**TECHNICAL ADVISORY GROUP ON MACHINE READABLE
TRAVEL DOCUMENTS (TAG/MRTD)**

TWENTY-FIRST MEETING

Montréal, 10 to 12 December 2012

Agenda Item 2: **Activities of the NTWG**
Agenda Item 2.1: **Review and Development of Travel Document Related Annex 9 – Facilitation Standards and Recommended Practices and Related Guidance Material**

REVIEW AND DEVELOPMENT OF TRAVEL DOCUMENT RELATED *ANNEX 9 - FACILITATION* STANDARDS AND RECOMMENDED PRACTICES AND RELATED GUIDANCE MATERIAL

(Presented by the New Technologies Working Group)

1.   **INTRODUCTION**

1.1   Under its security umbrella ICAO has two key groups currently developing standards related to travel documents. These are the ICAO Facilitation Panel (FAL Panel), responsible for establishing and maintaining the Standards and Recommended Practices (SARPs) of *Annex 9 – Facilitation* (Annex 9), and the Technical Advisory Group on Machine Readable Travel Documents (TAG/MRTD). These two groups and their related working groups, as well as the ICAO/Public Key Directory (PKD) Board should work in closer collaboration on issues related to the security of travel documents and their use in facilitating immigration and border control formalities.

1.2   Facilitation in the context of aviation encompasses a wide range of topics centred on allowing for the smooth operation of airports and movement of passengers and cargo through customs, immigration, public health and agriculture requirements. As such, a broad range of expertise is required in developing and maintaining Annex 9 SARPs. Recognizing that many immigration, border control and travel documents experts currently participate in the New Technologies Working Group (NTWG), the Implementation and Capacity Building Working Group (ICBWG), and the PKD Board, these expert groups should be leveraged to assist with the work of the FAL Panel.

2. **BACKGROUND**

2.1   At the 7th meeting of the FAL Panel held in Montreal from 22-26 October 2012 the Panel discussed the future direction of the ICAO Facilitation Programme and observed that there is a need to update existing Annex 9 SARPs; give more attention to the implementation of SARPs and address issues of non-compliance. It was suggested that the latter could be done through the development of more targeted and improved manuals, training activities and capacity building projects.

2.2   Furthermore, the Panel established a Working Group to: a) develop a model National Facilitation Programme; b) undertake an in depth review of Doc 9957, *The Facilitation Manual;* and c) undertake an in depth review of Doc 9636, *International Signs to Provide Guidance to Persons at Airports and Marine Terminals.*

2.3   Strong emphasis was placed on the potential benefits of a close collaboration between the FAL Panel and the TAG/MRTD in undertaking these activities and this was clearly reflected in the final report of the 7th meeting of the Panel (October 2012).

2.4   The TAG/MRTD's working group, the NTWG currently develops and maintains travel document specifications and guidance material however, as the international regulatory framework document for travel documents; Annex 9 is the only document, in respect of the MRTD programme, that imposes an obligation on States. For example, States are required to comply with Doc 9303, Part 1 specifications because compliance is required by Standard 3.10 of Annex 9. Given the number of experts participating in the NTWG, and the need to review and maintain Annex 9, this work could be done by the NTWG.

2.5   Currently there is some confusion between SARPs contained in Annexes and Doc 9303 standards (or specifications) and this needs to be addressed to ensure that both document specifications and SARPs are harmonized and maintained on an ongoing basis. The NTWG should work in close collaboration with the FAL Panel to achieve this.

3. **CURRENT STATUS**

3.1   It is proposed that the NTWG, in conjunction with the FAL Panel working group, carry out the following work:

- Review and update existing travel document related Annex 9 SARPs;

- Review current differences and the Universal Security Audit Programme results (ref. FALP/7-WP/21) to determine causes of non-compliance (i.e. standard lacks clarity or capacity issue) and make recommendations to improve rate of compliance;

- Consider whether and how Convention Travel Documents (CTD) and other machine-readable travel documents should be included in Annex 9 SARPs;

- In collaboration with the FALP Working Group, review and update relevant guidance material in Doc 9957, *The Facilitation Manual*.

3.2   The FAL Panel meets approximately every 2 years and the TAG/MRTD meets every 12-18 months. As such the TAG could review and endorse the work of the NTWG at the next TAG/MRTD meeting so the FAL Panel work by the NTWG could be submitted to the FAL Panel as ICAO TAG/MRTD endorsed.

4.   **ACTION BY THE TAG/MRTD**

4.1   The TAG/MRTD is invited to:

a) agree that the TAG/MRTD, its working groups, and the ICAO/PKD Board work in closer collaboration with the FAL Panel to ensure that travel document specifications and SARPs are harmonized so as to assist ICAO in its ongoing mission to foster a global civil aviation system that consistently and uniformly operates at peak efficiency and provides optimum safety, security and sustainability.

b) authorize the NTWG to carry out the work outlined above.

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