



Members of terrorist groups and other transnational organized crime groups continue to take advantage of porous detection capacity across the globe. The many returning and relocating foreign terrorist fighters (FTFs) are a serious threat to global security. Air travel has globally increased the connectivity and is projected to double over the next 5 years. Air and other modes of transport such as maritime and rail increase mobility of all. Processing passenger data therefore is essential to the identification and detection and interception of FTFs and other serious criminals including those that are otherwise unknown to authorities both before and during and after travel.

(In its resolution S/RES/1888 (2009), the Security Council called upon Member States to require airlines operating in their territories to provide advance passenger information (API) to appropriate national authorities to detect the departure from and attempted travel to and entry into or transit through their territories of FTFs. (In resolution S/RES/1888 (2009) the Security Council built on resolution S/RES/1888 (2009), by creating new international obligations. (In addition to reaffirming its requirements on API (the Security Council called on Member States to develop the capability to collect and process and analyze in furtherance of (1) 4 standards and recommended practices and passenger name record (PNR) data and to ensure PNR data is used by and shared with all their competent national authorities with full respect for human rights and fundamental freedoms.7 (In addition enhanced use of lists with known criminals and terrorists is of the highest importance.

(In its recent biennial review of the 85 Global Counter-Terrorism Strategy (2016-2021), the General Assembly reiterated its concern at the increasing flow of international recruits to terrorist organizations including FTFs and the threat that this poses to all Member States. It further encouraged Member States to address this threat by enhancing their cooperation and developing relevant measures to prevent and tackle this phenomenon including information sharing and border management to detect travel including through the implementation of obligations on the use of advance passenger information and passenger name record and biometric data with full respect for human rights and fundamental freedoms.7

Despite the above-mentioned Security Council and General Assembly resolutions and capacities differ from State to State. This creates significant challenges for individual Member States and regions and beyond. Most Member States lack a full understanding of the use of passenger data to identify and detect FTFs as well as the steps required to develop their own capacity in this area. The costs and complexity of creating an



: The costs of this five-year programme are approximately \$ million per year. (In addition to the donation of the T6 software this programme has received funding of \$2 million from the Netherlands and additional contributions have been received from India and Australia and other donors covering the first year. Additional donors such as Qatar, the European Union, Japan and others are considering the programme potential funding. In addition \$10 million is sought for the second year.

