

PKD Board Annual Report 2011

Purpose

Based on and in continuation of the PKD Board Annual Report 2010 the present Annual Report gives an overview over the development of the PKD as well as important activities of the PKD Board in the year 2011.

PKD Board Meetings

The PKD Board held three ordinary meetings (February in Wellington, New Zealand / July in Paris, France / December in Singapore). In the course of the meeting in February the 2011 Chairperson was elected.

Operational Contract

During 2011 as the third year within a three years validity period the operational contract has again proven to be a solid basis for the smooth and sustained technical operation of the PKD. The financial regulations that were introduced with the contract and that are outlined in the Annual Report 2008 were successfully applied.

The PKD Board completed the preparations of the prolongation of the operational contract. The prolongation has finally been signed by ICAO and the PKD Operator before year end in order to guarantee a smooth continuation of PKD services. The major characteristics of the prolonged operational contract are the following.

- Three year validity period from 1 January 2012 to 31 December 2014,
- PKD Operator fee reduction at 31 PKD Participants to around 31,000 US\$ p.a., and
- additional PKD Operator fee reduction at 65 PKD Participants.

Technology

The consolidation and implementation of a procedure to handle non-standard conformant PKD contents was the focal point of efforts to establish the PKD as the implemented operational reference for ICAO Document 9303.

The PKD Board finalized the PKD Upload Contents Checks paper and the PKD Machine Readable Error Codes paper that describe the PKD checks before public release of new PKD contents and possible non-conformances in terms of PKD error codes. Those two documents are based on an ISO Guidance Document that identifies and comments the underlying International Standards. Valuable input has also been received from the ICAO New Technologies Working Group. The PKD Board again acknowledged ISO as the issuer of International Standards while the PKD Board at the same time underlined it's operational responsibility when implementing those International Standards in the PKD.

As an administrative arrangement the PKD Board adopted a procedure intended to guarantee that standard conformance is reached and maintained.

- All new PKD contents that are within the ISO conformance list will be accepted.
- New PKD contents with conformance observations will only be accepted after PKD Board consideration and published with the issuers consent.
- After the date committed by the PKD Participant to rectify errors, no new PKD entries will be accepted for processing if the same errors persist.
- The roll-over period for non-conformant PKD contents is six months at the maximum.

The technical implementation of non-conformance handling by the PKD Operator has been finalized and put in operation. However, to give the PKD Participants enough time to adopt and thoroughly test national procedures with the non-conformance handling a nine months parallel run of the current PKD and the PKD with added non-conformance handling is part of the implementation.

The PKD Board continued to wait for the concept of Defect Lists that promises to handle non-conformance in a detailed and comprehensive way. It is expected that all facets of the varying national implementation reality are finally covered by Defect Lists.

The PKD started operation in March 2007 and meanwhile the PKD operational equipment at the ICAO Headquarters are depreciated. Despite constant effort of maintenance and update the PKD Board prepared for a complete technology refresh. In 2011 the necessary financial means have been attributed.

The first four commercial vendors subscribed the PKD Vendor Test Bench that resembles the live PKD environment. With the test bench it is in particular possible to test the connectivity, the conformance checks, the up- and downloads as well as the LDIF checksum functionality. This assistance at a one-time subscription rate of 9,600 US\$ in particular helps in customizing systems to the PKD. The PKD Vendor Test Bench subscription is therefore a competitive advantage in the field of PKI business.

Participation

In the course of 2011 the five new PKD Participants Hungary, Norway, Bulgaria, Luxembourg and Sweden could be welcomed.

Together with Australia, New Zealand, the United States, Canada, the United Kingdom, Japan, Singapore, Germany, Republic of Korea, France, China, Kazakhstan, India, Nigeria, Switzerland, Ukraine, Latvia, Czech Republic, Macao / China, United Arab Emirates, Hong Kong / China, Slovakia, Netherlands, Morocco and Austria there were thirty PKD Participants at the end of 2011.

In September a PKD Workshop has been held within the 7th Symposium and Exhibition on ICAO MRTDs, Biometrics and Security Standards in Montreal. In December this workshop has been held again within the ICAO Regional Seminar on MRTDs, Biometrics and Border Security in Singapore. Both workshops enjoyed a high attendance and were directed towards the practical steps on how to make PKD participation effective.

Administration

The Procedure to Determine the PKD Board Composition has been applied in all meetings. The changes in the composition showed that representation of a PKD Participant by a PKD Board Member can neither be taken for granted nor is it impossible to reach.

The PKD Board finally closed all transitional financial arrangements from the time before the operational contract took effect at 1 January 2009. As a consequence of the difficulties to apply the transitional financial arrangements in practice the PKD Board implemented measures to strengthen the principle of PKD Funds running in balance or surplus. In addition the calculation method for the Annual Fee has been simplified.

In order to facilitate the handling of ePassports from Macao, China and Hong Kong, China the PKD Board informed the interested web community about the details of the Document Signer Certificates and Certificate Revocation Lists issued by those two PKD Participants (please refer to the Frequently Asked Questions (FAQ) at the PKD Board [web site](#)).

Conclusion

The year 2011 was largely dominated by the preparation of the prolongation of the operational contract. In the coming two years the focus shifts to the preparation of the ICAO tender procedure for a new operational contract as of 2015. Due consideration must be given to a possible change of the PKD Operator as the efficient and effective PKD operation will remain to have the highest priority.

The handling of non-standard conformant PKD contents turned out to be more difficult than expected but was finally put in operation. The accompanying documents were finalized. This largely contributes to a culture of conformance that materializes one of the essential promises of the PKD, i.e. to reach and maintain standard conformance.

The peak of nine new PKD Participants in 2010 could not be repeated in 2011. Nevertheless participation still showed a constant growth over time. It is likely that 31 PKD Participants will be reached soon and the reduction process of PKD Operator fees can be started.

Dr. Eckart Brauer
2011 Chairperson
(on behalf of the ICAO PKD Board)

21 February 2012