

# SEAFARERS' IDENTITY DOCUMENTS

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➔ Why SIDs are important for seafarers' quality of life?

➔ Why ILO needs the support of ICAO and its Members States regarding SIDs?



- ➔ More than 80% of global trade is transported by shipping
- ➔ Seafarers transit through different countries to join their vessels
- ➔ Seafarers have a right to shore leave while in port

**ILO regulated SIDs to facilitate seafarers transfer and transit and allow them access to shore leave without a visa**

➔ C. 108 was adopted in 1958: SID with no security features

➔ C. 185 was adopted in 2003: SID in line with 3<sup>rd</sup> edition of ICAO Doc 9303 (fingerprint in a barcode)

➔ C. 185 was amended in 2016 to align it with 7th edition of ICAO Doc 9303 “as it may subsequently be amended”

**Since June 2017: full alignment between ILO and ICAO standards**

## Requirements of the NEW e-SID:

- ➔ SID can be of TD1, TD2 or TD3 size
- ➔ Biometric is now facial image in contactless chip (barcode and fingerprints removed)
- ➔ Logical Data Structure (LDS) in eSID works exactly like that of an ePassport and can be read by all ePassport readers

**All border points should now support verification of eSIDs**

## Current situation:

- ➔ The 35 ratifying countries are transitioning towards the implementation of the amended version of C.185: Philippines, India and Russia quite advanced
- ➔ Seafarers continue to encounter difficulties and barriers for transit and shore leave
- ➔ The ILO has received strong mandate from its constituents to continue promoting the ratification and effective implementation of C. 185

## Why ILO and its Members needs ICAO's support:

- ➔ ILO has a system to supervise different legal aspects of C.185 but lacks competence and knowledge in relation to technical aspects of Doc 9303
- ➔ Expertise on electronic travel documents is usually found with passport issuers and not maritime or labour authorities
- ➔ ILO Members approach private companies for support but the products offered are often not in compliance with ICAO standards

## Some possible actions for the future:

- ➔ When providing assistance regarding e-passports, ICAO could also assist in the implementation of C.185
- ➔ ILO could submit e-SIDs to ICAO to assess compliance with technical aspects of C. 185?
- ➔ E-passports providers could familiarize themselves with C. 185 and relevant technical requirements to offer products which conform both to ILO and ICAO standards?



## Relevant info:

- ➔ List of ratifying countries:  
[https://www.ilo.org/dyn/normlex/en/f?p=NORMLEXPUB:11300:0:0::NO:11300:P11300\\_INSTRUMENT\\_ID:312330:NO](https://www.ilo.org/dyn/normlex/en/f?p=NORMLEXPUB:11300:0:0::NO:11300:P11300_INSTRUMENT_ID:312330:NO)
- ➔ Checklist with detailed requirements for C. 185:  
[http://www.ilo.org/global/standards/maritime-labour-convention/WCMS\\_617300/lang-en/index.htm](http://www.ilo.org/global/standards/maritime-labour-convention/WCMS_617300/lang-en/index.htm)
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