



# **DIGITAL IDENTITY**

**IATA WPS**  
October 2024

# Background

## David Höjenberg, *M.Sc.Eng*

- **Scandinavian Airlines**
  - IT Solutions Architect, Airport Operations
- **IATA One ID, CEFWG**
  - Co-Chair together with Derwin Cady from Air Canada
- Frequent Flyer and explorer of new things



# SAS approach to biometrics until now

## A smoother passenger experience and facilitation

- **Alliance wide biometric platform**
  - to enable interoperability between airlines.
- **Standardization**
  - in this work it has been clear that standards are needed. We seek to engage both the industry and governments to align
- **Biometric handling of US passenger**
  - the US CBP offers a wide range of biometric services such as Exit, Check-in, Bag Drop, Boarding

# IATA One ID and CEWFG



## Airlines, Airports, Governments and Passengers

### The ramp up of Digital Identity

- US Drivers Licenses, +5 million
- EU Digital Wallet – all EU citizens
- DigiYatra – 40 million processed passengers

### ICAO and DTC standards

- Travel credentials in a digital format.
- Most relevant for border forces
- All data or a subset might be relevant to airlines

### Make passengers “Ready to Fly”

- Developing standards
- Digitalization of Admissibility
- Contactless Travel

### Not without challenges

- Interoperability and Privacy

# IATA One ID and CEWFG



## Challenges with interoperability and privacy

### What do we envision for this?

- Use a single digital identity and credentials for multiple trips
- Implementations can co-exists, while the One ID principles and recommendations are **adhered to in any scenario**:
- Where a contactless process with biometric recognition is offered and passengers can disclose their **necessary** credentials to other parties as needed.
- Passengers **own and control their data** and choose to **selectively disclose** to other parties at a minimum-required level, with an option to opt out from the process when they want.
- The W3C-based Verifiable Credentials and decentralized digital identity are used where applicable.

# IATA One ID and CEWFG



## Government engagement is key as they make the rules

### Obstacles

- Physical boarding passes and passports
- Biometrics is not allowed or restricted
- Paper process for immigration / customs
- Airlines are required to check physical documents

### Improvements

- Updates legal frameworks for biometrics
- Digital Identity adoption and frameworks
- Digitized many paper forms
- The passengers are more and more invited to communicate directly with the destination in a digital way

# IATA One ID and CEWFG



**Thank you!**

**We  
welcome  
your  
participation!**