lost in translation:

standardisation

identity and borders

what about standards?

identity and borders

all speak a different language?

- government/commercial agencies

- suppliers

- passengers/users

identity and borders

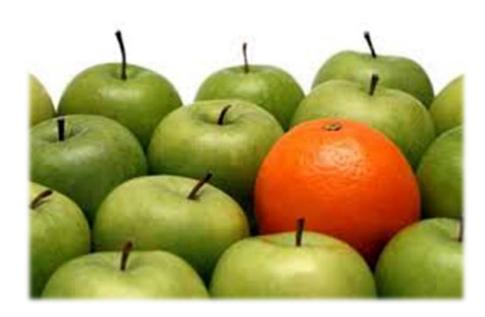all speak a different language?

what are ID
documents for?

clarity

identity and borders

what about standards?

clarity

of specification

clarity

of specification
of expectation

clarity

of specification
of expectation
of accessibility / usability

clarity

of specification
of expectation
of accessibility / usability

ICAO/IMO/ILO

IATA

Frontex

ISO/IEC JTC1

two
recent
approaches
...

EU mandate M487 project objectives

- "…to provide proposed standardisation work programmes with roadmaps related to the selected sectors."

- "**Border security** – common technical and interoperability standards for identity and borders systems, as well as standards for biometric identifiers.."

mandate M487 project objectives

- 6 month project

- delivers a plan for standards creation / updating for ABC

- managed by Netherlands Standards Agency NEN

- aims to assist EU business & industrial community

- Next phase is for CEN to be tasked with standards setting

Plan of work

- establish a lowest level table of existing standards and recommended practices

- gap analysis with a list of desired standardisation

- what's missing
- what's worth doing?
- whose responsibility?
- who's paying?

- promote *harmonisation* of the European security market and reduce fragmentation with the setting of a set of comprehensive European standards.

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- develop *common technical specifications* concerning interoperability, quality or safety levels, including test methods and certification requirements.

- provide *interoperability and comparability* of different solutions, which in turn facilitate competition and innovation.

- Agencies such as ICAO, NIST and ISO have done much to create standards and recommended practices for the components of ABC in the last ten to fifteen years. The documents created by these bodies, plus the recommended practices produced by ICAO and Frontex should to be much better known and used.

- There remains to be some consolidation of standards pertinent to ABC and some work to be done around the safety and performance of ABC components

- As well as the rigorous technical standards for ABC components, there needs to be standardisation of ABC as a whole – *in the way it is used*, not just in the way it works.

- customers are not aware of them and so do not insert them into system requirements;

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- suppliers and integrators do not yet see advantage in formally complying with standards because customers do not ask for them;

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- suppliers and integrators do not yet see advantage in formally complying with standards because customers do not ask for them;

- some standards and recommended practices are not yet out of drafting phase;

- some excellent and very relevant ABC guidance does not have 'standard' status but these guidelines require additional resources to transfer into international standards;

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- the absence of biometric standards profiles relevant to ABC systems.

- *Recommendation 1*

  Raise awareness of international standards for the specification and operation of safe, secure and cost-effective ABC systems amongst the key-stakeholders; the operators of systems, the supplier community and regulatory authorities, and to consolidate relevant aspects in a form which is accessible to, and usable by, all of them.

  In order to achieve this aim, Frontex should task CEN and the European national standards bodies with working with ISO subcommittees SC37 on biometrics and SC27 on security to create a definitive guide to ABC specification and design. The final version of this text should be in place before individual authorities start specifying equipment and systems as part of the EU's 'Smart Borders' initiative.

- *Recommendation 2:*

  In order that the work programme outlined below is delivered, the Commission is requested to make available suitable resources, including the setting up of a programme to monitor progress against agreed milestones.

- *Recommendation 3:*

  CEN is advised to consider updating existing standards on human-computer interaction and on the safety aspects of ABC – for example folding and sliding glass doors, fire and electrical safety, egress in *emergencies*, blast damage resistance. These are often covered in standards (e.g. software design and building construction) not obviously linked to ABC.

- 4 year project

- coordinated by the Austrian Institute of Technology (AIT)

- prototypes for Vienna Airport, Romania/Serbia, Mykonos

- 27 partners – suppliers, academic, users

- urgent need for stakeholders / sources of information & experience

identity and borders

where we need to be

"modular, easy to integrate, optimized, next generation automatic border control solution …   secure, fast and comfortable border crossing … European and frequent 3rd country travellers.

new technologies and processes   … harmonized concepts   …
all types of border crossing points and all official identity e-Documents"

identity and borders

where we need to be

- need suggestions, advice, proposals

- from suppliers, border agencies, passenger representatives, carriers, port operators

- can be anonymous, sanitised

identity and borders

where we need to be

- ABC4EU
- EFFISEC
- FIDELITY
- GLOBAL
- TERASCREEN
- SUNNY
- BEAT
- 3DFACE
- LINGUANET………

identity and borders

where we need to be

Commonality

- of *technical standards* for the components so that operators know exactly what they are purchasing and how it will perform;

- of the *'look and feel'* of identity systems so that passengers intuitively know how to use different systems;

- of standards for the *user interface* so that staff are protected from stress and physical strain.

without a standard vocabulary, structures, protocols, methods

the promises of more security, yet facilitation

can't be achieved

C h r i s   H u r r e y

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