	<p><i>International Civil Aviation Organization</i>  CAR/SAM Regional Planning and Implementation Group (GREPECAS)  <b>Fourteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/14)</b>  San Jose, Costa Rica, 16 – 20 April 2007</p>	11/04/07
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Agenda Item 7: Other Business

## INITIATIVE FOR THE EDUCATION AND TRAINING IN MACHINE READABLE TRAVEL DOCUMENTS

(Working paper presented by Colombia in behalf of Group of Experts on Aviation Safety, Security and Assistance- GEASA)

### SUMMARY

This working paper raises the necessity of the development and validation of the set of standardized didactic material (CDMN) for the instruction of the operating personnel of the verification stations of machine readable travel documents (MRTD), by the use of TRAINAIR methodology of the International Civil Aviation Organization - ICAO, for the community of the Caribbean and South America regions.

### References:

- Annex 9 - Amendment 19 (12 Edition)
- Document 9303 ICAO
- Decision 397, 504, 625 Andean Community of Nations (Andean Card of Migration)
- GEASA 2006 Minutes of the Meetings

### 1. Introduction

According to the dispositions and guidelines determined by ICAO in matter of aviation protection, the States will have to implement machine readable travel documents, MRTD, from 2010; the States of the Region would give fulfillment to this disposition in the pre-established date.

Colombian Civil Aviation has presented an initiative of qualification and training framed in the recommendations of the Inter-American Committee against Terrorism (CICTE) to the States Members that appear in Section I.A. MEASURED FOR CONTROLS OF BORDERING AND CUSTOMS: "... The States Members will look for to promote the regular and technical training of the employees responsible for the border and migratory controls. With such purpose, one narrow cooperation between the States Members will be promoted to provide technical support and training for which require it, in order to establish minimum standards and share the best practices for training and qualification of the border or migratory personnel...". In the declaration of San Carlos, the CICTE indicated "Its firmer determination to prevent the circulation of terrorists or terrorist groups by means of effective controls in border and controls of the travel and identity card emission, and adoption of measures to avoid the falsification, the illegal alteration and the fraudulent travel and identity card use."

The same was presented in the last meeting of the GREPECAS working group - AVSEC/COM/5. The Secretary of the AVSEC/COM/5 sent the document of this initiative to ICAO, FAL/AVSEC, indicating that it was considered a good contribution to be implemented and that would be considered in short term future.

During the last meeting of the GEASA in November of the last year, this initiative received all the support of the participant countries and again it was presented in last March in the annual meeting of the CICTE that was made in Panama city.

## 2. Present state and description of taken actions.

The Travel Document is which confirms the identity and nationality to cross international borders. At the moment exist citizen with double nationality and for that reason with double passport, national passports with different presentation and national passports with deficiencies in the matter of security: Information of the national written by hand, with more than one holder (Including the family), picture non printed, without security laminas, as well as passports with different validity. Many of them do not have zones of mechanical reading.

In the world are recognized as Travel Documents: The Passport, border Passports, the Identification or Certificate of Citizenship, Judicial Certificates, Safe-conducts or provisional Passports and to do this trustworthiness its necessary fulfill some requirements: physical characteristics, of emission, similar laminate, registry of other countries authorities.

It is for that reason that Annex 9 - Amendment 19 (12 Edition) establishes requirements to the States with respect to documentation, emission of PLM according to Doc 9303 from 1 April 2010 and recommended practices to incorporate biometrical information into MRTD, also ICAO is committed to provide technical assistance through the program of universal beginning of the MRTD to the countries that require it to emit PLM for 2010.

## 3. Discussion

It is clear then that the implantation of MRTD helps in the migratory controls and the passengers so that allows:

- Precision when identifying and verifying the identity of a person.
- Reduction of the possibility of supplantation of identity or visas
- Difficulty in the falsifications.

Similarly the implantation of MRTD requires to consider:

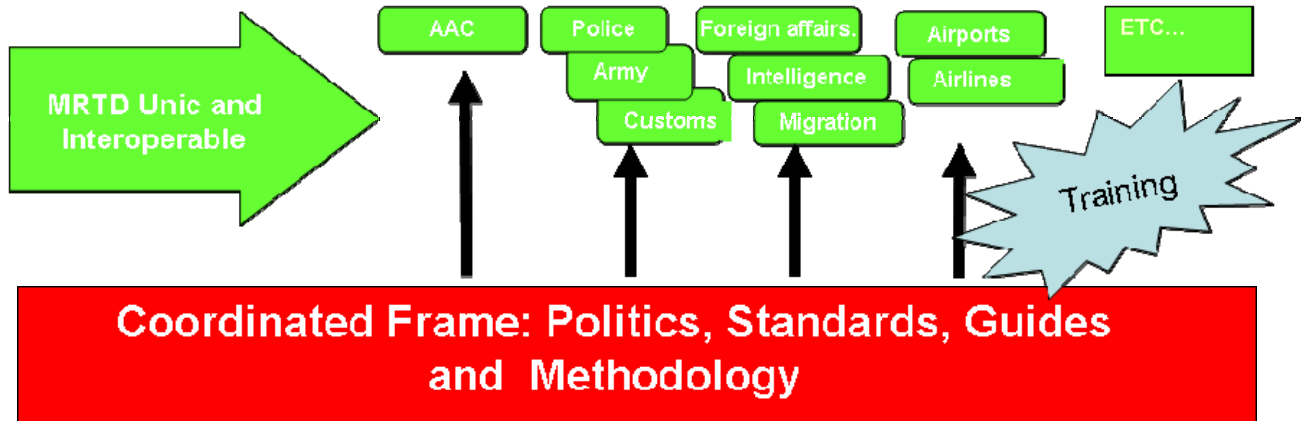
- The standards established by ICAO in the matter of security and interoperativity, which is reached through zones of mechanical reading and biometrical data in the passport. It must consider the interoperativity in other common zones like CAN and SCHENGEN.
- Unification of Travel Documents under ICAO standard.
- There are other passports in addition to the current: Special, Official, Diplomatic, Blue.

An appropriate process of change depends on:

- Appropriate access appropriate to the knowledge on MRTD.
- Access to the suitable technology and the necessary and functional equipment for the emission, organization and beginning of the MRTD
- Personnel training of the States to operate the equipment and to maintain this capacity.
- Control on the risks of the implantation of this process

In other words, that on the frame of the policies, standards, guides and methodologies of the ICAO a process of instruction settles down to all the operative personnel who participated in the reading of the MRTD, as is shown in the graph:

## ANNEX 9 AND 17 – ICAO RECOMMENDATION ABOUT MRTD

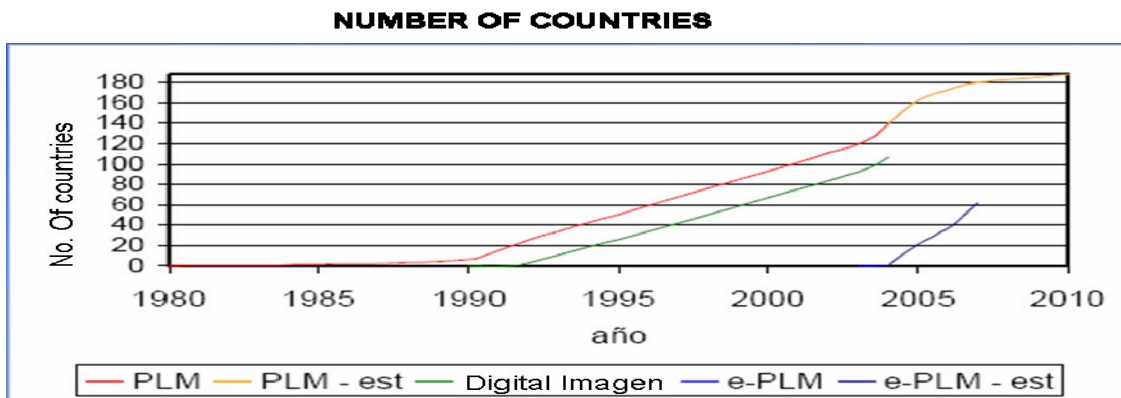


### 3.1. Objective of the Project:

To develop and to validate by means of the application of the methodology Trainair - ICAO a course based on a set of standardized didactic material (CMDN) for the training of the personnel in charge of the verification of the MRTD in the stations located for such aim, under modality TRAINAIR-ICAO.

### 3.2. Objective population:

Civil employees of governmental organizations related directly or indirectly to the frontier checkpoint in the region North America, the Caribbean and South America. At the moment more than 140 countries emit passports of mechanical reading according to the ICAO standards. For 2007 more than 175 countries will emit PLM and the objective for 2010:100% of the countries.



### 3.4. Impact of the Project

The security personnel are composed by human beings who unfailingly make error. Is considered error:

- ✓ "An action or inaction that leads to a deflection of the standard practices"
- ✓ "What the humans do that causes negative consequences"
- ✓ "Occasion in which a series of activities does not obtain the awaited result".

To conclusion we can say that: "the human error" is present in the cases of illicit interference.

It is feasible specifically to diminish the occurrence of the human error in the security operations of aviation and in this type of migratory controls? The answer is yes, with an opportune and suitable qualification and training of the operative personnel which make an impact:



### 3.5 Benefits of the Project:

- Promote the States to use a methodology of standardized instruction.
- Develop a system of instruction interchange at international level.
- Build international a cooperative network of Civil Aviation Training Centers. CMDN prepared by means of the application of Methodology TRAINAIR guarantees:
- Offer a standardized approach of instruction and under an established format
- The Members acquire Standardized Courses prepared by other members, by means of the "System of Interchange"
- The CMDNs are shared to a cost that does not exceed the expenses of reproduction and shipment.

### 4. Suggested action

Participant States are invited to offer their support to the present initiative given that the importance that takes this subject at world-wide level by the requirement of implementation as of year 2010 of the MRTD.

In that way GREPECAS is invited to study the following project of conclusion:

**PROJECT  
OF CONCLUSION 3/X INITIATIVE FOR THE EDUCATION AND TRAINING IN MACHINE READABLE TRAVEL DOCUMENTS**

a) States are invited to support the implantation of MRTD under the ICAO standards because the effectiveness to improve the migratory control, to facilitate the exchange of information in the data bases of migratory movements and to offer greater trustworthiness of the control of MRTD with biometrical data and e-passports.

b) The importance of the training of the personnel is recognized who will verify the MRTD in the control posts and as the ICAO Trainair methodology is an effective instrument for this intention.