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**Background paper for the meeting of the  
Ad Hoc Tripartite Maritime Committee  
established for the Seafarers' Identity  
Documents Convention (Revised), 2003  
(No. 185)  
(Geneva, 10–12 February 2016)**

***Addendum***

**Comments of the International Civil  
Aviation Organization (ICAO)**

1. On 8 January 2016, the International Labour Office received comments from the International Civil Aviation Organization (ICAO) to the background paper *Commentary and draft proposals for amendments to Annex I, Annex II and Annex III of Convention No. 185* prepared for the meeting of the Ad Hoc Tripartite Maritime Committee. The comments mainly concern the cryptographic signing of seafarers' identity documents (SID) when implementing the proposed amendments. Their implications for the three options presented in Part III of the background paper may be summarized as follows:
  - Option A: Production of the SID by the SID-issuing authority itself (paragraphs 47–50 of the background paper). This option would not be feasible for the ICAO unless the SID-issuing authority would collaborate with the national ePassport-issuing authority to obtain signing keys from the National Country Signing Certificate Authority (CSCA) owned by the ePassport-issuing authority.
  - Option B: Production of the SID by the ePassport-issuing authority (paragraphs 51–56 of the background paper). The ICAO supports option B both in the event that the ePassport-issuing authority would perform all the tasks of the document issuance process, and also if the ePassport-issuing authority and the SID-issuing authority were to share the responsibility for the different tasks, provided that the country's existing infrastructure for signing ePassports is used.
  - Option C: Enrolment of the seafarer by the SID-issuing authority with production of the SID being contracted out (paragraphs 57–71 of the background paper). This option would be possible for the ICAO only if the ILO would control the central processing office (CPO) and collaborate with the United Nations Laissez-Passer-

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issuing authority to use its CSCA. For the ICAO, this option could also be used in parallel with the other options as outlined above.

- 2.** The Ad Hoc Tripartite Maritime Committee may wish to note that option C as reflected in the ICAO's comments would require a very careful examination of the ILO's role and responsibilities, including financial implications, and would also call for extensive consultations with the United Nations.