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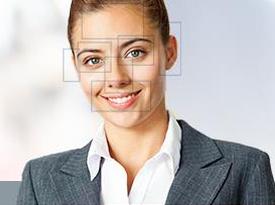
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Key Requirements for Developing a National API System

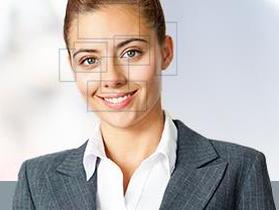
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ICAO TRIP: Making Air Travel more Secure and Efficient

TOWARD BETTER TRAVELLER IDENTIFICATION MANAGEMENT

FOR ENHANCED BORDER CONTROL INTEGRITY



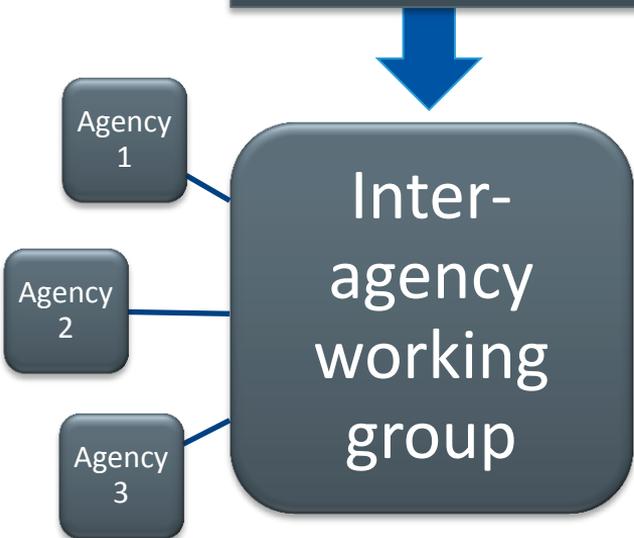
Checklist: How to set up a passenger data exchange programme?

- Determine your needs and expectations
- Familiarise yourself with global standards
- Check that the appropriate legislation is in place
- Establish inter-agency co-operation and single window
- Include private stakeholders early
- Approach foreign States and organizations for co-operation
- Assess budget constraints and opportunities
- Co-operate and remain flexible

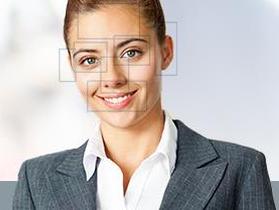


1. Determine your needs and expectations

The first step for the establishment of an API system is to determine your objectives behind obtaining passenger data



- Decide on the scope of the programme
- Decide on the government agencies that will make use of API data
- Identify the project leader
- Decide on the specific system to be implemented
- Determine the precise costs and budget
- Determine who will develop the API system



2. Familiarise yourself with global standards

Why?

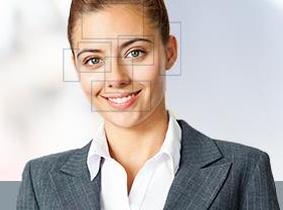
Lower costs and faster implementation (3-6 months vs. 12-24 months)

International commitments that States cannot ignore

Where?

Annex 9 to the Chicago Convention - Facilitation

IATA/ICAO/WCO Guidelines on API



3. Check that the appropriate legislation is in place

1. Provisions requiring electronic transfer of passenger data

2. The data elements required for API and data processing

3. The message format for the transmission of API data

4. Provisions on data retention

5. Compliance and penalties

6. A transition period for airline compliance

7. Inter-agency data sharing and co-operation

8. Adequate redress mechanisms



4. Establish inter-agency co-operation and single window

Use existing coordination mechanisms for passenger processing between agencies



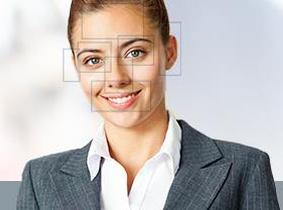
Carry out necessary reforms

API data sent to **only one government entity**

This entity then **distributes the information among the rest of actors**

Commitment included in the **OSCE MC Decision on API**

It allows for **better co-operation and avoids duplication of costs**



5. Include private stakeholders early



The best API implementation programmes are developed by countries who involve airlines and solution providers early in the process



Stakeholders share information on what they can and cannot accomplish with existing systems



Communication with stakeholders leads to better initial structural decision and to a better final system design



5. Include private stakeholders early

1. Inform stakeholders

All stakeholders should be notified about the intention of setting up an API system

2. Prepare a list of technical specifications

This is a manual including all legal, technical, and operational information required

3. Distribute the technical specifications among airline stakeholders

At least 3 to 6 months prior to the entry into force of the API requirements!



5. Include private stakeholders early

4. Create a Stakeholder Consultation Group

A list of all stakeholders should be drafted and amended

The Group should be informed of plans and progresses

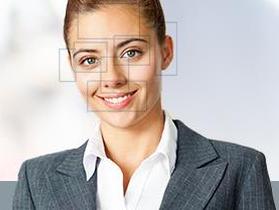
5. Ensure that airlines' systems are designed according to the requirements

Tests need to be carried out to check connectivity and message construction and content

6. Establish a sanctioning scheme for non-compliance

Impose sanctions on airlines that have not transmitted data

Open communication and flexibility



6. Approach other States and organizations for co-operation



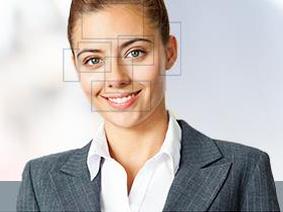
Consultation with foreign States to solve potential conflict of laws (e.g. regarding information considered sensitive)



Co-operation with INTERPOL, EUROPOL, and UN regarding watch lists, databases, and intelligence updates



The OSCE, ICAO, IATA and UNCCT are always available to provide technical and policy support



7. Assess budget constraints and opportunities



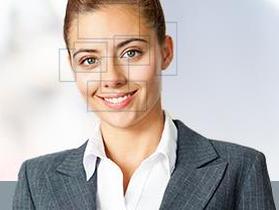
You should not expect airlines to fund the State's development of an API system (ICAO standard 3.48.5).



Alternative 1: Automated Targeting System-Global (ATS-G)



Alternative 2: Discussion with IT service providers

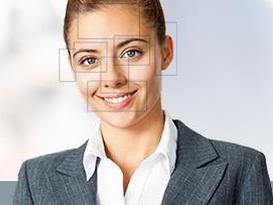


8. Co-operate and remain flexible

It is necessary to have a fall-back plan prepared!

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