International Organization for Migration (IOM)
The UN Migration Agency

Strengthening Interoperable Borders: IOM's Technical Assistance in Implementing Passenger Data Systems (API/PNR)

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IOM at a glance

IOM • OIM

- The UN Migration Agency
- Focus on project and programme implementation
- Solid capacity to implement large-scale technical assistance projects round the world
- Scale of programming: 2,277 projects with total operational expenditure USD 1,552 Million (2018)
- Worldwide presence:
  - offices in over 150 States and 393 field locations
  - almost 11,000 IOM staff
- Demonstrated ability to deliver results in developing, fragile and security-phased countries
- IOM's <u>border management assistance</u> portfolio: total current budget USD 220 Million and 205 projects

Why IOM works on API/PNR

- API/PNR are integral part of IOM border control management technical assistance
- Vendor-driven environment: demonstrated need for IOM and other int'l organisations to act as an independent, impartial 'honest broker' in assisting Member States to identify their needs and sustainable good-value solutions
- IOM's capacity to manage procurement tenders and implement complex infrastructure projects that go beyond advocacy, training, workshops and technical consultations
- API/PNR are an inherent component of cooperation frameworks IOM already has in place with other key API/PNR players (WCO, IATA, ICAO and others)
- API is a focus area in the <u>IOM Action Plan</u> for ICAO TRIP Implementation Assistance for the 2018-2020 triennium
- Shortage of user-friendly, comprehensive guidance material for API/PNR implementation
- Ability to fundraise: trust and ongoing working dialogue between IOM and donor programmes
- Visibility, new programming opportunities, relevance to IOM's mandate and strategic objectives

IOM Support to ICAO TRIP Strategy Implementation

- IOM-ICAO MoU in November 2016

- Focus on technical assistance projects in supporting States in ICAO TRIP Strategy implementation

- IOM Action Plan for ICAO TRIP Implementation Assistance for the 2018-2020 triennium

- A major focus area: passenger data (**API and PNR**) implementation assistance

Why API/PNR matters to Member States

- Political momentum: UN SC Resolutions, especially 2396 (2017) and 2178 (2014)

- International regulatory framework: ICAO Standards and Recommended Practices in Annex 9 – *Facilitation*

- Good governance of borders: States increasingly see value of API/PNR and risk management to strengthen both border security and facilitation

- **Western Balkans - Albania, Bosnia and Herzegovina, the former Yugoslav Republic of Macedonia, Montenegro and Serbia:** legal and IT assessments, regional technical consultations; validation workshops on assessment results, forming and facilitating national API working groups – close cooperation with OSCE

- **Ukraine**: technical consultations, developing APIS procurement, improving API data analytics

- **Georgia**: API legislation, API working group, technical consultations, workshops, RFI and tender management, analytics

- **Armenia, Azerbaijan, Turkey**: API/PNR training for government authorities

- **Turkmenistan**: API/PNR legal assessment; API training co-funded and coorganized with OSCE. A new regional project in **Central Asia**

- Trainings and assessments in **Djibouti** and **Rwanda.** Ongoing consultations with other African Union Member States

Donors

IOM Development Fund
DEVELOPING CAPACITIES IN MIGRATION MANAGEMENT

Main areas of API/PNR assistance

1. AWARENESS RAISING
2. TECHNICAL ASSESSMENT
3. LEGAL ASSESSMENT
4. STAKEHOLDER LIAISON
5. PROCUREMENT TENDER

- Knowledge of API/PNR in countries is often quite limited, even after repeated awareness raising and technical workshops
- Lack of capacities at the national level (conceptual, IT, data analytics)
- Misconceptions about API/PNR, need to be dispelled. Misconceptions can cause more difficulties than lack of knowledge
- Inter-agency cooperation: key to success and a major challenge. Especially, in reaching consensus about a lead agency and Single Window. Tensions and lack of trust between stakeholders quite common – and may need time and effort to build a working relationship
- Sustainability of API.PNR technical assistance: a major challenge is monthly data service fees if a private sector service provider is used. More an issue to airlines than government agencies but still important to ensure continuity and sustainability of API/PNR systems. The systems will be sustainable only if service fees are budgeted and paid as per contract.

- Data quality is a recurring theme in the usefulness of API/PNR systems. Garbage in, garbage out.

- An important part of an API/PNR procurement tender is having an exit strategy when using data services. Ignoring this can lead to instances where users are locked into a contractual relationship with a service provider and unable to switch to another vendor that offers a better or more relevant service.

- A good working relationship with carriers is vital. It does not happen on its own and requires investment and effort: having dedicated airline liaison officers, structured communication channels, regular meetings. Poor relations between national government agencies and air carriers can serial an otherwise successful API/PNR implementation.

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For API/PNR assistance pls contact the closest IOM regional focal point

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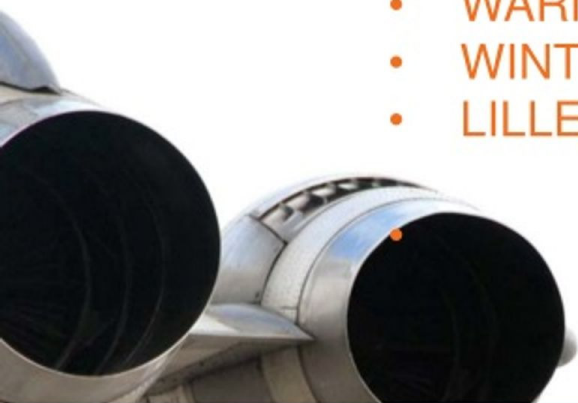
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THANK YOU