



**WORKING PAPER**

**FACILITATION PANEL (FALP)**

**FOURTEENTH MEETING**

**Montréal, 20 to 24 April 2026**

**Agenda Item 5: New Strategic Goal for 2026-2028 Business Plan - “No Country Left Behind”**

**ADVANCING GLOBAL CAPACITY BUILDING ACTIVITY FOR THE  
ICAO PUBLIC KEY DIRECTORY (PKD)**

(Presented by the Secretariat)

**SUMMARY**

The ICAO Public Key Directory (PKD) programme facilitates cooperation and information sharing towards secure and efficient use of electronic and digital travel documents. As the programme has grown, capacity building has become an integral component of the programme’s efforts to assure that every State can properly authenticate these documents leveraging data from the PKD.

ICAO Assembly Working Paper A42-WP/475 recommended expanded capacity building work related to the PKD. These recommendations were referred for further work that would consider contributions of relevant expert groups.

The ICAO PKD Board is continuing to evolve its capacity building work and is already examining opportunities related to the recommendations of the paper. Nevertheless, assurance of aligned and comprehensive training and capacity building that can ensure full use of electronic and digital documents by all will require work beyond the PKD programme.

**Action by the FAL Panel:**

Actions by the Panel are presented at paragraph 3, below.

## 1. INTRODUCTION

1.1 A42-WP/475 presented by Argentina and supported by 16 States from South and Central America, outlined opportunities for improving the use of electronic passports (ePassports) to improve security and efficiency through advancing ICAO activities related to the ICAO Public Key Directory (PKD) programme.

1.2 Following consideration of the paper, the Assembly referred the following implementation and capacity-building related actions contained in the paper to the Council, with contributions of the relevant expert groups, for further study and a proposed way forward:

- a) setting up specific training and technical assistance programmes for countries in the implementation stage, focusing on best practices and optimum use of PKD; and
- b) promoting regional integration through infrastructure and know-how sharing agreements to reduce costs and improve efficiency in the adoption of PKD.

## 2. DISCUSSION

2.1 The ICAO PKD programme brings together State authorities, international and regional organizations active in the issuance and use of electronic Machine Readable Travel Documents, Digital Travel Credentials (DTC) and other digital and electronic documents to collaborate and share the data needed for document authentication.

2.2 Participation in the PKD programme is voluntary, with participants electing to join and pay associated participation fees based on the benefits they accrue. As of February 2026, there are 107 participants, with participant numbers having grown at relatively rapid pace in recent years. Newer participants tend to have quite limited experience in electronic and digital document issuance and verification. Capacity building work has therefore grown in importance within the programme to ensure that participants gain the benefits of programme participation and all can regularly share high quality data that benefits the entire community.

2.3 In recent years, the PKD Board, as governing body for the programme, has delivered annual workshops alongside each of its meetings, organized several regional workshops and seminars and put in place a coaching programme that partners requesting States with experienced mentors who support the receiving authorities through virtual calls and during an on-site visit.

2.4 The 32nd PKD Board meeting (an annual Assembly of all PKD participants) took place in December 2025. The Board considered opportunities to evolve the coaching initiative to address issues with the resource intensive nature of the programme, to expand impacts to a wider group and to ensure tailoring to each entity's needs by, inter alia, improved pre-coaching analysis, developing a basic travel document knowledge training programme that can be administered before coaching, and possible development of a modular training programme that can be delivered based on the needs of a given State. The value of coordination with activities of other relevant groups to ensure complementarity, particularly the Implementation and Capacity Building subgroup under the ICAO Traveller Identification Programme (TRIP), was also emphasized. The Board established a subgroup to examine the matter further and approved in principle the hiring of a consultant to execute an environmental scan to identify capacity building needs and thereafter to devise proposals for programme evolution.

2.5 The planned evolution of the coaching initiative takes on board some recommendations of A42-WP/475. A modular curriculum-based programme would enable better tailoring of training to individual State needs. Establishment of a coaches' forum that might include regional as well as international groups is being considered and would enhance the provision of technical assistance at regional levels, with appropriate know-how sharing that would consider specific regional challenges and issues.

2.6 The ICAO PKD Executive Body – a subset of the Board members charged with the provision of strategic advice to the Board – will have its next meeting in Argentina at the end of April 2026, which will provide an opportunity to engage the authorities on the recommendations made in their paper and chart possible paths forward. The meeting will be convened alongside a workshop that continues the capacity building efforts of the PKD internationally.

2.7 Notwithstanding, comprehensive training and capacity building around ePassport issuance and verification that would enable States to obtain the relevant benefits of ePassports for facilitation, these benefits cannot be achieved by the efforts of the PKD programme alone. Improving security and efficiency based on the use of ePassports will require actions by decision-makers, technical implementation teams, project and program managers and other experts on policy matters, implementation in line with ICAO Annex 9 provisions, and appropriate management of the wider traveller identification ecosystem. A complete and well-structured capacity building programme should therefore leverage ICAO training courses, leveraging of guidance material and documentation prepared by different ICAO groups on capacity building and some direct bilateral or multilateral training and capacity building initiatives.

### 3. **RECOMMENDATIONS**

3.1 The Panel is invited to:

- a) request the Working Group on Facilitation Capacity Building (WGFCB) to engage with the ICAO PKD Board to consider experiences and lessons learned from existing capacity building work under the PKD programme that could be relevant in advising on wider facilitation capacity building efforts; and
- b) request the WGFCB to consider the recommendations of A42-WP/475 and the benefit of complementary capacity building activities across facilitation programmes, including ICAO PKD, in the development of facilitation capacity building initiatives.

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