ASSEMBLY — 38TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 16: Facilitation and Machine Readable Travel Documents

DEVELOPMENT PERTAINING TO THE MACHINE READABLE TRAVEL DOCUMENTS (MRTD) PROGRAMME AND PUBLIC KEY DIRECTORY (PKD)

(Presented by 54 Contracting States[1], Members of the African Civil Aviation Commission (AFCAC))

<table>
<tr><td colspan="2" align="center">EXECUTIVE SUMMARY</td></tr>
<tr><td colspan="2">This paper seeks to support and comment on the A38-WP/4 concerning the progress made under the Machine Readable Travel Documents Programme (MRTD) and the Public Key Directory (PKD).

Action: The Assembly is invited to:
a) request the Council to direct the Secretary General to convene high level engagements between Ministers responsible for the issuance of travel documents and the Ministers responsible for Civil Aviation with a view to ensure that all relevant authorities are sensitized of the consequences of failing to meet the 24 November 2015 deadline and to minimize possible inconveniences it may cause to the travelling public;
b) note the envisaged development of an ICAO model roadmap to assist States in ePassport implementation initiatives and direct ICAO to give it high priority; and
c) direct the Secretary General to conduct Regional Seminars and Workshops aimed at educating States on the benefits of participating in the PKD.</td></tr>
<tr><td>*Strategic Objectives:*</td><td>This working paper relates to Strategic Objectives B — *Security*.</td></tr>
<tr><td>*Financial implications:*</td><td>Regular ICAO budget for the triennium 2014 2016.</td></tr>
<tr><td>*References:*</td><td>A37-WP/17
A37-WP/18
Assembly Resolutions in force (as of October 2010) (Doc 9958*).*</td></tr>
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[1] Presented by 54 Contracting States (Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cape Verde, the Central African Republic, Chad, Comoros, Congo, Côte d'Ivoire, the Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, the Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Swaziland, Togo, Tunisia, Uganda, the United Republic of Tanzania, Zambia and Zimbabwe).

[2] French version provided by AFCAC.

1.   **INTRODUCTION**

1.1   ICAO has developed technical specifications for Machine Readable Travel Documents as published in Doc 9303 and its Supplement the Technical Advisory Group on Machine Readable Travel Documents (TAG/MRTD) New Technologies Working Group (NTWG) is continuously developing and updating these specifications.

1.2   The 37th Session of the Assembly identified the importance of travel document security. Hence the Assembly urged the development of guidance material and requested the Council to continue working on enhancing the effectiveness of combating passport fraud, including the development of the necessary Standards and Recommended Practices (SARPs) and guidance material.

2.   **DISCUSSION**

2.1   Standard 3.10 of Annex 9 to the Chicago Convention requires all Contracting States to issue only Machine Readable Travel Documents in accordance with the specifications of Doc 9303 not later than 1 April 2010.

2.2   It has been noted that not all Contracting States are issuing MRTDs that are fully compliant with the specifications in Doc 9303; hence the TAG/MRTD is in the process of finding means to verify compliance and to identify ways to encourage and assist States to achieve and maintain compliance with Doc 9303.

2.3   Since all non-machine readable passports should be removed from circulation by 24 November 2015, ICAO should ensure that it is in a position to convene high level engagements between Ministers responsible for the issuance of travel documents and the Ministers responsible for Civil Aviation with a view to ensuring that all relevant authorities are sensitized of the consequences of failure to meet the 24 November 2015 deadline and to minimize possible inconveniences it may cause to the travelling public.

2.4   The PKD acts as a central broker which manages the exchange of information used to validate the digital signature on the chip. Any attempt to alter the data on the chip is immediately detected when checks are made against the certificates and revocation lists provided by the PKD. The PKD has been identified as a valuable instrument for implementing the specifications contained in Doc 9303.

2.5   In order to derive maximum benefits from the implementation of ePassports, States issuing ePassports should participate in the ICAO PKD. It is noted that the major challenge facing the PKD is to expand participation of the States in this programme.

2.6   The envisaged development of an ICAO model roadmap to assist Contracting States in ePassport implementation initiatives is highly welcome and should be given high priority.

3.   **CONCLUSION**

3.1   Contracting States should note that the 24 November 2015 deadline is fast approaching. This will result in disruptions to the travelling public of such member States.

3.2   More collaborative efforts are needed to ensure the success of the PKD project and ensure that maximum benefits are acquired by States.

3.3   Assistance activities need to be intensified to ensure that States in need are not left behind in this programme which is aimed at benefitting all member States.

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