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# Developments in the Regulatory Framework for traveller identification

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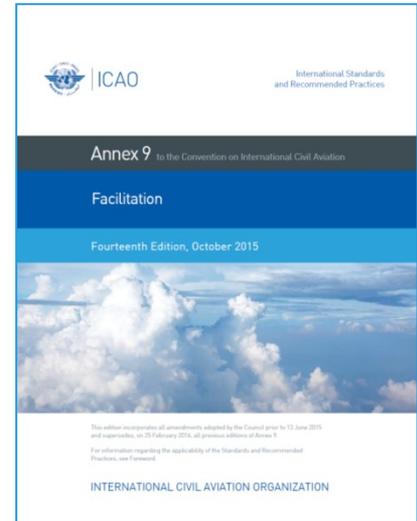
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## Annex 9 – Facilitation

### Implementation of the Annex 9 Standards & Recommended Practices (SARPs) are essential to:

- Facilitate the clearance of
  - ✓ aircraft
  - ✓ passengers and their baggage
  - ✓ cargo and mail
- Manage challenges in border controls and airport processes to maintain both the Security and the efficiency of air transport operations as well as Safety when facing public health issues



➤ **Inter-agency and cross-border cooperation required to implement Annex 9 provisions**



# 31 Annex 9 Standards behind the TRIP Strategy



**Regulatory Framework set up by Annex 9 – Facilitation (Chapters 3, 8 and 9)**

**All TRIP elements are enhancing both Facilitation and Security**

- All TRIP elements: 2
- Evidence of Identity: NONE
- Machine Readable Travel Documents (MRTDs): 4
- Document Issuance and Control: 16
- Inspection Systems and Tools: 3 (13 RPs)
- Interoperable Applications: 22



## Amendments 26 & 27 to ICAO Annex 9

- Passenger Data Single Window becomes a Standard
  - Enhances inter-agency cooperation and operational efficiencies
- Batch API becomes a Standard
- Interactive API is a Recommended Practice
- Electronic Travel Systems (ETS) are introduced as a Recommended Practice



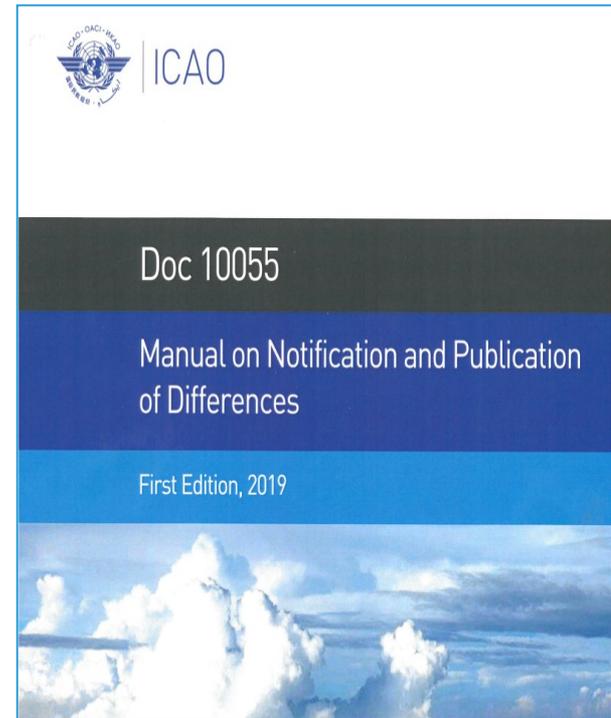
## **Amendment 28 to ICAO Annex 9**

- Focus on Passenger Name Record (PNR) Data
- All States to develop the capability to collect, use, process and protect PNR data
- Strong data privacy and protection provisions
- ICAO Annex 9 PNR Standards can function as global PNR framework
- New ICAO PKD Standard requiring States participating in the PKD, to upload their public key data to the PKD



# Filing of Differences: obligation from States

- Article 38: Departures from international standards
  - Requirements to notify ICAO of differences to standards
- States are encouraged to submit their Compliances or Differences through the Electronic Filing of Differences (EFOD) system at [www.icao.int/usoap](http://www.icao.int/usoap)





## ICAO's Response to COVID-19 crisis

- ICAO Council Aviation Recovery Task Force (CART)
- Three iterations of the CART work
  - June 2020, November 2020, March 2021
- CART has provided 20 recommendations, as well as accompanying guidance to match latest developments of the COVID-19 crisis
- Facilitation has been at the forefront of the discussions



## Visible Digital Seals (VDS)

- ICAO Guidelines – VDS for Travel Related Public Health Proofs
  - ❖ Approved by CART III and the Council
- ICAO Technical Report for VDS for Non-Constrained Environments (VDS-NC)
  - ❖ Publication endorsed by the Air Transport Committee



## VDS for Public Health Proofs

- Specific token **for cross-border travel**, as an interoperable proof of health events (vaccination or test);
- Contains a **digitally signed 2D-barcode**, to ensure the data is authentic and not been modified;
- Leverages the global trust framework being deployed by 145 States issuing eMRTD.



# Technologies: driving Seamless Border Management

Increasingly turn to digital tools to solve problems.  
This is also true for air transport facilitation.





# Current and planned developments for Digital Travel Credential (DTC)

Specs of Type 1 DTC approved





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# Use of DTC for the facilitation of a traveler's journey



Pushing the border out



Biometric passenger pre screening



Seamless arrival into the country



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