

# TRIP 2022

**SEAMLESS AND CONTACTLESS**

Sharing data to accelerate the recovery

SYMPOSIUM DIRECTORY

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# 01



PARTICIPANT GUIDE

# REGISTRATION & ACCESS

01. The virtual 2022 ICAO TRIP symposium is **free to attend - registration is required.**
02. Click [here](#) to register online. Should you have any issue registering, please contact [registration@icao.int](mailto:registration@icao.int).
03. This symposium can host a limited number of participants; therefore, registration is on a **first-come, first-served basis.**

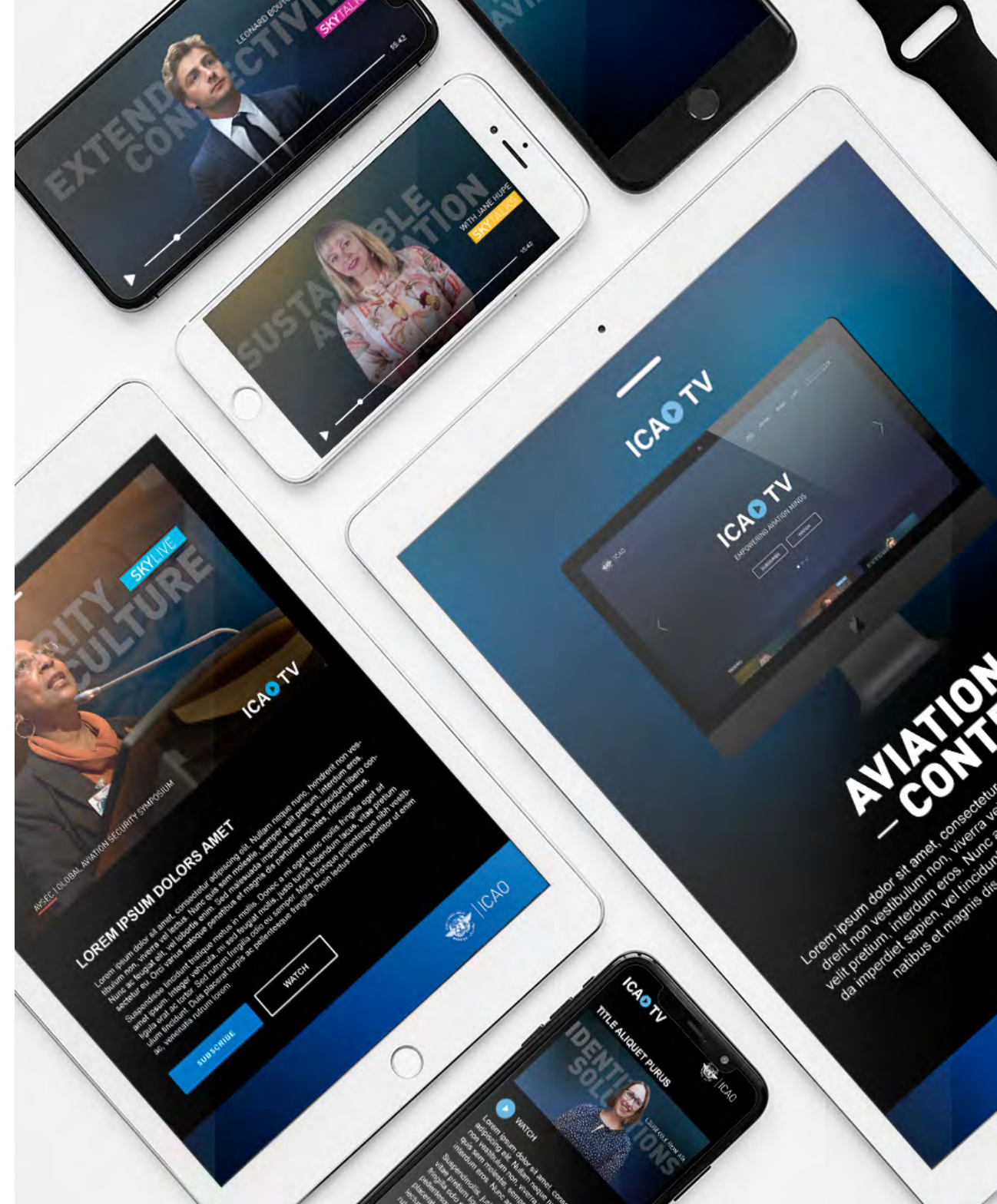
# ICAO TV

After the symposium, you can rewatch your favorite sessions and panels from anywhere and on any device from ICAO TV.



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ICAO TRIP 2022



02



SPEAKERS PROFILES



Click here to view the full speakers list and bios

[CLICK HERE](#)

03



AGENDA



# DAY 1

TUESDAY, SEPTEMBER 13

ALL DAY COFFEE SPONSORED BY REGULA



08:00 – 9:30 **ON-SITE REGISTRATION**

09:30 – 10:30 **OPENING SESSION**

Senior officials from ICAO and other organizations will provide high-level perspectives on opportunities to improve traveller identification to accelerate the recovery of aviation. The pandemic has shown how important the role of technology can be to improving traveller identification. The opening remarks will place a special emphasis on describing how health related travel requirements can be integrated and automated into existing procedures.

**Moderator:** Mohamed Rahma, Director, Air Transport Bureau, ICAO

## **OPENING REMARKS**

- **Salvatore Sciacchitano**, President of the Council, International Civil Aviation Organization (ICAO)
- **Ambassador Isao Fukushima**, Representative on the Council of ICAO, Japan
- **Douglas Yeo**, Acting Chair, Facilitation Panel & Director, Security Policy & Emergency Preparedness, International Relations & Security Division, Ministry of Transport, Singapore

## TRIP AWARD – POSTHUMOUS RECOGNITION FOR MR. DAVID PHILP

Presented by **Maria Robertson**, Deputy Chief Executive, Department of Internal Affairs, New Zealand

The TRIP Award of Excellence is bestowed in recognition of the outstanding contribution of individuals to the development, promotion and implementation of the Traveller Identification Programme as a pillar of enhanced civil aviation security and facilitation worldwide.

## PHOTO SESSION

10:30 – 11:00 // COFFEE BREAK SPONSORED BY CBN



11:00 – 12:15 **SESSION 1. RECOVERY IN AVIATION - INTERNATIONAL AND REGIONAL PERSPECTIVES**  
This session will emphasize how international and regional cooperation can stimulate aviation recovery. The session will provide an update on the initiatives and projects of international organizations closely involved with measures to enhance identification management in the post COVID-19 recovery phase.

**Moderator:** **Sylvain Lefoyer**, Deputy Director, Aviation Security & Facilitation, ICAO

- **ICAO CAPSCA & Manual on COVID-19 Cross-border Risk Management Updates**  
Dr. Johanna Jordaan, Chief, Aviation Medicine Section, ICAO
- **World Health Organization DDCC**  
Natschja Ratanaprayul, Technical Officer, Public Digital Health Technology, World Health Organization (WHO)
- **Impact of COVID-19 on Travel and Tourism**  
Antonio D. Clarke, Director, AVSEC and Facilitation, Civil Aviation Authority, Bahamas
- **Health Policy Concepts**  
Frederico Guanais, Deputy Head, Health Division, Organisation for Economic Co operation and Development (OECD)

#### QUESTION & ANSWER PERIOD

12:15 – 12:30 LUNCH SPONSOR'S PRESENTATION BY HID GLOBAL

12:30 – 14:00 // LUNCH SPONSORED BY HID GLOBAL



14:00 – 15:15

## **SESSION 2. RECENT DEVELOPMENTS IN THE ICAO TRIP PROGRAMME STRATEGY – INNOVATION IN FACILITATION AND THE FUTURE OF TRAVEL**

Effective implementation of the ICAO TRIP Strategy is essential in helping States optimize the economic, social, and political benefits of international travel and to achieve the United Nations Sustainable Development Goals. The TRIP Strategy also helps to manage security risks and to respond to threats at borders by enabling better targeting of resources towards persons of interest. The rapid pace and diversity of innovation is producing new possibilities in which traveller identification can be managed. Experts will give their views on current and future initiatives and challenges.

**Moderator:** Narjess Abdennebi, Chief, Facilitation Section, ICAO

- **Digital Travel Credentials (DTC)**

Ana Dacal, Senior Policy Analyst, Passport Program Policy, Admissibility Immigration, Refugees and Citizenship, Canada

- **Visible Digital Seals (VDS)**

R. Rajeshkumar, International Organization for Standardization (ISO) Expert

- **IATA Initiatives Promoting an Effective Use of Passenger Information**

Louise Cole, Head, Customer Experience & Facilitation, International Air Transport Association (IATA)

### **QUESTION & ANSWER PERIOD**

**15:15 – 15:45 // COFFEE BREAK SPONSORED BY OVD KINEGRAM**

**OVD KINEGRAM**

15:45 - 17:00

### **SESSION 3. SUPPORTING IMPROVED NATIONAL IDENTITY MANAGEMENT PRACTICES**

Credible evidence of identity, involving the tracing, linkage and verification of identity against breeder documents is essential to ensuring robust traveller identification for security and border control purposes. National identity management is a fundamental element of traveller identification and experts will share their experiences in ensuring a robust identity management process.

**Moderator:** Ross Greenwood, Former Chairperson, ICAO Public Key Directory

- **Evidence of Identity Management – Legal Identity**

**Sanjay Dharwadker**, Senior Digital Identity, Global Data Service Division, United Nations High Commissioner for Refugees (UNHCR)

- **Demystifying the Registration Process for Refugees**

**Andrew Hopkins**, Chief, Identity Management and Registration Section, United Nations High Commissioner for Refugees (UNHCR)

- **National Identity**

**Muhammad Tariq Malik**, Chairman, NADRA, Pakistan

- **Identities on the Move: Impact of Electronic Documents on Border Control**

**Alexander Schuster**, Senior Researcher, University of Graz, Austria

### **QUESTION & ANSWER PERIOD**

17:00 – 17:15

**RECEPTION SPONSOR'S PRESENTATION BY SICPA**

**17:15 – 20:00 // NETWORKING RECEPTION SPONSORED BY SICPA**



# DAY 2

**WEDNESDAY, SEPTEMBER 14**

**ALL DAY NETWORKING COFFEE SPONSORED PPG TESLIN**



08:00 – 09:30 **ON-SITE REGISTRATION**

## **SKYTALKS**

- 08:40 – 09:00 • **COVESTRO**
- 09:00 – 09:20 • **MUHLBAUER**
- 09:20 – 09:40 • **PANGIAM**
- 09:40 – 10:00 • **VERIDOS**
- 10:00 – 10:20 • **SITA**

**10:20 – 10:50 // COFFEE BREAK SPONSORED BY IN GROUPE**



- 10:50 – 11:10 • SICPA
- 11:10 – 11:30 • HID GLOBAL
- 11:30 – 11:50 • INDUSTRIAL INNOVATION GROUP
- 11:50 – 12:10 • AMADEUS
- 12:10 – 12:30 • EMPEROR TECH

**12:30 – 14:00 // LUNCH BREAK OFFERED BY ICAO**



ICAO

14:00 – 15:30 **SESSION 4. ICAO MRTD STANDARDS AND SPECIFICATIONS: TRAVEL DOCUMENT INTEGRITY**

Current and emerging ICAO Machine Readable Travel Document (MRTD) specifications for passports, visas and identity cards are significant tools to enhance traveller identification management and security measures. The implementation of related ICAO Annex 9 Standards and Recommended Practices (SARPs) supports implementation of ICAO-compliant MRTDs and electronic MRTDs.

**Moderator:** Christiane DerMarkar, Traveller Identification Programme Officer, ICAO

- **ICAO Document 9303 – Machine Readable Travel Documents (13 Parts)**  
Joost Van Prooijen, International Standards Organization, WG3 Convenor, Manager Innovation, Public Security & Identity, the Netherlands
- **What is an ePassport: Benefits**  
Dion Chamberlain, Manager Product Development, Identity Services, Department of Internal Affairs, Te Tari Taiwhenua, New Zealand
- **The New Saudi Arabian ePassport**  
Ali H. Basfar, Senior Specialist, Facilitation, General Authority Civil Aviation, Saudi
- **New Developments in MRTD Specifications (Compliance, 2nd character, etc.)**  
Renée Ong-de Jong, Research and Development Advisor, Travel Documents, Ministry of Interior and Kingdom Relations, The Netherlands

#### QUESTION & ANSWER PERIOD

15:30 – 16:00 // COFFEE BREAK SPONSORED BY EMPEROR TECH





16:00 – 17:00

## **SESSION 5. HEALTH AT THE BORDER**

This session will highlight how states and organizations have developed tools for passengers to assert health proofs for international travel purposes. The ICAO VDS specification will be highlighted, with a view to explaining its benefits for quick and contactless verification based on existing infrastructure, as well as its advantages for identity binding. Other experiences from around the world will also be shared describing how states have supported the issuance of health proofs, for both domestic and international purposes. A focus of this session will be achieving global interoperability among health proofs to support international travel and aviation recovery.

**Moderator:** Diantha Raadgers, Ministry of Infrastructure and Water Management, Directorate-General for Transport & Aviation Unit, Aviation Safety & Security, Netherlands

- **Australian Proof of Vaccination Implementing VDS-NC**  
Ivan Clarke, Passport Technical Specialist, IT Planning, Standards and Biometrics Section, Australia Passport Office
- **Integrated Approaches for Pandemic Preparedness: Border Management and Health**  
Damien Thuriaux, Head of Immigration and Border Management (IBM), International Organization for Migration (IOM)
- **G20 Health Working Group & Indonesia's Implementation of DIVOC and EU DCC**  
Setiaji Setiaji, Senior Advisor, Digital Transformation, Ministry of Health, Indonesia

## **QUESTION & ANSWER PERIOD**

17:00 – 17:15

## **RECEPTION SPONSOR'S PRESENTATION BY VERIDOS**

**17:15 – 20:00 // NETWORKING RECEPTION SPONSORED BY VERIDOS**

# VERIDOS

IDENTITY SOLUTIONS  
by Giesecke+Devrient  
and Bundesdruckerei

# DAY 3

THURSDAY, SEPTEMBER 15

ALL DAY COFFEE SPONSORED BY COVESTRO



09:00 – 10:30 **SESSION 6. BORDER CONTROL: INSPECTION SYSTEMS AND TOOLS & INTEROPERABLE APPLICATIONS**

A key element of border inspection systems is the capture, verification and storage of data contained in MRTDs at different phases of the journey. This session will address a key pre-requisite to verifying the identity of travellers – namely the validation of electronic MRTDs. Experts will provide examples regarding important elements that help to expedite the movement of legitimate travellers while identifying high-risk individuals, with a view to focussing on automating the clearance process.

**Moderator:** Silvia Kolligs-Tuffery, Team Leader, Document Security, European Commission, Belgium

- **UN Capacity Building Initiatives Supporting Member States**  
Rocco Messina, Head, Border Security and Management Unit, United Nations Centre for Counter Terrorism (UNCCT)
- **Validating an ePassport**  
R. Rajeshkumar, International Organization for Standardization (ISO), Expert
- **ICAO Public Key Directory (PKD)**  
Mario Wiesen, Chairperson, ICAO PKD Board & Deputy Director, Passports, Visas and Legalizations Office, Luxembourg; &  
Ciaran Carolan, Public Key Directory Officer, Facilitation Section, ICAO
- **INTERPOL Update**  
Fabrizio Di Carlo, Senior Coordinator, Forensics and Police Data Management, INTERPOL General Secretariat

## QUESTION & ANSWER PERIOD

10:30 – 11:00 // COFFEE BREAK SPONSORED BY SURYS

**SURYS**

11:00 – 12:15

## **SESSION 7. PASSENGER DATA: IDENTIFICATION OF TRAVELLERS & RISK ASSESSMENT**

Border management must deal with the increased flow of passengers and ensure that there are protocols that provide for timely, secure and reliable linkage of MRTDs and their holders to available and relevant data in the course of inspection operations. Experts from different regions of the world will share their experience and good practices, with a focus on systems providing electronic authority to travel, as well as enhancing the use of interactive Advance Passenger Information (iAPI) to support pre-travel verification systems.

**Moderator:** Vijay Poonoosamy, Director, International & Public Affairs, QI Group and Chairman of the Aviation Group of World Tourism Network

- **Advance Passenger Information & Passenger Name Record**  
Steven Waterman, ICAO API/PNR United Nations Countering terrorist Travel Programme Project Officer
- **Comprehensive Update on CTPP Programme**  
Christine Bradley, Section Chief, Countering terrorist Travel, UN Office of Counter-Terrorism, United Nations Countering terrorist Travel Programme (CTTP)
- **Pre-Travel Checks – Use of Interactive API Systems**  
Simon Watkin, Head of Border Data Policy, Border Security and Identity Policy, Home Office, United Kingdom & Rapporteur - ICAO Working Group on Annex 9 – Facilitation
- **Gradual Development of an EU Border & Travel Continuum**  
Richard Ares Baumgartner, EU Affairs Strategic Advisor, Cabinet Executive Director, Frontex

## **QUESTION & ANSWER PERIOD**

12:15 – 12:30

## **LUNCH SPONSOR'S PRESENTATION BY INDUSTRIAL INNOVATION GROUP**

**12:30 – 14:00 // LUNCH SPONSORED BY INDUSTRIAL INNOVATION GROUP**



14:00 – 15:00

## **SESSION 8. ICAO CAPACITY BUILDING AND ASSISTANCE TO STATES**

The ICAO Secretariat and the Technical Advisory Group on Traveller Identification Programme (TAG/TRIP) framework have undertaken a number of initiatives to support Member States to implement Annex 9 provisions, ICAO Doc 9303 and the ICAO TRIP Strategy. This session will highlight various ICAO training initiatives, as well as the work of the respective working groups of the TAG/TRIP on the development of specifications for MRTDs, capacity building and assistance to States. An emphasis will be placed on ICAO's work to identify challenges while designing and issuing passports.

**Moderator:** Stephen Chapman, International Relations & Stakeholder Engagement, Customer Service, HM Passport Office, United Kingdom

- **Training Courses and iPack Development and Deployment - TRIP & FAL**  
Janet Chemeli, Technical Officer Facilitation, ICAO  
Christopher Hornek, Annex 9 Expert
- **Technical Advisory Group (TAG/TRIP) Subgroups (NTWG & ICBWG) Outreach**  
Beth Newcombe, Senior Policy Analyst, Passport Program Policy Division, Immigration, Refugees & Citizenship Canada
- **Pitfalls to Avoid while Designing & Issuing Passports**  
Dwight MacManus, International Standards Organization (ISO) Expert

**15:00 – 15:30 // COFFEE BREAK SPONSORED BY AMADEUS**

**amadeus**

15:30 – 16:30

## **SESSION 9: WAY FORWARD – ACHIEVING SEAMLESS & CONTACTLESS PROCESSES TO ACCELERATE RECOVERY**

This session will outline a strategic way forward and discuss next steps that can be taken to achieve seamless and contactless processes to accelerate aviation recovery. Effective implementation of the ICAO TRIP Strategy is essential in helping States optimize the economic, social, and political benefits of international travel, thereby aiding the recovery of the air transport sector. In doing so, the ICAO TRIP Strategy helps to improve passenger facilitation and border security by enabling better targeting of resources towards persons of interest. The rapid pace and diversity of innovation is producing new possibilities for traveller identification management. From a high-level perspective, this session will also address how facilitation tools such as MRTDs, biometrics and passenger data can improve aviation security.

**Moderator: Justin Ikura**, Director, Biometrics and Identity Office, Canada Border Services Agency (CBSA)

### **Airports Council International Perspective**

**Jean-Sebastien Pard**, Senior Manager Facilitation, Passenger Services and Operations, Airports Council International (ACI)

### **World Travel and Tourism Council Perspective**

**James McDonald**, Director, Travel Transformation, Industry Affairs and Government Affairs, World Travel and Tourism Council (WTTC)

### **New Biometric Technologies for Identification**

**Bernhard Strobl**, Thematic Coordinator, Intelligent Cameras & Video Analytics, Center for Digital Safety & Security, Austrian Institute of Technology GmbH

## QUESTION & ANSWER PERIOD

16:30 – 16:50 **RECEPTION SPONSOR'S PRESENTATION BY PANGIAM**



16:50 – 17:00 **CLOSING REMARKS**

**Ahmed Djibril Coulibaly**, Côte d'Ivoire, Chairperson, ICAO Air Transport Committee

**17:00 – 19:00 // NETWORKING RECEPTION SPONSORED BY PANGIAM**



04



ARTICLES



# THE ICAO DIGITAL TRAVEL AUTHORIZATION: STANDARDIZING THE ELECTRONIC VISA

By Barry Kefauver and Christopher Hornek

Over the last decade, a number of States began deploying electronically issued visas. This was carried out without the benefit of standardization, commonality, or definitions of what constitutes a travel authorization that is not physically issued in a passport booklet. Without standardization, it is nearly impossible for anyone outside of an issuing authority to verify non-physical “eVisas”.

Despite this, such notifications are increasingly presented to aircraft operators as emails and/or printouts that contain a myriad of datasets without security features that can be verified through an interoperable framework. In these situations, aircraft operators are unable to verify the visa as they carry out their document checks at the point of embarkation.

To address this, ICAO developed and defined a Digital Travel Authorization (DTA), which is intended to assist States and inspection authorities (including airlines) in this situation. The DTA specification provides a step-by-step framework for issuing an electronic notification containing a 2D barcode that can be easily read and verified, enabling both data capture and verification of integrity in one transaction. The DTA can be used in both digital and physical formats, meaning it can be presented on a smart device or on a printed piece of paper with the same security and results.



Additionally, ICAO's specification and guidance for the DTA encourages States to take advantage of automation for the steps associated with the travel authorization processes, including the continuum from application through airline verification to border inspection or acceptance.

Automating these steps, particularly the application and materials submissions, expedites the pre-vetting and eligibility decisions to allow an applicant to travel. This reduces the burden on both the issuing authority as well as the applicant, using an online approach for submissions; while providing an efficient method for applicants, governments, and airlines to verify the acceptance for travel. Importantly, the DTA standardizes the data set that is collected for each traveller, regardless of the issuing State. This provides a critical advantage to the aircraft operator since it can harmonize its DTA verification system.



## BACKGROUND

Traditionally, the visa sticker has been glued in a passport as a foil-type travel document, to provide a physical travel authorization. To support States and aircraft operators in checking visas, ICAO standardized the visa document in Part 7 of ICAO Doc 9303, Machine Readable Travel Documents (MRTDs) thereby creating specifications for Machine Readable Visas (MRVs).

Not all States around the world have invested in visa management systems that can issue an MRV. In the same vein, ICAO Annex 9 – Facilitation to the Chicago Convention has not adopted an obligation on Contracting States to mandatorily issue one. Annex 9, however, does contain two Recommended Practices, which can encourage States to issue MRVs as such, and alternatively, urges States when they are not issuing a MRV, to at least conform to the visual zone of the visa format as set forth in Doc 9303, Part 7.

Although the issuance of standardized visas assists aircraft operators in taking necessary precautions during the document check prior to boarding, whether an ICAO Member State invests into a visa issuing system replete with an MRV, remains a sovereign decision.

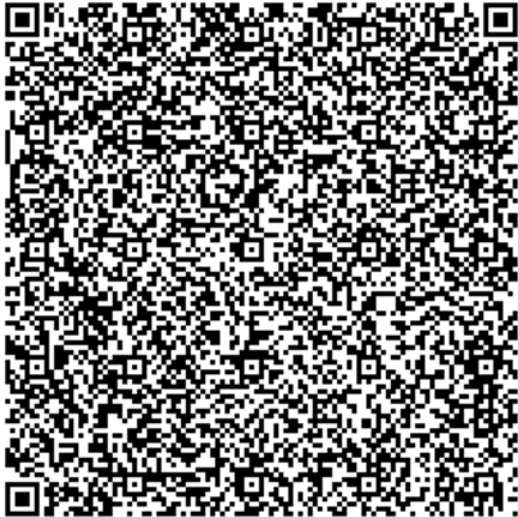

Instead of investing in MRVs, a number of States have begun issuing electronic visas without first agreeing on a method of standardization. The last decade has seen a proliferation of electronic visas. States have implemented such solutions to save costs and achieve efficiencies, since almost all involved processes are online and do not require a consular appearance by the traveller. The problem remains that these “eVisas” are not based on an interoperable framework, which creates a burden on the middleman – the aircraft operator – who is obliged to conduct pre-departure checks to determine if a passenger is in possession of the document prescribed by the States of transit and destination.



## ICAO DOC 9303 PART 7 — MACHINE READABLE VISAS

Doc 9303, Part 7 defines the specifications for Machine Readable Visas (MRVs) which allow compatibility and global interchange using both visual (eye readable) and machine readable means. The specifications for visas can, where issued by a State and accepted by a receiving State, be used for travel purposes. The MRV shall, as a minimum, contain the data specified in a form that is legible both visually and by optical character recognition methods, as presented in Part 7 of Doc 9303. Additionally, Part 7 is now augmented with the DTA Technical Report which allows for the needed standardization of electronically issued travel authorizations.

The DTA 2D barcode provides for easy readability by the verifier since it contains both the data set of the travel authorization and a digital signature which can be verified for data quality and integrity purposes. The barcode deployed by the DTA is called the Visible Digital Seal (VDS), which is an ICAO standardized security feature already used for security documents. VDS technology provides a similar level of security to barcode-based documents as to chip-based documents, such as passports with an integrated circuit chip (the “ePassport”). VDS involves a simpler implementation of the same trust and verification model established for electronic MRTDs, simply extended to VDS-defined 2D barcodes. This technology has existed for some time and has been codified in ICAO Doc 9303, Part 13.

Digital Travel Authorization	Issued by UTO	Version 1	DTA Number: N156702B
<b>PERSONAL INFORMATION</b>			
Name of the Holder: <b>Anna Maria Eriksson</b>	Date of Birth: <b>1952-03-11</b>	Nationality: <b>USA</b>	Sex: <b>F</b>
Passport Number: <b>L8988901C</b>			
<b>DIGITAL TRAVEL AUTHORIZATION</b>			
Place of Issue: <b>Peacetown</b>	Valid From: <b>2021-06-06</b>	Valid Until: <b>2026-06-06</b>	
Duration of Stay: <b>5 years, 0 months, 0 days</b>	Number of Entries: <b>Multiple</b>	Type/Class/Category: <b>Tourist</b>	
Additional Information: <b>Employment Prohibited</b>			
			

## DTA DATA CONTENT

- Name as defined in Doc 9303 and printed on the passport
- Date of birth
- Sex
- Nationality
- Passport number and 3 letter code of the Passport issuing state or organization.
- Passport date and place of issue
- Passport expiry date
- Contact details while traveling (telephone, email and address in State of destination)
- Residence address
- DTA type sought (e.g Business, Tourist etc.)
- Length of stay
- Primary destination/point of entry
- Purpose of the travel
- Previous application(s) and date(s)
- A declaration statement attesting to the truth and honesty of all information provided
- Any additional information as needed by the issuing authority.

The DTA deploys a specific type of VDS used for non-constrained environments or VDS-NC. Since the VDS-NC barcode can be larger, or non-constrained, there is room to store not only the dataset on the 2D barcode, but also the digital signature. This approach provides the following advantages:

**Security:** Even though the cost of issuing a document is very low, it is extremely costly to fake or forge the personalization data of that document. Since the barcode signer is on the VDS, only the root of the trust certificate is required to verify the DTA. Of particular importance, the DTA can be presented in both a physical form, as printed from the authorization document of the issuer as well as digital form on, for example, a smartphone.

**Personalization:** Each digital seal verifies the information printed on the physical document, and is therefore tied to the document holder. There is no direct equivalent to a blank document, therefore no blanks can be lost or stolen.

**Easy verification:** Even untrained persons are able to verify a document protected with a digital seal by using low-cost equipment, such as a basic barcode reader or an application on a smartphone. Moreover, due to the binary nature of a digital signature, distinguishing between authentic and forged documents is straightforward.



## HOW DOES THE DTA VERIFICATION SYSTEM WORK?

The DTA process covers all of the steps included in a sound visa/travel authorization programme, including the ability to submit supporting materials online. Using specified formats, the issuing authority has available globally interoperable, standardized terminology and the ability to assess the eligibility of the applicant. The VDS contains the barcode signer certificate, a certificate containing information identifying the entity that signed the VDS on a DTA, as well as the public key corresponding to the private key with which the signature was created.

The barcode certificate can be created with a distinct profile for the DTA, meaning the VDS on DTAs are issued in a way that allows verification by the Country Signing Certificate Authority (CSCA) certificates. This enables a State to re-deploy its Public/Private Key Infrastructure to not only accommodate eMRTD issuance, but also of DTAs.

## PUBLIC KEY DISTRIBUTION – THE ROLE OF THE ICAO PUBLIC KEY DIRECTORY

The ICAO Public Key Directory (PKD) is a central repository for exchanging the information required to authenticate eMRTDs such as ePassports, electronic ID cards and 2D barcodes in VDS format. To verify a DTA, including a VDS formatted 2D barcode, any verifying entity will need to have access to the root of trust certificate, referred to as the CSCA certificate in ICAO terminology.

This is a fairly simple process for a State, since for the DTA, the State is both the issuing and verifying entity in one, meaning it is already in possession of its CSCA. For an aircraft operator to conduct verification it will need to gain access to the issuing State's root of trust – the CSCA – to prepare its visa check operations.

The ICAO PKD – through its Master List download – provides access to the trust certificates to all ICAO Member States free-of-charge. The Master List is available for download at <https://www.icao.int/Security/FAL/PKD/Pages/icao-master-list.aspx> subject to the terms and conditions. This access has now been extended to private sector entities – such as aircraft operators – through a pilot project. Within this pilot project, authorized entities are permitted to use PKD data obtained from the public PKD data download website and the public ICAO Master List download site.

## CONCLUSION

The use of standardized DTAs will save aircraft operators human resources in terms of the tensions, diminished efficiency and frustrations caused by ambiguous and erroneous travel authorizations.

The concept of the DTA will solve long-standing issues associated with the visa issuance function. It will also provide a globally interoperable model for issuing authorities to adopt as drafted with the comfort that the end result when deployed meets ICAO and world community requirements.

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## ABOUT THE AUTHORS

**Christopher Hornek** is the ICAO Annex 9 expert in the ICAO Facilitation Section  
**Barry Kefauver** is a former Deputy Assistant Secretary of State, Passport Services, U.S. Department of State

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Renee Ong de Jong and Stephen Chapman

# TURBULENCE AHEAD! BRACE, BRACE!

The how-to for issuance authorities on preparing for a crisis

There was no playbook for how to respond to a global pandemic.

For more than two years, the world was in a crisis. Issuing authorities saw a huge reduction in applications for travel documents as COVID-19 reduced international travel from COVID-19. Many of these “missing” applications returned in large numbers as international travel began to recover. This surge led to service disruptions in many countries that are still ongoing.

The ICAO Implementation and Capacity Building Working Group (ICBWG) developed a plan to document lessons learned and recommendations that issuing authorities could use to begin or expand their preparations for a surge in travel document applications. Not being prepared would risk lengthy delays for customers, raw material and other supply chain shortages, and financial and other strategic consequences as the volume of applications would become overwhelming.

How issuing authorities receive, process and issue travel documents varies greatly across the globe, but there are some common precautions to consider. National experts will be able to assess which of these are relevant and can help to develop local responses.

## Supply chain

Due to the pandemic, there were supply chain constraints that affected the physical material required for travel documents. One example right now is the lack of chips. An issuing authority has the obligation to provide a travel document when a person applies for this document, yet there are issuing authorities in some countries that can only meet the demands with a significant delay.

Issuing authorities need to arrange with their suppliers to ensure there is sufficient stock of both semi-finished (chips, paper, polycarbonate) and final products to answer the need for documents. There is also a possibility to use multiple suppliers for certain raw materials or products like the chip, so they can be sourced alternately.

## Staff

Another common example is the shortage of staff who are able to process the applications for travel documents by issuing authorities. During the lockdowns, in most countries, personnel from application centres or issuing authorities were redeployed or laid off because there were relatively few people applying for travel documents.

Currently, travel restrictions have been mostly lifted. We see that people would like to travel again for business, vacation or family visits that were not possible for two years. Many of these travellers no longer have valid travel documents so they will need to apply for a new one. Unfortunately, applicants are waiting in many countries longer than expected for their travel documents, and it is affecting their travel or ability to identify themselves.

For issuing authorities, it is important to acquire, or arrange for a guaranteed minimum level of the supplies needed to produce identity documents. This might include blank documents, the capacity to handle additional inquiries (whether in person, by telephone, written correspondence, or over the internet), and delivery services. Additional public counter and processing space for staff should be among the measures considered too.

New staff need to be recruited and trained. This might mean new hires, internal transfers, or loans from other government departments, but all need to be trained in good time to existing national standards. Partners in the travel document chain may also need to recruit and train employees. It is worth considering whether the issuing authority is able to deploy new staff to process the less risky renewal type applications, leaving current staff to process higher risk applications.

Perhaps it is possible to adjust opening or working hours if needed to be able to process requests for travel documents. Measures to address future demands can be considered by targeting customers whose travel document has lapsed during the pandemic or simply through general communications. By speaking to suppliers and other partners, such as municipal authorities and applicable contractors, including the travel industry, there can be an agreement on a joint approach for coping with the surge.

The pandemic is not over yet and the world is already facing new problems. This unfortunate situation gives the ICBWG the motivation to draw attention to crisis measures and to ensure there are contingency measures in place as international travel recovers.

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## ABOUT THE AUTHORS

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# ICBWG-NTWG: BETTER WITH BORDERS

A snapshot of how ICAO working groups are advancing the Traveller Identification Programme, and the important role played by border management representatives

The Technical Advisory Group (TAG) on the ICAO Traveller Identification Programme (TRIP) is supported by two working groups with complimentary roles: the Implementation and Capacity Building Working Group (ICBWG) and the New Technologies Working Group (NTWG).

The ICBWG promotes the implementation of travel document standards and recommended practices (SARPs) by directly engaging with States, sharing expertise, and developing guidance material.

The group's meetings and products are of value to passport issuers and border officials across ICAO Member States, particularly as new travel document technologies are introduced.

The NTWG develops and maintains interoperable Machine Readable Travel Document (MRTD) standards related to issuance and document verification, including exploring new technologies. Participation in this group enables ICAO Member States to actively contribute to emerging policy, operational and technical issues, as well as exchange information across government and industry.



The NTWG develops and maintains interoperable Machine Readable Travel Document (MRTD) standards related to issuance and document verification, including exploring new technologies. Participation in this group enables ICAO Member States to actively contribute to emerging policy, operational and technical issues, as well as exchange information across government and industry.

Key to the success of both groups is the contribution of government, aviation industry and International Standardization Organization (ISO) experts. Understanding passport trends, challenges, and the changing travel landscape is integral in developing guidance material and establishing specifications. Border management entities keenly understand emerging threats to passport security, the operational realities of passport verification, along with pressures caused by growing traveller volumes, and in recent years, a global pandemic. Ensuring that this border perspective is appropriately reflected in both groups is a shared priority. This joint article serves as an invitation to our border management colleagues to reach out to both groups.

### **ICBWG AT A GLANCE**

The ICAO ICBWG was established in 2008 to assist with the universal implementation of MRTDs and to build global capability in related identity management disciplines. This mandate has since grown to include the provision of advice and guidance across a range of travel document and border control/facilitation areas.



### **EXCHANGE BEST PRACTICES, EXPERIENCES**

The ICBWG holds its meetings in various corners of the world to maximize engagement across Member States and support ICAO Regional Seminars. The group is committed to connecting with various regions around the world to produce relevant guidance material. ICBWG materials include topics related to the handling/issuance of travel documents, establishing evidence of identity, and circulating specimen travel documents. These guides, among others, can be downloaded from the ICAO website. Before long, the ICBWG will turn its attention to developing guidance related to the Digital Travel Credential (DTC). Border expert contributions to the development and ongoing maintenance of guidance materials is required.

## TRAVEL DOCUMENT INTEROPERABILITY

Doc 9303 outlines mandatory and optional travel document specifications. As many operational processes throughout the travel continuum are designed with these technical specifications in mind, alignment with standards is key to ensuring global interoperability, document security and traveller facilitation. Non-compliance issues can cause challenges for airlines, border entities and the traveller. The ICBWG monitors non-compliance and confidentially notifies states of identified issues. This work requires support – any Member State or border entities detecting a travel document non-compliance issue are invited to communicate directly with the ICBWG via [ICBWG@icao.int](mailto:ICBWG@icao.int).

## APPLICABILITY OF ICAO ANNEX 9 SARPS

In addition to helping States comply with the travel document-related SARPs outlined in Annex 9, the ICBWG works to ensure these SARPs are clear and continue to reflect the operating environment. Identifying changing border needs and ensuring they are appropriately reflected in Annex 9 requires ongoing border expert input. The ICBWG is currently carrying out an assessment of all travel document Annex 9 definitions and SARPs to identify areas that may benefit from updates; border entity participation is highly encouraged.



## ICAO TRIP Guide on EVIDENCE OF IDENTITY

At the same time, the ICBWG is working with the NTWG to assess the impacts, benefits and challenges of mandating the issuance of electronic MRTDs (eMRTDs) in Annex 9. If eMRTDs were elevated to an Annex 9 standard, all ICAO Member States would be required under the Chicago Convention to issue eMRTDs (instead of MRTDs) by an agreed future date. Efforts are underway to engage States that have recently launched or have not yet launched eMRTDs, including passport issuing and border authorities, to contribute to this study in order to assess the pros and cons of a mandatory standard, and provide advice and options to the TAG-TRIP in 2023.

## NTWG AT A GLANCE

The NTWG, established in 1993, develops detailed technical specifications in relation to the manufacture, security, issuance and globally interoperable use of MRTDs for holder identification, document validation and secure border control. It also conducts research into technological solutions for the above-mentioned areas. One key result of the work of the NWTG is the development of the eMRTD, now issued by over 145 States.

## PARTNERSHIP WITH ISO

The International Standardization Organization (ISO), a key contributor of the group's standardization work, provides essential technical knowledge and expertise. NTWG's relationship with ISO underlines the importance of ensuring a range of travel document, border and technical experts contribute to the development of technical specifications. Accordingly, the process by which the NTWG revises and develops new specifications, including ISO's role therein, is governed by a formalized structure guiding the creation of new work items, their endorsement by the TAG/TRIP, through to formal publication.

## MRTD FUNCTIONALITY

The NTWG updates existing technical specifications to maximize the functionality and global interoperability of MRTDs, including physical and electronic features. Technical Reports (TRs) pave the way for new and updated specifications and increased security and operational efficiency (such as the TRs on Machine Authentication, Portrait Quality and Visible Digital Seals for Non-Electronic Documents, now reflected in the Doc 9303 8th edition). The NTWG is exploring other potential updates to MRTD specifications – a process which requires border management expert input to ensure ongoing functionality with inspection systems. Once TRs are finalized, new/updated technical specifications are incorporated into Doc 9303, a process which the NTWG also oversees in close collaboration with ISO partners.

## DEVELOP NEW TECHNOLOGY

An important element of the NTWG's work involves exploring technological solutions that expand, facilitate, and improve secure border management globally. This includes scoping out future travel document solutions, such as the DTC, and developing solutions to address emerging needs, such as the Visible Digital Seal for Non-Constrained Environments (VDS-NC) TR and accompanying guidance related travel health proofs such as proof vaccination, proof of testing and proof of recovery during the latest COVID-19 pandemic. The VDS-NC was specifically developed with border system interoperability in mind, and similar considerations are key in the development of both DTC policy and technical specifications. The NTWG also engages with the industry through a triennial Request for Information inviting vendors from around the world to showcase new and emerging travel document technologies to ICAO Member States.

## REACHING OUT TO THE ICBWG AND NTWG

Building border expert membership is top of mind for the ICBWG and NTWG. As primary users of travel documents, border management partners share similar goals, and together, we can develop the right tools and solutions.



The ICBWG views the border perspective as an essential component of capacity building, most specifically, the sharing of operational guidance. Such engagement can bolster border awareness of global travel document issuance trends and result in benefits to domestic travel verification systems/processes. As key end-users of travel documents, the border perspective is invaluable to the NTWG's development of new technologies. Similarly, this engagement can also facilitate coordination with domestic modernization plans.

The initiatives described in this article represent only a few ways border experts can contribute to the ICBWG and NTWG. Both groups have established dedicated border management sub-groups and efforts are underway to build a detailed agenda of work in this area.

For the ICBWG, this work plan will include eMRTD validation (fully leveraging the security features of the eMRTD and identifying non-compliance issues causing validation failures) and weaving border-related perspectives into existing and new products (such as updating the Border Control Management Guide and future DTC guidance material).

For the NTWG, this work will encompass advancing the Digital Travel Credential technical specifications and assessing the findings of any DTC pilots deployed by Member States, along with continuing to assess potential future changes to MRTD technical specifications.

The ICBWG and NTWG welcome any inquiries to discuss the functions of the groups or the possibility of new membership. We look forward to hearing from you.

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#### ABOUT THE AUTHORS

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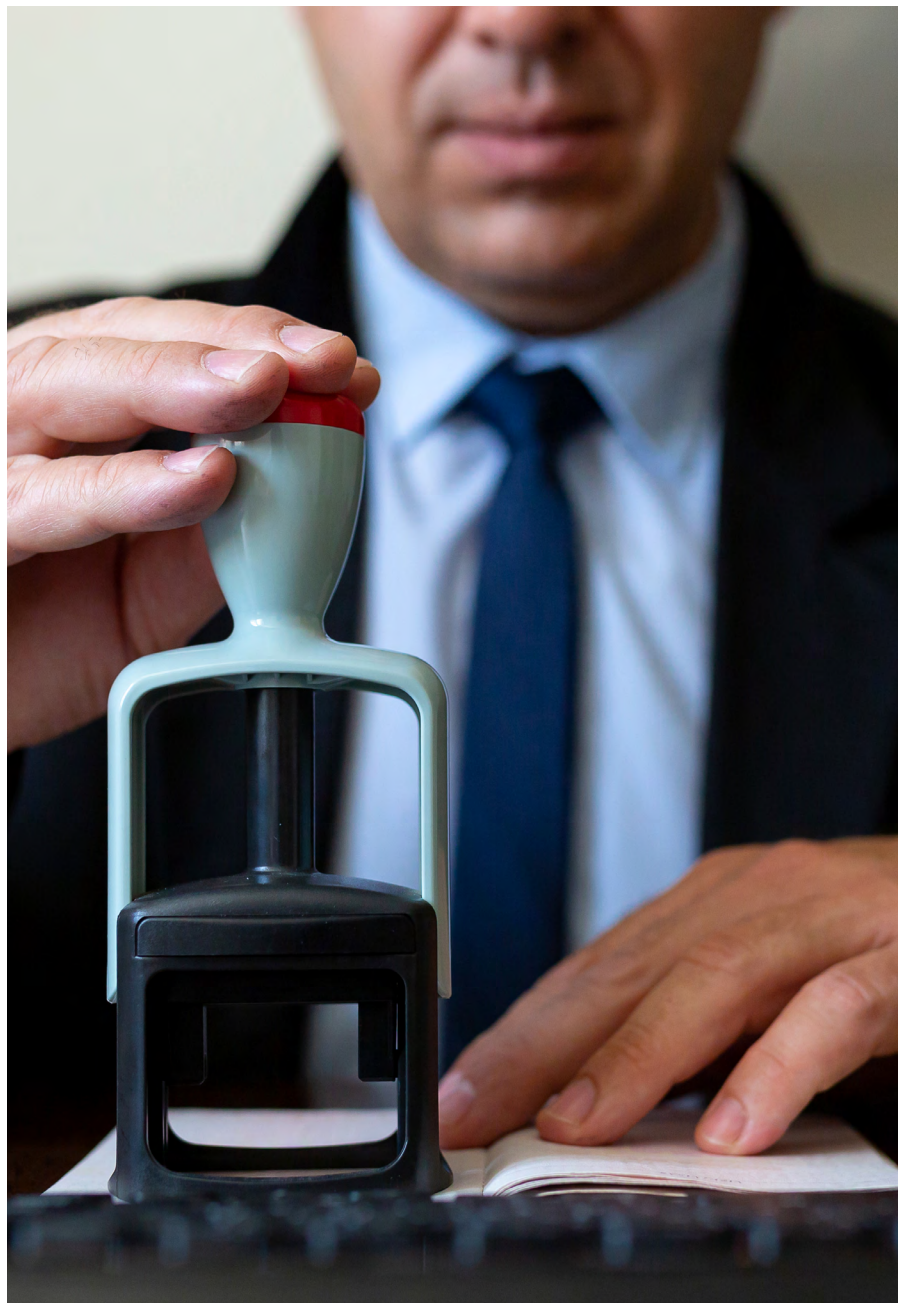
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# MRZ 101:

## Harmonising the document type indicators of machine readable passports

By Ronald Belser

On identity documents like driver's licenses and machine readable passports (MRPs), there is a machine readable zone (MRZ) that contains the identity data of a person in a format that machines can understand. The first line of the MRZ on MRPs starts with the letter "P". The first character would be an I for an ID card or a V for visa. This is followed by three characters that indicate the country that issued the document.

In its specifications for the correct application of the Machine Readable Zone, ICAO's Machine Readable Travel Documents specifications (Doc 9303) provides the option to insert an additional letter after the "P" to indicate the type of the MRP. For example, an issuing authority may choose to populate the first two characters of the MRZ with "PD" to denote that the passport is a "diplomatic passport"

The present MRZ was developed for semi-automated use. During a manual or visual inspection, the type of MRP that is physically presented to a border guard/officer can be recognized by a special colour of the passport cover and/or document number. Automated/assisted border control and other automated systems cannot recognize the type of MRP offered to the system because there is a lack of uniformity in the use of the second letter to indicate the type of MRP or there is no indication at all for the type of document provided in the MRZ. Because of the increased use of Automated/Assisted Border Control (ABC) systems, it is important to have uniformity in the second letter of the MRZ to indicate the type of MRP.

The use of the optional second letter in the MRZ to indicate the type of travel document should be mandatory. Increasing uniformity in the use of the second letter in the MRZ after “P” would not affect the current structure of the MRZ and would eventually assist automated/assisted border control and other systems in recognizing every type of MRP.

During the last TAG/TRIP meeting in 2021 the NTWG addressed the current lack of uniformity in the use of this second letter. The proposal was endorsed during TAG-TRIP 2021 and member states have to introduce the mandatory second letter in the MRZ after the “P” to indicate the type of MRP before 1 January 2026.

### DOCUMENT TYPE IN ABC AND API

The New Technologies Working Group (NTWG) of ICAO’s TAG/TRIP programme and ISO are jointly responsible for making recommendations for the development of travel documents and visas, which are laid down in the twelve parts of ICAO Doc 9303. The biggest development of the last decade was the introduction of a chip with biometric features of the holder. While new uses of biometric documents are still being found, the use of ABC systems grows day by day.

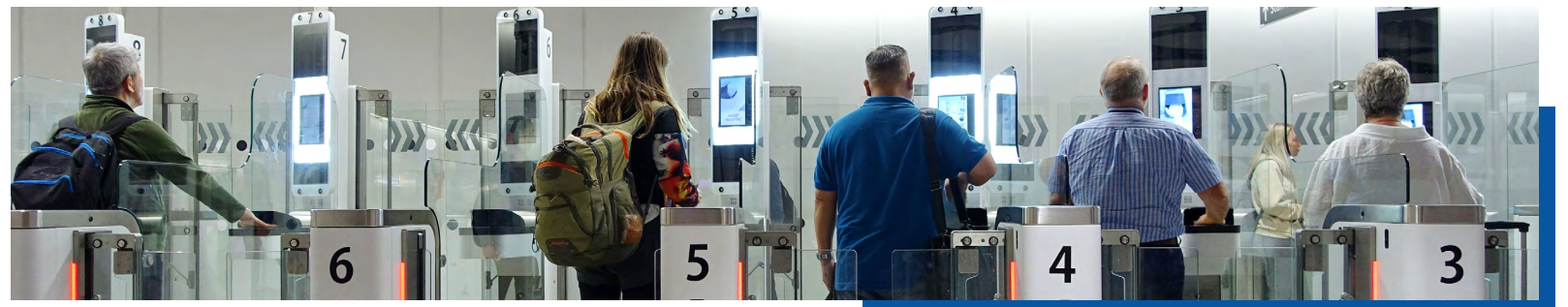
The use of an ABC gate eliminates the physical handling of the document by a border guard, and with it, the ability to identify the document type. The ABC gate is unable to determine the document type using the indicator in the MRZ, as this indicator has not yet been standardized internationally.

In addition, the number of States requiring advance passenger information (API) is increasing in order to comply with Annex 9 to the Convention on International Civil Aviation, Standard 9.7. Early identification of travellers holding a special passport using API data remains a challenge due to the lack of uniformity regarding document type in the MRZ. Standardization would also increase the interoperability between carrier and government systems, since not all carrier and government systems are currently programmed to process the second letter. The NTWG and IATA are looking into adjustments to the MRZ in order to resolve this issue.

For ABC systems and identification of travellers through API, it is important to know what type of travel document is being presented. A global standard for the designation of the second letter in the MRZ is needed.

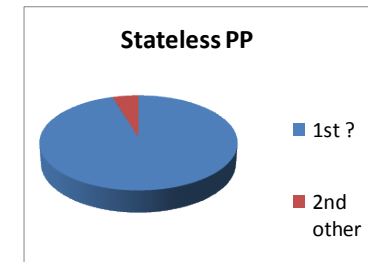
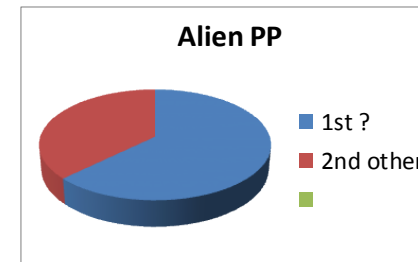
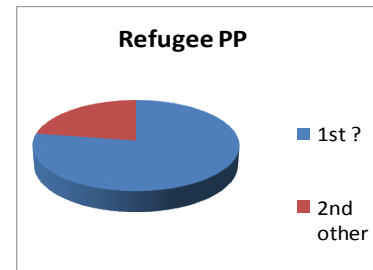
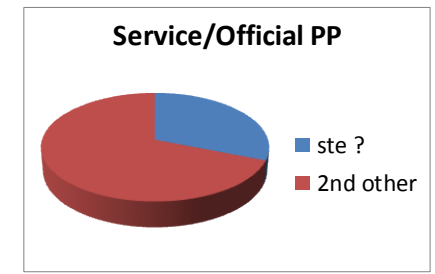
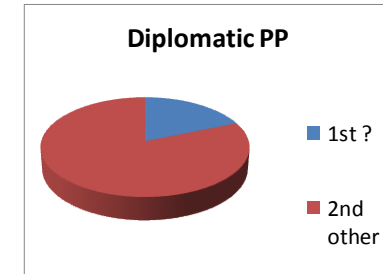
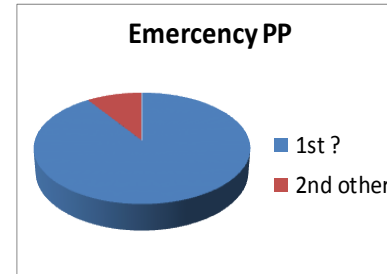
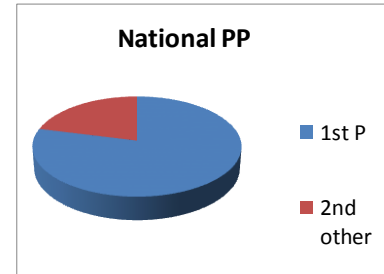
### A MODERN PROBLEM

The present MRZ was developed for semi-automated use. The machine readable travel document (MRTD) was always physically handled by a border guard, and the colour of the cover or document number would tell them what kind of document it was. Nowadays, we use eMTRDs instead of MRTDs and make use of ABC and API systems. However, these systems cannot see the difference between the various types of passports, and manual intervention may be required while there is no international agreement on indicating the document type in the MRZ. This means that all eMTRDs must be provided with a second letter after the P (for passport) to indicate the type of the eMTRD.



## CURRENT SITUATION

In 2018 and 2019, the NTWG analysed how the second letter in travel documents was being used to indicate the type of document. Using the Edison and Keesing databases they examined the passport holder pages of 187 countries with the following results ('?' indicates there was no image available during our database research):



<b>National passport:</b>	146 x P< and 39 x other S<, PA, PB, PC, PE, PL, PM, PN, PO, PR and PV.
<b>Emergency passport:</b>	25 x PE, P<, PV, PP, PT, PD and 162 x ?
<b>Diplomatic passport:</b>	152 x P< (62), PD (80), DI, DP, PA, PN, PO, PS, SD and 35 x ?
<b>Official/service passport:</b>	129 x P< (50), PO (13), PS (44), DP, PA, PC, PD, PE, PF, PG, PN, PT, PX, PZ, SP and 58 x ?
<b>Refugee passport: (convention 1951)</b>	42 x P< (15), PA, PB, PF, PG, PI, PP, PR (7), PT (9), PU and 145 x ?
<b>Alien passport:</b>	43x P< (10), PA, PB, PC, PE, PF, PH, PI, PN, PP, PT (8), PS, PU, PW, PX, TD and 144 x ?
<b>Stateless passport:</b>	9 x PA, PB, PG, PI, PT, TD and 178 x ?

We will briefly discuss the various types of passport and travel documents covered in the previous table.

### **NATIONAL PASSPORT (PP)**

A national (ordinary, regular or tourist) passport is a travel document, usually issued by a country's government to its citizens, that certifies the identity and nationality of its holder primarily for the purpose of international travel. Second or business passports may be issued to citizens who travel frequently for business and who experience problems when entering countries because of the visa stamps in their passport from previous trips. They may also be unable to use their regular passport when they are in the process of obtaining another visa from a foreign embassy. These passports are considered national passports but may be issued with additional pages which may be used for visas.

### **TEMPORARY PASSPORT (TP)**

A temporary passport is a travel document with a limited validity. It is issued to persons who do not meet the criteria for an emergency passport.

### **OFFICIAL/SERVICE PASSPORT (PO)**

An official or service passport is also issued to persons who represent their government during work-related travel and to their accompanying dependants. However, it does not provide any diplomatic immunity.

### **EMERGENCY PASSPORT (PE)**

Emergency passports are issued to persons who are unable to obtain a replacement in time for travel after their original passport was lost or stolen or has expired. If someone who has lost their passport while abroad needs to travel home urgently, an emergency passport is often the solution.

### **DIPLOMATIC PASSPORT (PD)**

A diplomatic passport is issued to diplomats of a country who represent the government on official business and to their accompanying dependants. This passport provides diplomatic immunity as defined by the Vienna Convention on Diplomatic Relations for official international travel.

### **DIPLOMATIC PASSPORT (PD)**

An official or service passport is also issued to persons who represent their government during work-related travel and to their accompanying dependants. However, it does not provide any diplomatic immunity.

### **REFUGEE TRAVEL DOCUMENT (PR)**

Refugee travel documents (also known as 1951 Convention travel documents or Geneva passports) are travel documents issued to refugees by the state in which they normally reside, allowing them to travel outside that state and to return there. Refugees are unlikely to be able to obtain passports from their state of nationality (from which they have sought asylum) and therefore need travel documents so that they might engage in international travel.

### **ALIEN TRAVEL DOCUMENT (PT)**

An alien's passport is a non-convention or non-national travel document issued by a country to non-citizen residents who do not have access to passport facilities from their own countries, are not recognized as Convention refugees and are not officially stateless under the 1954 Convention relating to the Status of Stateless Persons.



## STATELESS TRAVEL DOCUMENT (PS)

A national (ordinary, regular or tourist) passport is a travel document, usually issued by a country's government to its citizens, that certifies the identity and nationality of its holder primarily for the purpose of international travel. Second or business passports may be issued to citizens who travel frequently for business and who experience problems when entering countries because of the visa stamps in their passport from previous trips. They may also be unable to use their regular passport when they are in the process of obtaining another visa from a foreign embassy. These passports are considered national passports but may be issued with additional pages which may be used for visas.

## TRAVEL DOCUMENT (PL)

A temporary passport is a travel document with a limited validity. It is issued to persons who do not meet the criteria for an emergency passport.

## CONCLUSION

The NTWG has acknowledged that the lack of uniformity in document type coding in the MRZ is a problem for ABC systems and API systems. A proposal for document type harmonization to be included in ICAO Doc 9303 is endorsed during TAG/TRIP in 2021. From 1 January 2026 all MRP must have a second letter in the MRZ after the "P" to indicate the type of (e)MRP and that this document type indication is also mentioned in the VIZ (Visual Inspection Zone).

National passport	PP
Emergency passport	PE
Diplomatic passport	PD
Official/service passport	PO
Refugee travel document	PR
Alien passport	PT
Stateless passport	PS
Travel documents	PL

From 1 January 2026, ABC systems will be able to correctly identify all e-MRTDs in circulation as the document type coding of all documents issued since 1 January 2026 will be consistent.



By the International Air Transport Association

# THE SETBACK THAT PROPELLED US FORWARD

The COVID-19 pandemic had disastrous effects on the movement of passengers at airports around the world. The plethora of non-standardized, health-related documents and proofs required to travel meant that airline check-in agents and border officials had to manually inspect these documents. Automated processes such as mobile or web check-in, self-service check-in or bag drop kiosk and automated border control gates became operationally ineffective. Despite the low international traffic levels during the pandemic, the processing time at airports more than doubled in some instances due to extensive manual controls.

The return to manual document verification processes was a setback to past years. It happened despite public health recommendations to physically distance and limit face-to-face and hand-to-hand interaction.

## FROM GOVERNMENT DIGITAL HEALTH PLATFORMS...

To address this challenge during the pandemic, many states introduced government managed digital health platforms to collect health information directly from passengers, perform the vetting of this information as per their own public health and border entry requirements and issue a confirmation that the information was received and in some instances, a digital ok to travel notification to passengers.

By issuing a notification of approval to travel to each passenger, authorities increase their controls over their health requirements, while simplifying and enabling automated check-in and streamlining border controls at arrival. This greater interaction between authorities and passengers, taking place off-airport, contributes to relieving congestion at various touchpoints. The setting up of such health platforms and issuing a notification of approval to travel to passengers is also a Recommended Practice contained in the Amendment 29 to Annex 9 – Facilitation adopted by the ICAO Council<sup>2</sup>.

<sup>1</sup> Digitalization Needed for Smooth Restart, IATA, May 2021 and From Restart to Recovery, a Blueprint for Simplifying Air travel, IATA, November 2021. <sup>2</sup> Recommended Practice 10.6 to become applicable in November 2022 under the Amendment 29 to Annex 9.

As the industry rebuilds there is an opportunity to leverage off the health platforms created by governments during the crisis and create a new vision for the contactless travel journey using digital credentials and the pre-travel verification concept. There is a need to decrease the reliance of the air travel sector on manual document verifications performed by airline agents and border control officers. To enable this transition, harmonization is required to enable automation and digitization of document verification. While the issuance of a notification of approval to travel is already an ICAO Recommended Practice, aviation stakeholders must take steps to standardize this notification to achieve a greater interoperability, enhance trust, and ensure a streamlined processing for all verifiers.

The setting up of digital health platforms, despite having been developed due to an urgent and immediate need, has contributed to consolidating the pre-travel verification concept. This is a success for laying out the vision for a contactless travel journey. The pre-travel verification concept implies that each passenger can demonstrate to relevant authorities their compliance with entry requirements prior to travelling.

### **... TO A TRAVEL PLATFORM**

Digital health platforms are mirroring the web portals that over 60 authorities have already put in place for several years where passengers can digitally obtain a visa or another form of travel authorizations. Some governments have replaced their paper-based custom declarations with a digital custom declaration to be filled out by passengers prior to arrival. These solutions have been deployed by many states of different levels of development and from all regions. Pre-travel verification solutions can be implemented by most states.

As pre-travel verification models mature, there is an opportunity to extend the scope of the functionalities of these government digital platforms and to create greater interactions between authorities and passengers. We can foresee the setting up of a single travel platform where passengers can fill their immigration, health, security and customs requirements. Not only will this 'one stop shop' improve the compliance of passengers with all entry requirements, it will also increase the control of authorities over all aspects of their borders and reduce the risks of airlines carrying inadmissible passengers. A great deal of coordination among national agencies is required to achieve such a comprehensive platform, hence the importance of a 'National Air Transport Facilitation Committee' or similar national coordination body.

### **HARMONIZATION AND DIGITAL CREDENTIALS**

The pre-travel verification concept relies on passenger's digital credentials and information, e.g., their identity information, information to obtain a travel authorization, health proofs, etc. With a standardized and secured digital notification of approval to travel, we may foresee in the future a requirement for passengers to hold this trusted notification of approval to travel along with a trusted digital identity as the only proofs required to travel. Such credentials would enable both industry stakeholders and authorities to roll out biometric-enabled touchpoints more easily.

ICAO readily provides technical specifications for trusted digital credentials such as the electronic Machine Readable Travel Documents (eMRTDs), the Digital Travel Credential (DTC), Visible Digital Seal for Non-Constraint environments (VDS-NC), Digital Travel Authorization (DTA), Electronic Travel Systems (ETS), etc. With emerging specifications in the digital realm and the development of open standards, the interoperability of these digital credentials should be prioritized from the outset of the development of such standards.

The setback observed during the pandemic when it comes to traveller processes may well be the propeller of a truly contactless passenger journey relying on digital identity technologies, with significant improvements to operational efficiency and security.

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#### ABOUT THE AUTHOR

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Reflections from Maria Robertson

# REMEMBERING DAVID PHILP

(1956-2021)

**Tēnā koutou katoa**

**Ko kaiwhakahaere matua o Kāwai ki te Iwi, Te Tari Taiwhenua.**

**Ko Maria Robertson ahau**

When I spoke at David's funeral in December 2021 I told those who were gathered that I always thought he would speak at my retirement party. Instead, I found myself saying goodbye to him. I am sharing this on behalf of the many people in Aotearoa New Zealand and around the world, who David influenced, cajoled, instructed, debated with...and even ordered around.

David's passing was not the departure we imagined, nor were we remotely prepared for such a loss. His plans actually included more travel with his wife Donna, fishing, fishing and more fishing, and eating fish – and so much more work at ICAO in the traveller identification space that he was so passionate about.

David was a big man with a booming voice and laugh, and it was easy to make assumptions about him based on his persona, his presence and mana (authority). He balanced his large personality with a deeply quiet and reflective competence. He was wise. He was considerate, and he was ambitious for our little country. In a more spiritual sense, he was fully embracing and navigating a Te Ao Māori (Māori world view) course of travel for himself, our people, our customers and the communities we serve. He would shine a beacon of light on our Māori staff and our Pasifika staff in particular and was a fierce champion for them and our Pacific region.



David would have celebrated 49 years of public service in January 2022. He joined the Department of Social Welfare in January 1973, aged 17. Somewhat paradoxically, he worked in corporate services in Welfare, the Department of Labour and Internal Affairs until 1990. I say paradoxically because he had a fundamental dislike for corporate overhead.

David found a deeper calling as General Manager of Passports in 1997, and led New Zealand, and the world, through the most fundamental shift in traveller identity we had ever seen. He had an enormous vision for change and he kept the horizon wide, and his passion deep. In recent times he led our Partners and Products team through the ongoing changes to our products and services, working closely with colleagues around the world to keep doing better things, while at the same time keeping fraud and security risks at bay.

In 2018 he was the first recipient of the Chief Executives' Commendation - Spirit of Service award at our annual Departmental awards, and his vast contribution to public service was also recognised by the Public Service Commissioner for his then 45 years' service at that time. In November 2020 – I had the honour of recognising his 30 years' service at Te Tari Taiwhenua/Internal Affairs.

Over the course of his career, David had many accomplishments. Though there are too many to speak about and do justice to, these are a few standouts:

- David envisioned and delivered the first truly online passport service in the world, and proved (to a doubting global community) that it was not only possible, it was possible to do without compromising security and risk, and it the right thing to do.
- He advocated strongly – internationally – to provide for gender marker x on identity documents out of respect for those who do not identify themselves as male or female. Again, he was at the front edge of advocating for self-expression, for everyone. He later argued for the removal of gender markers entirely, given the advances in facial recognition technology.
- He had an unwavering commitment to lifting capability across developing nations. David was the first Chair of the ICAO Implementation and Capacity Building Working Group (ICBWG), focused on helping member states to meet Standards and Recommended Practices (SARPs) for traveller identification. David led the group to develop critical guidance on the secure handling and issuance of travel documents, Evidence of Identity and Border Management. Weeks away at a time, tough schedules, language barriers – David embraced it all because he believed in helping others.
- David was also an influential member of the ICAO Technical Advisory Group for the Traveller Identification Programme (TAG-TRIP), the Facilitation Panel, the ICAO Public Key Directory (PKD) Board and PKD Executive Board.

Aside from his thrill at landing deals and finalising contracts, David unlocked potential in many people. He pursued difficult goals often against an incoming tide, but a common vein was one of public service. He gave his entire working life to that kaupapa (purpose), and to millions of New Zealanders. In fact, travellers the world over are the benefactors of his vision. He was a genuine global leader without the fanfare of others who have disrupted global sectors like retail, space travel, social media, etc., and certainly without the financial benefits. But he was a genuine, legitimate disruptor for good and for equity of access to public services for all people. This included the freedom to travel, and in the TRIP environment he always pushed to make sure we kept people at the heart of decision-making, even when we were debating the detail of technical standards and specifications.

There are many places where David's profound commitment to service is reflected. In particular, there is a beautiful little black book – the New Zealand Passport – with his fingerprints, heart, soul and mind all over it and through it. Every page is a reflection of what he represented, and those symbols of David - as our friend, colleague, mentor, mate and all round brilliant man - will be forever with us.



For now, go well our big, beautiful man and rest in total peace.

Kia hore te marino

Kia whakapapa pounamu te moana

Kia tere te karohirohi i mua i to huarahi

*May peace spread and the ocean be made smooth like greenstone (jade)*

*May shimmering lights guide you on your pathway.*

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**DERMALOG**

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## ELYCTIS

[www.elyctis.com](http://www.elyctis.com)

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## HOLLISTON HOLDINGS LLC

[www.holliston.com](http://www.holliston.com)

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## ENTRUST

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## IAI INDUSTRIAL SYSTEMS

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## FOSTER AND FREEMAN

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## Inspectron

ENSURING DOCUMENT INTEGRITY

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[www.inspectron.com](http://www.inspectron.com)

#### Exhibitor

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### INTERPOL

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### IXLA LLC

[www.ixla.it](http://www.ixla.it)

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### JURA JSP GMBH

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### KEESING TECHNOLOGIES

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### LAXTON GROUP

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**LIBERTY THREADS**

**LIBERTY SECURITY THREADS**

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**MÜHLBAUER GROUP**

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**MASKTECH**

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**NXP**

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**MELZER®**

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**Exhibitor**

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**SABIC**

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## SECUNET SECURITY NETWORKS AG

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## SEMLEX

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## SKSC LIMITED

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## SURYS

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**TRAVIZORY BORDER SECURITY SA**

<https://www.travizory.com/>

**Exhibitor**

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# IN SEARCH OF HOST STATES

## ICAO TRIP Regional Seminars in 2022 and beyond

Every year, ICAO organizes two ICAO TRIP Regional Seminars focused on strengthening aviation security through improved traveller identification. Relying on the generous support of host States authorities Regional Seminars have taken place in: Mozambique (2010), Nigeria (2010), Uruguay (2010), Qatar (2011), Singapore (2011), Brazil (2012), Zimbabwe (2012), Burkina Faso (2013), Sint Maarten – Dutch Antilles (2013), Spain (2014), Uzbekistan (2014), Kenya (2015), Islamic Republic of Iran (2016), Hong Kong (2017), Jamaica (2017), Brazil (2018) and Benin (2019).

The objectives of the TRIP Regional Seminars are to promote understanding and commitment to ICAO's Facilitation Programme, especially implementation of new provisions in Annex 9 relating to the Traveller Identification Programme (TRIP) Strategy.

The TRIP Strategy's primary objectives are to strengthen the interconnected State capacities relating to the establishment, protection and management of citizen identity, and secondly to determine secure systems of travel document production and border control facilitation.

It includes the deployment of Machine Readable Travel documents (MRTDs) and integrated border control management.

The TRIP Regional Seminars provide a unique opportunity to encourage full implementation of the Strategy among ICAO's 193 Member States and to exchange information and enhance expertise and would be of benefit to passport issuing offices, aviation security authorities, civil registries, immigration, border control and law enforcement authorities, as well as to airline companies and airport authorities. This reflects the nature of "facilitation" at international gateways and this broad representation enhances the quality of discussions.

Seminar speakers and facilitators include top experts in the field, policy makers and senior managers, practitioners and researchers, many from the relevant working groups of ICAO, ISO and other international organizations.

# UPCOMING EVENT

\*Dates are subject to change

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**24 - 26 SEPTEMBER 2022**

Innovation Fair 2022 «Innovation for Enhanced Resilience in International Civil Aviation»

Building upon and expanding beyond the COVID-19 crisis, the theme of the 2022 Innovation Fair will be “Innovation for Enhanced Resilience in International Civil Aviation”. The Fair would be held over three (3) days. This will allow for representatives of States, private sector, academia, UN and non-governmental organizations (NGOs) to have substantive conversations on innovation in aviation and how it benefits society at large. In the particular context of the COVID-19 crisis mitigation and recovery, innovations are key to build back better and underscore how international civil aviation is an enabler of global prosperity and interconnectivity, bringing business and people together.

In addition, the event will provide information on the process and progress in ICAO for the 2022 CORSIA periodic review and the analysis of the impact of COVID-19 on CORSIA and recovery scenarios, ensuring a solid information base for the discussions at the 41st Session of the ICAO Assembly in 2022.

Click to connect with us on social media and find out more about ICAO events.

