



2nd Symposium on ICAO-Standard MRTDs, Biometrics and Security

Airline Contributions to Border Control

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Industry's Historic Role

☀ Pretty simple in the “old” days (< 1990)

- Check for passport and visa (if required)
- Offer a superior service to that offered by competitors
- Transport the passenger from A to B
- And most important of all

☀ Try to be on-time !!!

Industry's Historic Role

☀ The Differences Then:

- Illegal migration a far smaller issue
- Document fraud largely a problem of the future
- National controls far less complex
- Focus on Facilitation, rather than Security

Changing Obligations – Post 1990

- ☀ Threat of illegal migration increased
- ☀ States began imposing penalties to try to “stem the tide”
- ☀ Initial interest in data exchange as a Facilitation tool
- ☀ Carriers required to assume role of “First Line of Defence”

9/11: A Paradigm Shift

- ✱ Facilitation gave way to Security overnight
- ✱ Mandatory vs. Voluntary data exchange – absent harmonisation
- ✱ Conflicting national legislation
- ✱ Airline responsibilities and obligations increased

A Look Toward the Future

- ✿ Airlines' role in Border Control likely to continue
 - New methods must be adopted
 - Processes will be linked to secure and verifiable travel documents
 - MRTDs, e-Passports and PKD ARE the logical answer

A Look Toward the Future

✱ Adoption of Biometrics to support:

- Identity and authenticity verification at check in
- Secure automated kiosk applications (CUSS)
- Automated boarding controls (BCBP)

A Look Toward the Future

✱ Where will the Biometric come from:

- Do we capture our own?
- Can we make use of the e-Passport?
- What makes greater sense?

A Look Toward the Future

✱ Airlines will continue to be part of the information highway:

- First contact with travellers
- Provision of passenger information
- Part of process to develop new solutions from today's ideas

A Look Toward the Future

✱ Requirements for Airlines' success:

- Be viewed as part of the solution
- Enhanced Public/Private cooperation
- G2B as well as B2G info flows
- A global vision and harmonisation of approach across the transport chain

Concluding Thoughts

- ✱ Airlines are part of border control today, and will be tomorrow
- ✱ Airlines will need to make use of new technologies to protect their own and their customers' interests
- ✱ Airlines must have a common objective in order to build their business case

Concluding Thoughts

- ✱ Airlines are, in fact, the “First Line of Defence”
- ✱ We are developing new tools to help us to be even more effective
- ✱ It is up to all of us to agree common approaches to meeting our individual goals.



Thank you !

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