



## **FACILITATION PANEL (FALP)**

### **NINTH MEETING**

**Montréal, 4-7 April 2016**

#### **Agenda Item 3: Amendments to Annex 9**

### **SINGLE WINDOW CONCEPT FOR PASSENGER DATA EXCHANGE SYSTEMS**

(Presented by the International Air Transport Association)

#### **SUMMARY**

This working paper proposes one new Standard be incorporated into Annex 9, namely the use of the Single Window concept for States receiving passenger data. The standard is proposed in the framework of a new Chapter within Annex 9 dedicated to Passenger Data Information Systems.

In light of UN Security Council Resolution 2178 (2014), which has sparked an increase in government requests for Advance Passenger Information (API), as well as the growing importance of passenger data in general, and ultimately the need to manage related Annex 9 provisions more diligently, IATA supports the introduction of a new chapter within Annex 9 focussed on passenger data.

#### **Action by the FAL Panel:**

The FAL Panel is invited to consider the proposals described in this paper and agree that Annex 9 be amended, as set out in the Appendix.

## **1. INTRODUCTION**

1.1 Currently Annex 9 describes single window only in Chapter 1 as a definition, namely “a facility that allows parties involved in trade and transport to lodge standardized information and documents with a single entry point to fulfil all import, export, and transit-related regulatory requirements. If information is electronic then individual data elements should only be submitted once.”

1.2 If the proposal for a new provision relating to Single Window set out in the Appendix to this paper is adopted, then the current definition of the term contained in Chapter 1 will need to be broadened. A proposed revised definition also appears in the Appendix.

1.3 IATA and its member airlines consider the use of the Single Window concept by those governments requesting passenger data as a cornerstone of efficient and effective passenger and cargo-related data exchange systems. Without it, airlines would be forced potentially to provide similar data to different agencies within one jurisdiction. This would not be only counter-productive in law enforcement terms, but would also create duplication of costs for the State and for the industry.

## 2. DISCUSSION

2.1 When governments require the transfer from airlines of passenger data it serves the interest of a number of border security agencies within one State. Thus, data should be received by one government entity and not by multiple security agencies within one jurisdiction. Single window is the most effective and efficient means of receiving and processing passenger data both in terms of realizing Facilitation and Security benefits.

2.2 The single window concept should apply to all forms of passenger data that an airline is obliged to transmit to the requesting authority, i.e. Advance Passenger Information (API), interactive API (iAPI) and/or Passenger Name Record (PNR). Thus, each State would be encouraged to establish one authority to receive all forms of passenger data through one Single Window entry point and then distribute this data to all those domestic agencies with the legal remit to receive and use this data. This would be effective not only in terms of border security and management for States, but also alleviate duplicative costs for the airline industry as well as each individual agency that might have legal authority to view the data.

2.3 IATA supports the initiative introduced by FALP/9-WP/6 “Passenger Data Exchange Systems”, which proposes a new chapter within Annex 9 dedicated to passenger data. The single window standard proposed by this working paper would fall under that Chapter but since it applies to numerous forms of passenger data it would best be placed under subsection A concerning general aspects related to that chapter.

## 3. RECOMMENDATIONS

- 3.1 The Facilitation Panel is invited to agree with
- a) the introduction of a Standard on Single Window,
  - b) the modification of the definition of Single Window.

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## APPENDIX

*Amend* Annex 9 as follows:

### Chapter 9: Passenger Data Exchange Systems

#### A. General

9.1 If a Contracting State requires the exchange of Advance Passenger Information (API), interactive API (iAPI) and/or Passenger Name Record (PNR) data from aircraft operators, then the State shall create a Single Window facility that allows parties involved to lodge standardized information with a common data transmission entry point to fulfil all related passenger and crew data requirements for that jurisdiction.

### Chapter 1. DEFINITIONS AND GENERAL PRINCIPLES

#### A. General

**Single Window.** A facility that allows parties involved in trade and transport to lodge standardized information and documents with a single entry point to fulfil all ~~import, export, and transit-related~~ regulatory requirements. If information is electronic then individual data elements should only be submitted once.

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