

PKD Board Annual Report 2008

Purpose

Based on and in continuation of the PKD Board Annual Report 2007 the present Report 2008 gives an overview over the development of the PKD as well as important activities of the PKD Board in the year 2008.

PKD Board Meetings

The PKD Board met four times in 2008. There were two extraordinary meetings (February in Christchurch, New Zealand / October in Montreal, Canada) and two ordinary meetings (May in Montreal, Canada / September in Bern, Switzerland). In the course of the meeting in May the 2008 Chairperson was elected.

Memorandum of Understanding

There were two intertwined issues concerning the PKD MoU. First a PKD MoU change became necessary to reflect the improvement of the PKD contents by the introduction of the Master List concept and the reduction of the Registration Fee from 85 to 56,000 US \$. Second the question of PKD participation of non-state entities had to be clarified on PKD MoU level. After continued consultations on different levels including an extraordinary meeting of the PKD Board (February) the ICAO Council finally decided in November to split the two issues. This lead to a new version of the PKD MoU (version 7 dated 20 November 2008). The question of PKD participation of non-state entities is still open.

The ICAO Council

Operational Contract / PKD Financial Regulations

The operation of the PKD in 2008 continued to be based on preliminary agreements as the scrutiny of alternative models for covering the PKD operational costs turned out to be more difficult as originally foreseen. After the meeting of the PKD Board in May the main focus was put on negotiations and the final signature of an operational contract with the PKD Operator Netrust. The two meetings of the PKD Board in September and October clarified all open questions and gave clear directions to the ICAO Regular Programme Procurement Section so that the operational contract could be signed before end of 2008.

The deliberations of the PKD Board and the negotiations with Netrust included the reordering of the financial conditions for participation in the PKD. With that the necessary budgetary clarity missing so far was reached.

The major points of interest for all existing and prospective PKD Participants are as follows.

1. All "old" PKD Participants that are not yet active in the PKD will start activity in 2009.
2. New PKD Participants must start activity in the PKD within 15 month after payment of the one time Registration Fee.
3. The running budgetary contribution has two major components: ICAO budget and PKD operational budget.
4. All PKD Participants contribute equally to the ICAO budget. All active PKD Participants contribute to the PKD operational budget.
5. New PKD Participants pay a pro rata contribution to the ICAO budget in the year of start of PKD Participation (calculation on a day basis) followed by full year contributions afterwards.
6. Active PKD Participants pay a pro rata contribution in the year of start of activity in the PKD (calculation on a day basis) followed by full year contributions afterwards.
7. The operational contract with Netrust is valid for three years, i.e. it comprises 2009, 2010 and 2011.
8. All transitional financial arrangements that came into being 2008 and before were closed.

Participation

In the course of 2008 the new PKD Participants Korea, France, China and Kazakhstan could be welcomed. Together with Australia, New Zealand, the United States, Canada, the United Kingdom, Japan, Singapore and Germany there are 12 PKD Participants in the end of 2008. At the same time a growing interest in PKD participation could be noted, specifically on the occasion of presentations at international conferences like the 4th MRTD Symposium and Exhibition in Montreal in October.

Administration

The PKD Board decided to introduce a document template system that facilitates the identification and processing of Discussion Papers and meeting minutes as the major type of outcome of the PKD Board work. Through a formalised contents structure each document can be designed self-explanatory right from the first version on. The PKD Board began to review and redraw important papers like the PKD Board Rules of Procedure.

Conclusion

The year 2008 can be regarded as a major step forward for the PKD. The legal basis for the Master Lists as the new PKD contents was agreed to by the ICAO Council. This paved the way to significantly facilitate the diplomatic exchange of CSCA certificates and makes the PKD a tangible added value.

Furthermore the operational contract for the PKD introduced smooth technical, operational and financial boundary conditions for active participation in the PKD. This opens the door for new PKD Participants that were reluctant to join in the past. At the same time the obligation to become active in the PKD turns the PKD cooperation from simple administrative to real operative. With that facilitation of border crossings based on proven digital security features of the ePassport becomes a medium term goal instead of a long term perspective.

The improvement of the internal administrative procedures of the PKD Board cannot be underestimated. With a growing participation in the PKD a clear preparation and documentation of decisions becomes a key success factor.

Dr. Eckart Brauer
2008 Chairperson
(on behalf of the ICAO PKD Board)

2 February 2009