



Airline Contributions to Border Control

The Role of MRTDs in Today's Airline Business Model

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Overview

- Historical: Where We Have Come From.
- Current: Where We are Today
- Key Drivers and Plans for the Future
- Obstacles, Roadblocks and What Will Need To Happen



The Historical Perspective

- Transport Operators' Traditional Duties
 - Establishing entitlement to travel
 - Verifying against quotas
 - Returning those who were refused



The Historical Perspective

- In reality, little has changed in the past 200 years.
 - Passports instead of Letters of Marque
 - Visas instead of Quota Numbers
 - Returns continue to be returns



Current: Where We Are Today

➤ Establishing Entitlement to Travel

- Document Verification
 - Establish Identity
 - Establish Nationality
 - Determine Requirements (visa, tickets, etc)
- All largely a subjective evaluation – even with MRTDs



Current: Where We Are Today

➤ Establish Eligibility to Travel

- Document Validation
 - Is it still valid and not expired?
 - Is it legitimate?
 - Was it issued to this traveller?
- Still all largely a subjective evaluation – even with MRTD



Current: Where We Are Today

- Comply With Other Requirements
 - Monitor against Watch Lists
 - Prevent Boarding of Improperly Documented Persons
 - Collect and transmit passenger data
- In each case – MRTD's make this easier – but the process still depends on a “feeling”



Key Drivers and Plans for the Future

- De-facto Border Control is not part of Airline business models
 - Fines for INADPAX drive document verification
 - Sanctions for missing data drive API program compliance
 - Airspace rejections drive watch list monitoring
- Carriers today have few choices but to comply



Key Drivers and Plans for the Future

- Carriers now building systems to make use of MRTDs as part of business processes:
 - MRZ scans to initiate check-in
 - Automation to validate documents (ck digits, security features, etc)
 - Simultaneous data collection for API applications



Industry Plans for the Future

- Tomorrow's Airports will be very different
 - Growing use of online services
 - Increased reliance on CUSS
 - Fewer human contacts in normal process
- New methods to establish entitlement and eligibility to travel must be built in



Industry Plans for the Future

- SPT and the Ideal Process Flow will depend upon a trusted token to initiate most actions:
 - Self-service possible only with identity verification
 - Biometrics must be part of the plan
 - Security and Boarding all part of seamless process
- ePassports seem a logical solution



Industry Plans for the Future

- Role for and use of ePassports by Airlines
 - Initiate automated check-in processes
 - Establish entitlement and eligibility to travel
 - Satisfy Passenger Data Exchange through use of government-vetted and encoded data
 - Checks against Watch Lists / Registered Traveler programs
- For the first time ever – a truly “Objective” process



Industry Plans for the Future

- It Seems so clear, so logical. We should all make use of this wonderful new tool:
 - Support the airline business model
 - Continue Public/Private Cooperation to ensure national security and border integrity
 - Make things simpler for the traveller
- But



Obstacles and Roadblocks

What Needs to Happen

- The technology involved remains expensive
- Interoperability issues between technology vendors is largely unresolved
- New processes will be difficult to build into existing or proposed business models without harmonisation
- “Critical Mass” for ePassports years away in many markets



Obstacles and Roadblocks

What Needs to Happen

- Lack of Global Commitment to full range of ePassport needs:
 - State reluctance to join ICAO PKD
 - Restrictions on dissemination of public keys
 - At least one new law that prohibits an airline from opening the chip and using the encrypted data !!!
- If it does not work across all ePassports, it is hard to use effectively.



Obstacles and Roadblocks

What Needs to Happen

- Carrier concern that adopting technology will increase legislated responsibilities:
 - Mandated biometric technology provider(s)
 - Mandatory collection and transmission of biometric as part of API
 - Changes in process that are historically only airline business model-driven
- Each may increase hesitation to embrace new ways of doing business.



Obstacles and Roadblocks

What Needs to Happen

➤ How Can We Overcome the Obstacles?

- We need international agreement on scope, obligation and cooperation
- We need recognition of business models and functional/legal capabilities
- We need realistic limitations on Private vs. Public responsibilities for border control



The Perfect Future

- Safe, secure and verifiable documents that we **all** can use to support our objectives
- Effective risk-based controls that allow us to focus on “**the**” **problem**, rather than looking at each person as a “possible” problem
- Shared, globally harmonised processes that allow the vast majority of travellers to stream with minimum intervention or delay



Thank You

