



The Leader of the House of Lords

The Lord Carlile of Berriew QC,  
House of Lords,  
London SW1A 0PW

3rd  
February 2010

Dear Amy

In the debate on 20 January on the Prime Minister's statement on security and counterterrorism, you asked about the effectiveness of the e-Borders system in relation to those who book their tickets less than 24 hours before travel.

Legislation requires Travel Document Information (TDI) to be collected from the passenger by the carrier and includes biographical information (for example name, date of birth, nationality, gender, travel document type, state of issue, number and expiry date) which is the same information contained in the machine readable zone of the passenger's passport. Transmission of this data to the e-Borders system is flexible and can be accepted from 24 hours up to a point when no further passengers can join a service. This will ensure that all passengers are screened against watchlists.

It is expected that the e-Borders programme will capture 95 per cent of all passenger and crew movements by December 2010 and all passengers by 2014

Other Passenger Information (OPI) is that information collected by carriers in the course of their business including, for example date and place of reservation, date of intended travel, names, contacts and billing information. This is known within the aviation industry as Passenger Name Record (PNR). Legislation requires all carriers operating to and from the UK to provide this data. Transmission of this data to the e-Borders system is flexible and can be accepted from 48 hours up to a point when no further passengers can join a service and this will ensure that all passengers are screened against watchlists.

OPI data will be captured on an intelligence led targeted basis, incrementally to reach a total of 100 million passenger movements by 2013 which equates to approximately 40% of all the available passenger movements into and out of the UK including those passengers in transit.

You raised the question of whether the Government could take steps to ensure it is no longer possible to purchase travel tickets to and from this country with cash, shortly before travel. The use of cash in a significant number of economies would make this proposal an intervention in the commercial business of a carrier that would be both difficult to justify and disproportionate in its application. In addition the enforcement

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of any such legislation overseas, where the UK lacks jurisdiction, is likely to face significant challenges in its implementation. Those who pay cash will, of course, be properly screened against watchlists in the same way as other passengers.

I am arranging for a copy of this letter to be placed in the Library of the House.

*Car - ew*

A handwritten signature in black ink, consisting of a large, stylized loop followed by a vertical line and a small 'm' shape at the end.

**Jan Royall**