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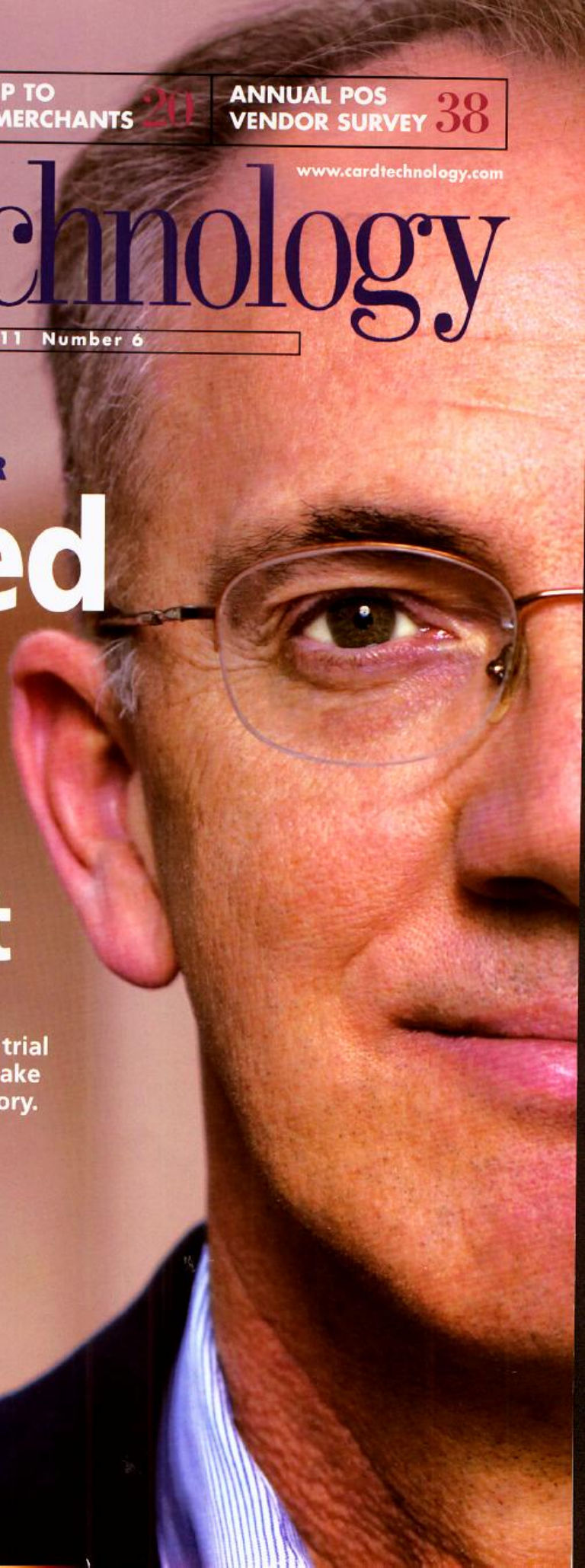
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VISIONARY OF THE YEAR

Focused On The Future Of Payment

Art Kranzley led the team that took MasterCard PayPass from a tiny cafeteria trial to massive rollouts. Now his goal is to make contactless payments a global success story.



Testing 2.0 Begins As Nations Issue First E-Passports

[By Kevin Woodward]

Electronic-passport testing appears to be evolving once again, as the latest round of interoperability trials set for Berlin was expected to show, say observers.

Until Berlin, the previous interoperability tests—two in Australia, two in the United States, one in Japan, and the most recent in Singapore—tested components or pieces of the e-passport puzzle, such as inlays or cards standing in for passport booklets. For the Berlin test, which was scheduled to be held May 29 to June 1, each vendor or other supplier had to submit five identical e-passports that were as close as possible to completed biometric-based travel documents.

And the Berlin test was set to introduce a new type of e-passport and reader test, one that

could make it easier for governments to assess the interoperability of e-passports and readers they will be buying.

Some 40 nations are thought to be working on passports containing contactless chips as

E-PASSPORT TESTING IS EVOLVING, SAY OBSERVERS, WHO HAD HIGH HOPES FOR THE LATEST ROUND OF TESTING SET TO WRAP UP IN BERLIN EARLIER THIS MONTH. WILL ITS PROMISE OF MORE DETAILED AND TRANSPARENT RESULTS HELP GOVERNMENTS FIND THE E-PASSPORT AND READER PRODUCTS THEY NEED?

two deadlines to adopt the new travel documents approach. The European Union wants most of its member states to begin issuing e-passports in August. And the 27 nations in the U.S. Visa Waiver Program must begin issuing e-passports by October. The New Technologies Working Group, a committee set up by the International Civil Aviation Organization, has overseen development of the specification.

"Berlin should be different," says Barry Kefauver, a consultant with Fall Hill Associates and chairman of one of the subcommittees drafting the e-passport specs.

"There are criteria to be fulfilled. And second, everything will be made public and transparent."

The hope is better testing procedures and access to test results will give governments useful guidance on which products work best.

Deadlines Nearing

The latest round of interoperability tests couldn't come too soon, with the EU and U.S. deadlines looming and a handful of governments in Europe and Asia already issuing e-passports.

Among the improvements the Berlin test was to bring was introducing an "The ISO RF Protocol and Application Test Standard," says Markus Hartmann, a consultant with



stages of e-passport development, crossover tests have been overtaken by the need for more concrete test data, says Peter Kronegger, chief technology officer for ACG Identification Technologies of Germany.

A Darwinian Approach

"With them (crossover tests), you can sort out the weak products," Kronegger says. Each e-passport is tested against each reader, and vice versa.

"The problem with that type of test (is) the information gained is rather limited. It's binary, a yes or no. It doesn't point out a specific reason why something had a bad performance."

For example, e-passports with more security features, such as larger biometric images, would take longer to be read—giving them a lower score than they deserve.

Among other things, the tests need to compare results of e-passport samples against those carrying the same image sizes on their chips, because smaller images can be read more quickly, Kronegger says. "An e-passport scanner that does all sorts of security checks might have different timing depending on the depth of the checks," he explains.

The ISO RF Protocol and Application Test Standard could fill the gap.

Kronegger says that the new battery of tests measures the performance of the radio frequency interface between an e-passport and a reader. Results would indicate the

specific field strength a chip can handle or whether the data transmitted has the correct format, among other information.

The new element is that readers and passports are tested independently and individually. The tests measure parameters that can be compared against the ISO 14443 standard for contactless smart card chips, as well as against other products.

By comparison, a crossover test provides only a pass/fail result and requires having all e-passports and scanners available at the same time and same location.

For governments, this test could expedite the procurement process because officials could rely on a test certificate for an individual e-passport or a reader rather than running through a messy crossover test, Kronegger says.

Besides the more valuable tests, observers say Berlin promised to set down rules for how this and future global interoperability tests would be conducted.

Previous interoperability tests were modeled on the first, held two years ago, Kronegger says. "The earlier tests had their value, but now it is time for a change."

Berlin is not likely to be the last test of e-passport interoperability.

As more tests are developed, more interoperability test events will be needed, says Andreas Wolf, vice president of border control solutions for Cross Match Technologies of Germany. "The number of passports and readers will definitely increase and someday crossover tests will no longer be feasible at all," he says. "Therefore, a more systematic approach is essential." **CT**

HJP Consulting. This standard measures weaknesses and deviations from the ICAO spec and ISO standards related to e-passports and readers.

It is intended to improve upon the "crossover" tests conducted during past events. A crossover test gauges the speed at which a particular sample reader could process the biometric and other data from a given sample e-passport, or whether the data could be read at all. Crossover tests are scheduled for the Berlin event, too.

While useful in the early