**e-Borders** was an advance passenger information programme which aimed to collect and store information on passengers and crew entering and leaving the [United Kingdom](https://en.wikipedia.org/wiki/United_Kingdom).[[1]](https://en.wikipedia.org/wiki/E-Borders#cite_note-BBC-1) Passengers details were to be checked against terror and criminal watch lists before being stored on the e-borders database. Due to European law on free movement EU carriers and ports supply information to the [UK Border Agency](https://en.wikipedia.org/wiki/UK_Border_Agency) on a voluntary basis; however in March 2012 [Damian Green](https://en.wikipedia.org/wiki/Damian_Green) said that by April e-Borders would be collecting information on all passengers on 100% of non-EEA flights to the UK.[[1]](https://en.wikipedia.org/wiki/E-Borders#cite_note-BBC-1) The information of the passengers and crew was to be collected by the airline, train operating company, ferry and other carriers and ports and is then passed on to the e-Borders programme[[2]](https://en.wikipedia.org/wiki/E-Borders" \l "cite_note-BA-2) via the Carrier Gateway provided by [Serco](https://en.wikipedia.org/wiki/Serco). In 2014 it was announced that the system would be scrapped.

Under the terms of the [Data Protection Act 1998](https://en.wikipedia.org/wiki/Data_Protection_Act_1998) passengers and crew may request to view all their records held by the e-Borders programme via the UK Border Agency website.[[2]](https://en.wikipedia.org/wiki/E-Borders#cite_note-BA-2)



**Contents**

* [1History](https://en.wikipedia.org/wiki/E-Borders#History)
* [2Mandatory Data](https://en.wikipedia.org/wiki/E-Borders#Mandatory_Data)
* [3Additional Data](https://en.wikipedia.org/wiki/E-Borders#Additional_Data)
* [4References](https://en.wikipedia.org/wiki/E-Borders#References)

History[[edit](https://en.wikipedia.org/w/index.php?title=E-Borders&action=edit&section=1)]

The project was brought in by the then Labour government in 2007. It was hoped that information on all passengers entering and leaving the UK could be achieved by 2014.[[1]](https://en.wikipedia.org/wiki/E-Borders#cite_note-BBC-1) The project which is provided by the Trusted Borders consortium led by [Raytheon](https://en.wikipedia.org/wiki/Raytheon) and includes [Serco](https://en.wikipedia.org/wiki/Serco), [Detica](https://en.wikipedia.org/wiki/Detica" \o "Detica), [Accenture](https://en.wikipedia.org/wiki/Accenture) and [Qinetiq](https://en.wikipedia.org/wiki/Qinetiq" \o "Qinetiq). Raytheon had its contract terminated in July 2010 after a series of delays after being paid £188 million of its £742 million contract and was later replaced by [IBM](https://en.wikipedia.org/wiki/IBM). However the e-Borders programme suffered further delays after Raytheon's contract was terminated as sea and rail passengers are still not covered by e-Borders.[[3]](https://en.wikipedia.org/wiki/E-Borders#cite_note-3)

In March 2014 [Charles Montgomery](https://en.wikipedia.org/wiki/Charles_Montgomery_(Royal_Navy_officer)), Director General of the UK’s Border Force, announced before the [Home Affairs Select Committee](https://en.wikipedia.org/wiki/Home_Affairs_Select_Committee), that the e-Borders programme would be terminated.[[4]](https://en.wikipedia.org/wiki/E-Borders#cite_note-4) The search for a new supplier has been underway since 2013.

In August 2014 a binding arbitration tribunal awarded Raytheon a total of £224m in compensation against the Home Office for the incorrect termination of their contract.[[5]](https://en.wikipedia.org/wiki/E-Borders#cite_note-5)

Mandatory Data[[edit](https://en.wikipedia.org/w/index.php?title=E-Borders&action=edit&section=2)]

The mandatory data requested in the legislation falls into three groups:

* For passengers, the travel document information (TDI) which are the data held in the machine-readable zone of the passport or identity document. This is known in the airline industry as advance passenger information (API) data;
* For crew members, their TDI; and
* Service information (for example, number, name of carrier, departure and arrival points).

Additional Data[[edit](https://en.wikipedia.org/w/index.php?title=E-Borders&action=edit&section=3)]

Additional data is collected for carriers own purposes and is only required if it is known to the carrier; this includes:

* Passenger name
* Address
* Telephone number(s )
* Ticketing information
* Travel itinerary[[6]](https://en.wikipedia.org/wiki/E-Borders#cite_note-6)

<https://en.wikipedia.org/wiki/E-Borders>

**The Home Office has been criticised for failing to complete a project to boost UK border security - despite spending at least £830 million on it.**

The e-borders scheme was meant to collect and analyse data on everyone travelling to and from the UK before they arrive at ports and airports.

But the National Audit Office says checks remain "highly manual and inefficient", and IT systems outdated.

The Home Office says all UK arrivals are checked against watch lists.

The e-borders scheme has been dogged by problems since its launch in 2003, and in 2014, the head of the UK Border Force, Sir Charles Montgomery, told MPs it had been "terminated" in its current form.

By collecting advanced passenger information (API), such as passport numbers and nationalities, it was meant to allow officials to "export the border" by preventing people from embarking on journeys to the UK where they were considered a threat.

**Eight years late**

Among the report's key findings:

* £830m was spent on the project between April 2006 and March 2015, with another £275m likely to be needed by March 2019
* Among those costs was £150m on an out-of-court settlement paid after the original e-borders contract was cancelled
* The project is not set to be finished until 2019 - eight years late
* API was only collected from 86% of arrivals in September this year, despite the target being 100%
* Moreover, API still is not available for most rail and ferry journeys
* Only 20% of booking data - more comprehensive than API - is being collected. Again, the target is 100%.

The NAO said a database known as the Warning Index - designed to flag up known criminals or terrorists - was still being used eight years after it should have been retired.

While it has been upgraded, it is "still far from good" and suffers an average of two "high priority incidents a week".

These breakdowns include situations where part of the system is not available or performing too slowly to function, or where it is inaccessible at 30% or more control points at a port or airport.

The Home Office insisted contingency arrangements were in place for when those incidents occurred.

line

**Analysis: Danny Shaw, BBC home affairs correspondent**

This is a devastating critique of a project presented by the Home Office, first under Labour, as the key to securing Britain's borders. In fact, as the report reveals, the programme has been torpedoed by its ambition.

Collecting and assessing advance passenger information on more than 200 million journeys a year was always going to be hard task - involving co-ordinating the supply of data from 600 air, ferry and rail carriers and 30 government agencies.

Add in creaking computer systems, a high turnover of key staff and a draining legal dispute with the private contractor, and it's clear that ministers and officials over-reached themselves.

There's little doubt more advance passenger information is available now than in 2003, when the scheme was first developed, but the costs have risen hugely with some border checks still being conducted using scraps of paper.

line

The Warning Index operates alongside another system called semaphore, but the NAO said the failure to integrate them meant staff still had to check passports manually and consult printed A4 sheets when probing suspicious vehicle registrations.

Amyas Morse, head of the NAO, said e-borders had not "delivered value for money".

"Some valuable capabilities have been added to our border defences during the life of this project, though their efficiency is impaired by a failure to replace old IT systems," he added.

Keith Vaz, chairman of the Home Affairs Select Committee, described the report as a "devastating indictment" of the e-borders project.

"With the terrorism threat level currently at severe, a failure to properly cover millions of people entering the country without having passenger information in advance gives a green light to people who wish to come to the UK for illegal or dangerous activity," he said.

line

**What are e-borders?**

* Launched in 2003, the scheme was originally meant to collect details from passenger lists of all people entering and leaving the UK
* The US firm handed the £750m contract, Raytheon, was fired by the coalition in 2010
* The e-borders contract was split in two with IBM and Serco given the job of getting a system in place at nine airports before the 2012 London Olympics
* In 2014, the director general of the UK Border Force said "full e-borders capability", as originally envisaged, would not be achieved, but the checks and screening would be incorporated into a new programme.

line

Immigration Minister James Brokenshire said every passenger arriving in the UK was checked against a range of watch lists.

"The e-borders programme was set up under the Labour government and when that contract ended in 2010, our immediate priority was to invest in stabilising the crucial but old-fashioned systems, to tackle the fast-evolving terrorist, criminal and illegal immigration threats faced by the UK.

"The Border Systems Portfolio, in conjunction with a range of programmes across security and law enforcement, is working effectively to keep our citizens safe and our country secure."

<https://www.bbc.com/news/uk-34988913>

Very good PDF

<https://pmworldlibrary.net/wp-content/uploads/2016/03/pmwj44-Mar2016-Alami-uk-eborders-project-failure-featured-paper.pdf>

The e-borders programme by the UK Home Office has failed to achieve its desired result despite spending £830m between 2003 and 2015, according to the National Audit Office.

The programme was set up in 2003 in an attempt to improve border security by collecting data of passengers who enter the country by air, rail and sea by gathering and processing data on them before they reach the border.

However, according to a report from the National Audit Office (NAO), the programme has been slated as "highly manual and inefficient".

In an attempt to implement its e-borders programme, the Home Office entered into a contract with US-based technology and defence company Raytheon in 2007.

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However, the contract was terminated citing failure of deliver milestones in July 2010, for which the Home office had to bear £150m in settlement charges to[Raytheon](http://www.cbronline.com/news/cybersecurity/business/home-office-raytheon-finally-settle-eborders-dispute-4542736) and spend £35m on legal costs.

The report by the [NAO](http://www.cbronline.com/news/enterprise-it/software/uk-national-audit-office-to-investigate-ofcom-4g-spectrum-auction-150413) also reveals that the department spent over £340m on the programme between 2006-7 and 2010-11.

Though NAO acknowledged the fact that the programme developed new capabilities to receive and analyse data on those travelling to and from the UK.

It said that the quantity of data analysed was not enough, as it only managed to analyse 86% of passengers travelling to the UK in 2015, when compared to the target of 95% by December 2010.

POLL

[Privacy Policy](https://leadmonitor.ai/privacy-policy/%20)

The Home Office also spent £89m on improving vital systems between 2011-12 and 2014-15, which should have been replaced by e-border programme instead.

[NAO](http://www.cbronline.com/news/national-audit-office-questions-accuracy-of-gov-it-savings-4320224) head Amyas Morse said: "The e-borders programme began in 2003, with an ambition which has remained largely unchanged in the intervening years.

"It was due to have been completed in 2011.

"Since we are now in 2015, with the Home Office still not having delivered the original vision after expenditure of £830 million, I cannot view e-borders as having delivered value for money.

"Some valuable capabilities have been added to our border defences during the life of this project, though their efficiency is impaired by a failure to replace old IT systems."

The report has surfaced at a time when there is high alert across Europe following the Paris attacks.

Reports are also surfacing that up to 800 people may have travelled from the UK to Syria and Iraq to fight for ISIS, reported Financial Times.  
**This article is from the CBROnline archive: some formatting and images may not be present.**

<https://techmonitor.ai/techonology/software/home-office-wastes-830m-in-e-borders-failure-4743092>

The[Home Office](http://www.ft.com/topics/organisations/UK_Home_Office) has failed to deliver fully on its e-borders programme, despite spending £830m, according to a report published on Thursday by the UK’s spending watchdog.

The programme, launched in 2003, was designed to improve security by collecting data as passengers leave and enter the country, but has been mired in difficulties.

Raytheon, a US defence company, was stripped of the contract to build the technology in 2010 after being accused of failing to deliver fully, leading to a legal wrangle that saddled the Home Office with a £150m settlement and $35m in legal costs.

Besides this, about £340m is said to have been spent on the original e-borders system and £303 on successor programmes.

The [National Audit Office](http://www.ft.com/topics/organisations/UK_National_Audit_Office) report comes amid a heightened alert following the Paris terrorist attack last month, and after reports that up to 800 people may have travelled from the UK to Syria and Iraq to fight for the violent Islamist group Isis.

Sir Charles Montgomery, director-general of the Border Force agency, told MPs on Wednesday that Britain’s frontiers were “among the strongest in the liberal free world”.

The NAO said that, while the programme had increased Britain’s capabilities, it was falling short in some key areas. It had managed to analyse only 86 per cent of the data collected on passengers travelling to the UK in September, compared with a target of 95 per cent.

Sir Amyas Morse, who heads the watchdog, said: “It was due to have been completed in 2011. Since we are now in 2015, with the Home Office still not having delivered the original vision after expenditure of £830m, I cannot view e-borders as having delivered value for money.”

**It was due to have been completed in 2011. Since we are now in 2015, with the Home Office still not having delivered the original vision after expenditure of £830m, I cannot view e-borders as having delivered value for money**

**Sir Amyas Morse, head of NAO**

The NAO said the Home Office lacked a “consistent strategy” to deliver a programme on this scale — failing to build an integrated system that processed all the information it received. It noted “extensive” amounts of work being carried out manually and often duplicated. The Home Office spent £89m over four years patching up an old system that e-borders was supposed to have replaced.

The department had yet to build an integrated system, and processes were therefore inefficient, with the Home Office unable to exploit fully the potential of the data it was receiving.

Current processes included extensive manual effort, duplication of effort, and restrictions on the use that could be made of travel history records.

Between 2011-12 and 2014-15, the department had spent £89m improving systems that e-borders should have replaced, and information about travellers was still being processed on two systems that did not share data or analysis effectively.

The report found several reasons for the failure to deliver. The department lacked a consistent strategy or realistic plan for delivery. According to the NAO, the delivery plans for e-borders were too ambitious to be achievable in the time envisaged, and the department had struggled to decide how to take the vision forwards since the cancellation of the e-borders contract.

The NAO said it expected air traffic to increase by a third by 2030, while the overall number of passengers entering the UK reached 118m in 2014-15.

The e-borders programme aims to cross-check advance passenger data provided by about 600 airlines, ferry and train companies against individuals highlighted by up to 30 government agencies.

James Brokenshire, the Home Office immigration minister, said: “Every passenger arriving in the UK is checked against a range of watchlists. The Border Systems Portfolio, in conjunction with a range of programmes across security and law enforcement, is working effectively to keep our citizens safe and our country secure.”

He added: “The new Digital Services at the Border programme has already delivered a number of improvements and will continue to do so over the next three years.”

https://www.ft.com/content/ed156742-990f-11e5-95c7-d47aa298f769