provisions relating to Doc 9303 and ensuring other policies that support the ICAO TRIP, are consistent with the ongoing "No Country Left Behind" campaign. ICAO will also continue to foster improved TRIP Strategy awareness worldwide through seminars.

In his closing, ICAO Regional Director, Mr. Melvyin Cintron noted that the seminar highlighted how air transport facilitation is enhancing air transport connectivity and its fundamental role as an important driver of greater socio economic prosperity, while supporting the common efforts and initiatives towards a secure global air transport system that benefits all travellers.

The successful regional seminar was the result of excellent cooperation between ICAO, and the Antigua and Barbuda authorities. The Government of Antigua and Barbuda provided enormous assistance and support in organizing this important event. Their hospitality was outstanding and gave participants an opportunity to discover the beauty and charm of Antigua and its people. The Jolly Beach Hotel Conference room was an excellent venue for the Seminar's presentations, discussions and networking. Special thanks are due to Mr. Edson Joseph, Permanent Secretary, Ministry of Public Utilities, Civil Aviation and Transportation; and Mr. Peter Abraham, Oversight Officer and his team, whose support and personal commitment contributed significantly to the success of this event. ■

ANTIGUA AND BARBUDA WORKSHOP ON BORDER CONTROL MANAGEMENT

The ICAO TRIP Workshop on Air Travel Border Control Management (BCM) helped ICAO take a significant step in carrying out the Canadian-funded project "Strengthening Border Control Management in the Caribbean region". The project is being implemented by ICAO in cooperation with the United Nations Counter-Terrorism Committee Executive Directorate (CTED).

The goal of the Caribbean project is to help Member States in the region to implement the ICAO TRIP Strategy by enhancing their border control management (BCM). States are obligated to comply with the international obligations that are contained in *Annex 9 – Facilitation*, as well as UN Security Council resolutions. BCM encompasses the fourth and fifth elements of the ICAO TRIP Strategy, namely **Inspection Systems and Tools** and **Interoperable Applications**, with the underlying matters related to identification management and travel document security.

Project activities include:

- Developing the ICAO TRIP Guide on BCM;
- Organizing two workshops on BCM (Antigua and Barbuda in February 2017 and Jamaica in November 2017); and
- Carrying out four technical assessment missions (TAMs).

The discussions held during the Workshop provided input for developing the ICAO TRIP Guide for Border Control Management. The guide will become available to States, and the international community, by the end of 2017.

Breakout sessions were facilitated by experts from ICAO, States and Regional and International organizations. Topics covered Advance Passenger Information (API), Passenger Name Record (PNR), ePassports, the Public Key Directory (PKD) and other border control management tools.

Among the 13 participating States in the Caribbean Project, 23 air border control management represented 10 States: Barbados, Dominican Republic, Grenada, Haiti, Jamaica, Saint Kitts and Nevis, Saint-Lucia, Saint-Vincent and the Grenadines and Trinidad and Tobago.

Additionally, six International and Regional Organizations participated in the Workshop. These 23 representatives were from the Caribbean Community (CARICOM), CTED, the International Air Transport Association (IATA), INTERPOL, the International Organization for Migration (IOM) and the Organisation of Eastern Caribbean States (OECS). Members of the ICAO Implementation and Capacity Working Group (ICBWG) also provided expertise.

The working environment of the Workshop was instrumental in fostering exchanges of views between the representatives from States and experts from International Organizations. Workshop support was provided by CARICOM and OECS, who also held a consultative meeting to identify the States where the four TAMs would be performed in 2017. Jamaica was selected for the first TAM, which was held in March 2017. ■

SAVE THE DATE

ICAO Traveller Identification Programme Jamaica Regional Seminar

Strengthening aviation security through improved traveller identification

Montego Bay, Jamaica, 28 – 30 November 2017

For more information, please visit our website
www.icao.int/Meetings/

ICAO SECURITY & FACILITATION

THE ORGANISATION OF EASTERN CARIBBEAN STATES (OECS) COLLABORATES WITH ICAO

Border control officers across the OECS are now better equipped to facilitate regional travel, in conformance with international standards. The OECS Commission provided partial support – through the OECS 10th EDF Economic Integration and Trade of the OECS region Project – for seven border control officers from Grenada, St. Kitts and Nevis, Saint Lucia, and St. Vincent and the Grenadines to attend the ICAO Workshop on Air Travel Border Control Management in the Caribbean region. The Workshop, which addressed travel facilitation issues and border control priorities specific to the Caribbean region, attracted close to 50 participants.

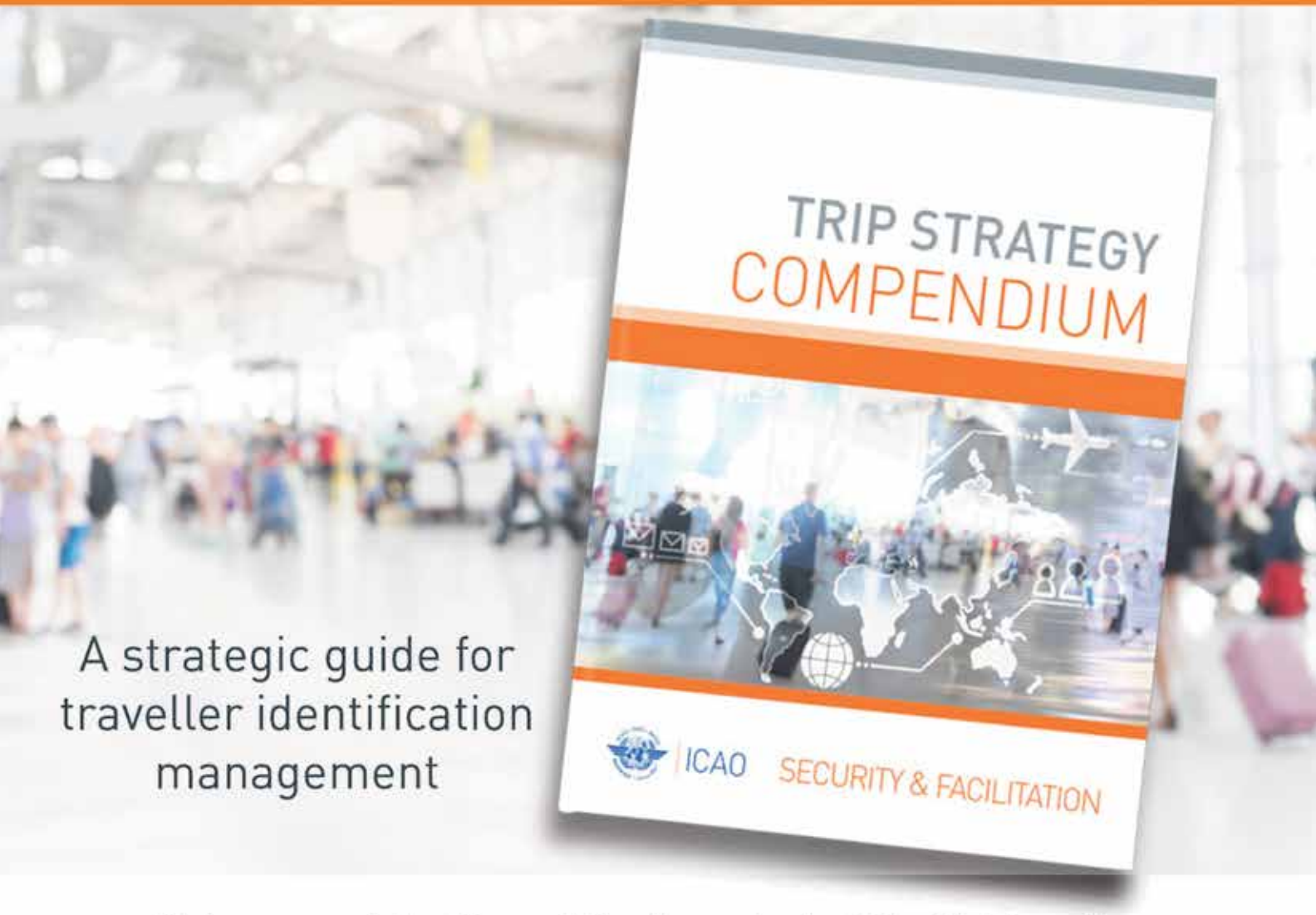
ICAO concluded two high-level meetings for travel industry personnel from the OECS and the wider Caribbean. The first was an ICAO Traveller Identification Programme (TRIP) Regional Symposium, followed by the Workshop on Air Travel Border Control Management. The ICAO meetings were held in Antigua from late January to early February.

Addressing the Workshop, OECS Director General, Dr. Didacus Jules, spoke of the success of the travel arrangements for Cricket World Cup 2007 which epitomized the concept of free movement which he referred to as "one of the greatest moments of regional integration in the Caribbean." The Director General described the region at that time as "a true borderless region in which persons had a right to move freely."

Dr. Jules urged Workshop participants to "balance the promise of regional integration with the perils of freedom of movement" in light of threats such as terrorism. He also urged them to "look beyond the technical elements and give due consideration to the broad vision, and what we are seeking to achieve as a region."

The next ICAO TRIP Regional Workshop will take place in Jamaica during the week of 28 November 2017. ■

ICAO TRIP STRATEGY COMPENDIUM



A strategic guide for traveller identification management

This new publication will be launched at the Thirteenth TRIP Symposium and Exhibition, to be held at ICAO HQ, in Montreal, this Fall.

The ICAO TRIP Strategy Compendium is a planning and implementation guide for secure traveller identification management, presenting a complete work report of strategy, policy and guidance on the implementation of different elements of the ICAO TRIP Strategy.

For more information, please visit our website
www.unitingaviation.com/tripcompendium/

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