FACILITATION (FAL) DIVISION — TWELFTH SESSION

Cairo, Egypt, 22 March to 2 April 2004

Agenda Item 2: **Facilitation and security of travel documents and border control formalities**
2.2: Biometrics

**ACCELERATING A WORLDWIDE APPROACH TO BIOMETRIC
IDENTITY CONFIRMATION IN MRTDs AS THE KEY TOKEN OF
ENTITLEMENT FOR SIMPLIFIED PASSENGER TRAVEL**

(Presented by the International Air Transport Association (IATA))

SUMMARY
The Simplifying Passenger Travel (SPT) Board, on behalf of the SPT Interest Group, supports the use of Biometrics technology in MRTDs and the associated infrastructure that would ensure global interoperability. Such use is the key component in secure, simplified and expedited passenger travel.

1. **INTRODUCTION**

1.1   The SPT Program is a joint aviation initiative of companies and organizations representing airlines, airports, travel agents, passengers, technology suppliers and broad government interests. Its aim is to streamline repetitive checks of passengers and their documents by collecting required biographical information once and then sharing it electronically where appropriate with all the subsequent service providers and border agencies. SPT brings together all the key parties involved in the passenger's journey with the objective of collectively working to move passengers through airports faster and without hassle. The ICAO Secretariat has been a supporter of SPT since its inception and is a member of the SPT Board of Directors[2]. The SPT Program has been kept briefed by the Chairman of the ICAO New Technology Working Group and we fully support the decision taken by them to move forward with the blueprint for biometrics as described in FAL/12-WP/4.

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[1] This working paper was previously issued as IP/7.

[2] Arab Air Carriers Association (AACO), Association of Asia Pacific Airlines (AAPA), ARINC, Airports Council International (ACI), Air Transport Association of America (ATA), Air Transport Users Council (AUC), IATA/CAWG (Control Authorities Working Group), International Air Transport Association (IATA), International Biometric Industry Association (IBIA), International Civil Aviation Organization (ICAO), SITA, United Federation of Travel Agent Associations (UFTAA), World Customs Organization (WCO).

2.   **CURRENT SITUATION**

2.1   Many SPT Interest Group (SPTIG) members are testing simplified passenger travel processes in live airport environments. The results of these tests and ensuing collaborative efforts are being formulated in Process Papers describing how existing passenger processes and the use of technology standards and cooperative action can simplify and streamline procedures and enhance security. Biometrics are to be used as: 1) an identification function when the person applies for the token; and 2) an identity confirmation function when the person goes through the checkpoints. A number of key actions have been identified by the SPTIG as essential to realize the full benefits of biometric implementation.

3.   **RECOMMENDATIONS BY SPTIG**

3.1   The SPTIG offers the following recommendations for consideration:

   a)   biometric image in government issued MRTDs to be used as the basic identity and entitlement token for passengers. ;

   b)   use biometric identity confirmation as a key risk management tool.;

   c)   test and implement an automated, biometric enabled inspection process on a multi-country basis; and

   d)   use biometric identity confirmation as part of Registered Traveler Programs to allow passengers who are pre registered in an automated identification system to check in, board and clear arrivals processes at self-service kiosks, while using biometrics and MRTD MRZ data to replace routine manual identity checks.

4.   **ADVANTAGES TO BE REALIZED THROUGH THE**
      IMPLEMENTATION OF THE SPTIG
      RECOMMENDATIONS

   a)   Dramatic improvement in the ability to perform more efficient and more secure automated passenger authentication. The use of biometrics as an identity authentication and entitlement function will result in more confidence in revenue control, and the ability to know with more certainty, exactly who is getting onto flights.

   b)   The removal of the bona fide low risk passengers from the primary inspection line and the capacity for low risk passengers to be pre-cleared by control authorities in advance of departure. This will lead to faster processing for all passengers on arrival (and departure, where applicable) and permit the redeployment of staff toward high-risk border control.

   c)   A reduction in fraudulent travel documents and inadmissible passengers. Passenger and document verification prior to the passenger boarding a flight will be a significant deterrent factor to potential inadmissible passengers, including those who possess forged documentation or who look to dispose of documents prior to arrival at their point of destination. Also by taking the low risk passengers out of the

processing queues, the airlines and control authorities would look at fewer passengers and therefore do a better job of spotting discrepancies.

d) Optimization of design layout of space-constrained airports.   The proposed risk-managed streaming of passengers will address the capacity problems in arrivals halls created by the large number of wide bodied flights which currently arrive at major airports during peak hours. Many of these airports cannot be extended to provide additional processing and/or queuing facilities. If people are moved more rapidly through the control systems using streamlined processes, congestion will be reduced and better use can be made of limited space.

e) Expeditious clearance of passengers through the security area. Passengers would be processed according to their "risk" level under the overall supervision of the authorities.

5.   **CONCLUSION**

5.1   The aviation community is urged to move forward in the implementation of Biometrics in MRTDs and the development of all technology and supporting structures that will achieve global interoperability. The whole aviation community – airlines, business aviation, airports, and States – are encouraged to invest in implementing these recommendations to take advantage of technology to expedite passengers through airports, enhance risk assessment, improve security and reduce fraudulent travel.

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