



# The 2016 amendments to Convention No. 185: challenges and progress made

# History of Convention No. 185

- Adopted in 2003 to replace Convention No. 108 with a modern, uniform identity document including biometrics
- Diverged from ICAO Doc 9303 for passports when ICAO moved to ePassport with chip in 2006
- Verification of fingerprints contained in a two dimensional barcode was difficult at borders and ports as required equipment was typically not available
- Ratification was slow, but implementation slower still
- In 2015 and 2016, tripartite maritime meetings held in consultation with ICAO to recommend amendments
- Governing Body approved amendments in March, 2016
- ILC adopted amendments in June, 2016
- Amendments came into force June, 2017

# Summary of Amendments

- Convention No. 185 references Doc 9303 seventh edition “as it may subsequently be amended in accordance with the related procedures of ICAO”. Can no longer lose coordination with ICAO
- SID can be of TD1, TD2 or TD3 size (passport page, credit card or visa sticker)
- Barcode and fingerprints removed
- Biometric is now facial image in contactless chip
- Logical Data Structure (LDS) in eSID works exactly like that of an ePassport and can be read by all ePassport readers
- All border points should now support verification of eSID
- BUT..... Distribution of keys to verify digital signature in chip is a new critical element required for success

# Progress on C185

	<b>C108</b> <b>No Biometric, Low Security</b>	<b>C185</b> <b>Fingerprints, MRZ, Better Security</b>	<b>C185 Amendments</b> <b>Face Recognition MRZ + Chip High Security</b>
Ratified	64	35	34
Provisionally Adopted	0	1	0
In Force	64	34	33
Must Issue eSID	No	No	Yes
Must Accept eSID	Yes	Yes	Yes

98 countries are bound to accept the eSID but only 34 to issue it

# Progress on C185 Amendments

- A transition period for the amendments to C185 was offered, but only one country, Marshall Islands, has opted against immediate entry into force
- This means issuance of eSIDs is an immediate obligation for 33 countries (plus Myanmar in July, 2018)
- ICAO agrees that C185 and ICAO Doc 9303 are now completely aligned
- Any border that supports an ePassport can also support an eSID
- A new checklist is posted on ILO web site with detailed requirements for all aspects of implementation ([http://www.ilo.org/global/standards/maritime-labour-convention/WCMS\\_617300/lang--en/index.htm](http://www.ilo.org/global/standards/maritime-labour-convention/WCMS_617300/lang--en/index.htm))
- Some countries have already begun to implement

# Challenges for C185 Amendments

- Expertise on electronic travel documents is usually found with passport issuers and not maritime authorities
- Use of an eSID following ICAO Doc 9303 requires distribution of keys so that the eSID can be verified at the border
- This greatly increases usability but also increases complexity and cost
- Cooperation with passport issuing departments is the simplest route, but not always possible
- How does the eSID issuer tackle this problem?

# Problem of Key Distribution

- ICAO PKD can be available even if your country doesn't currently issue an ePassport
- ICAO will offer advice in their presentation
- With cooperation of another friendly country, keys can be distributed to the PKD using a master list
- Currently less than half of ePassport issuing countries are actually members of the ICAO PKD
- Companies with expertise in ePassport issuance may have suggestions on how to arrange key distribution

# Problem of Cost and Complexity

- Companies with suitable expertise can help with the complexity (three companies are outside, all have provided eSIDs whose physical designs have been checked for compliance with C185)
- Since fingerprints have been replaced with facial recognition, enrolment is easier
- Sharing resources and facilities between departments (ePassport and eSID) or between countries (cards can be printed and personalized remotely) can save a lot
- Make ILO Checklist part of your procurement (ensures that SID will be compliant to C185)
- Ask ILO for technical help
- Dr. Campbell will be available all day Thursday





# Summary

- C185 Amendments define a secure eSID that is compatible with ePassports
- Enrolment of seafarers is easier
- Acceptance at border is better
- Costs and complexity are higher, but can be reduced by sharing resources
- Follow ILO SID Checklist, use a reliable company, and get it right the first time