Solution for accelerating border crossing at Eurotunnel in the frame of the Brexit

Frontex Industry Roundtable - Sep 2

Making EU land and sea border crossing s and secure - Operational solutions

IN Groupe

Eurotunnel: economic footprint of the Channel Tunnel in the EU

Source: GETLINK

25% of trade between the United Kingdom and continental Europe goes through the Channel Tunnel

Eurotunnel: economic footprint of the Channel Tunnel in the EU

Source: GETLINK

More than 21 million passengers, on all services, have travelled through the Channel Tunnel, which amount to a daily average of 57,000 passengers
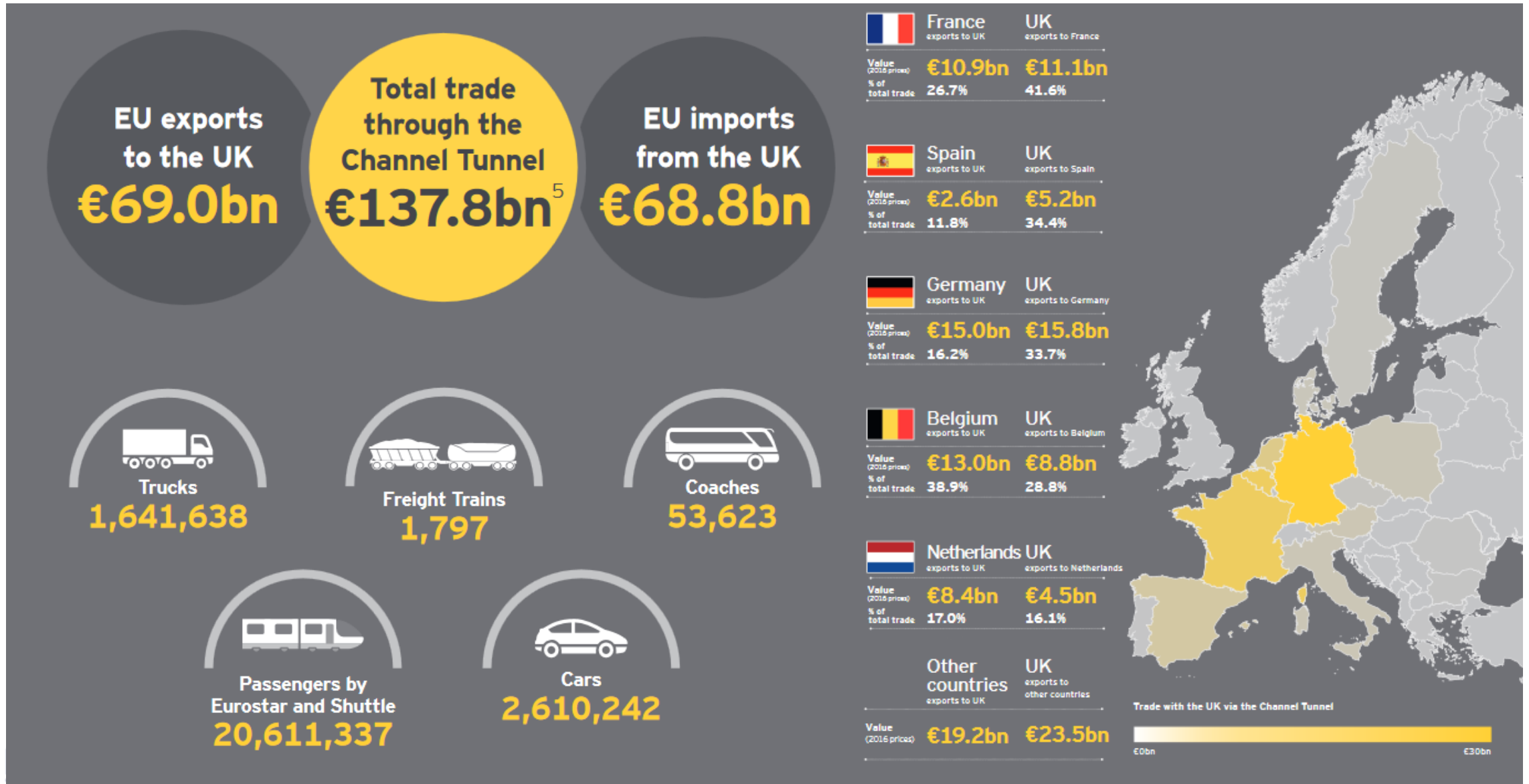
Eurotunnel: economic footprint of the Channel Tunnel in the EU

Source: GETLINK

The rail Shuttle transport system of Eurotunnel carries more than 2.6 million cars and coaches and 1.7 million trucks every year

Eurotunnel: a part of the «just-in-time» production sequence

EU exports to the UK
€69.0bn

Total trade through the Channel Tunnel
€137.8bn [5]

EU imports from the UK
€68.8bn

Trucks
1,641,638

Freight Trains
1,797

Coaches
53,623

Passengers by Eurostar and Shuttle
20,611,337

Cars
2,610,242

	France exports to UK	UK exports to France
Value (2016 prices)	€10.9bn	€11.1bn
% of total trade	26.7%	41.6%

	Spain exports to UK	UK exports to Spain
Value (2016 prices)	€2.6bn	€5.2bn
% of total trade	11.8%	34.4%

	Germany exports to UK	UK exports to Germany
Value (2016 prices)	€15.0bn	€15.8bn
% of total trade	16.2%	33.7%

	Belgium exports to UK	UK exports to Belgium
Value (2016 prices)	€13.0bn	€8.8bn
% of total trade	38.9%	28.8%

	Netherlands exports to UK	UK exports to Netherlands
Value (2016 prices)	€8.4bn	€4.5bn
% of total trade	17.0%	16.1%

	Other countries exports to UK	UK exports to other countries
Value (2016 prices)	€19.2bn	€23.5bn

Trade with the UK via the Channel Tunnel
€0bn — €30bn

Eurotunnel: supports routes both across Europe (East-West, North-south)

Road traffic routes used on the European Mainland side:

**52%** of Channel Tunnel traffic uses the E40 via Ghent

20% uses the A26

10% the A25, Dunkirk-Lille

11% the A16 beyond Boulogne

Road traffic routes used on the UK side:

54% of traffic travels on the M25 via the Dartford tunnel/bridge

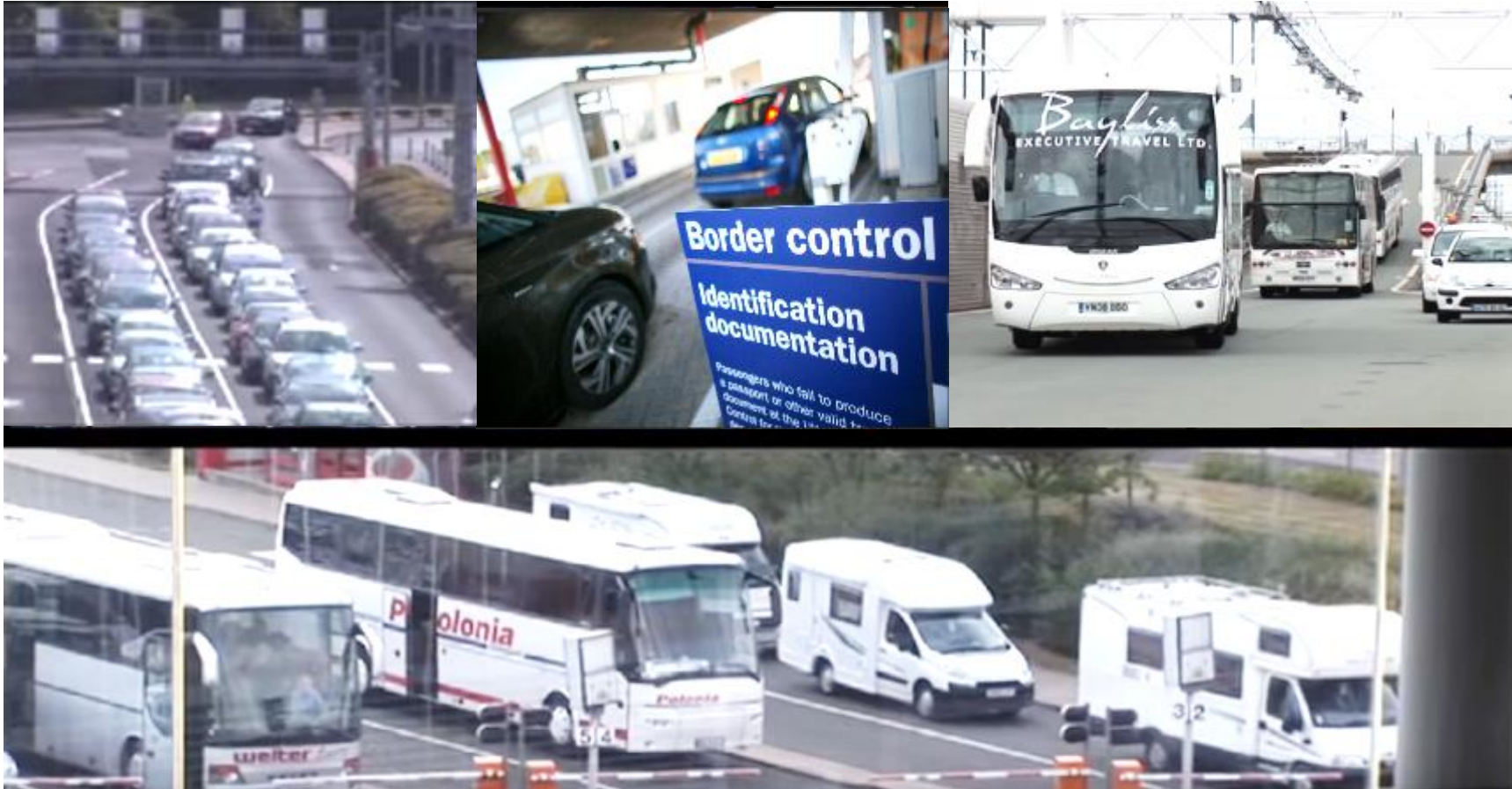**15%** of northbound traffic uses the M25 via Heathrow

35% of vehicles that travel via the Tunnel use the M1

Figure 3: Main road transport routes using the Channel Tunnel
Source: JMJ Conseil

In thousands of units
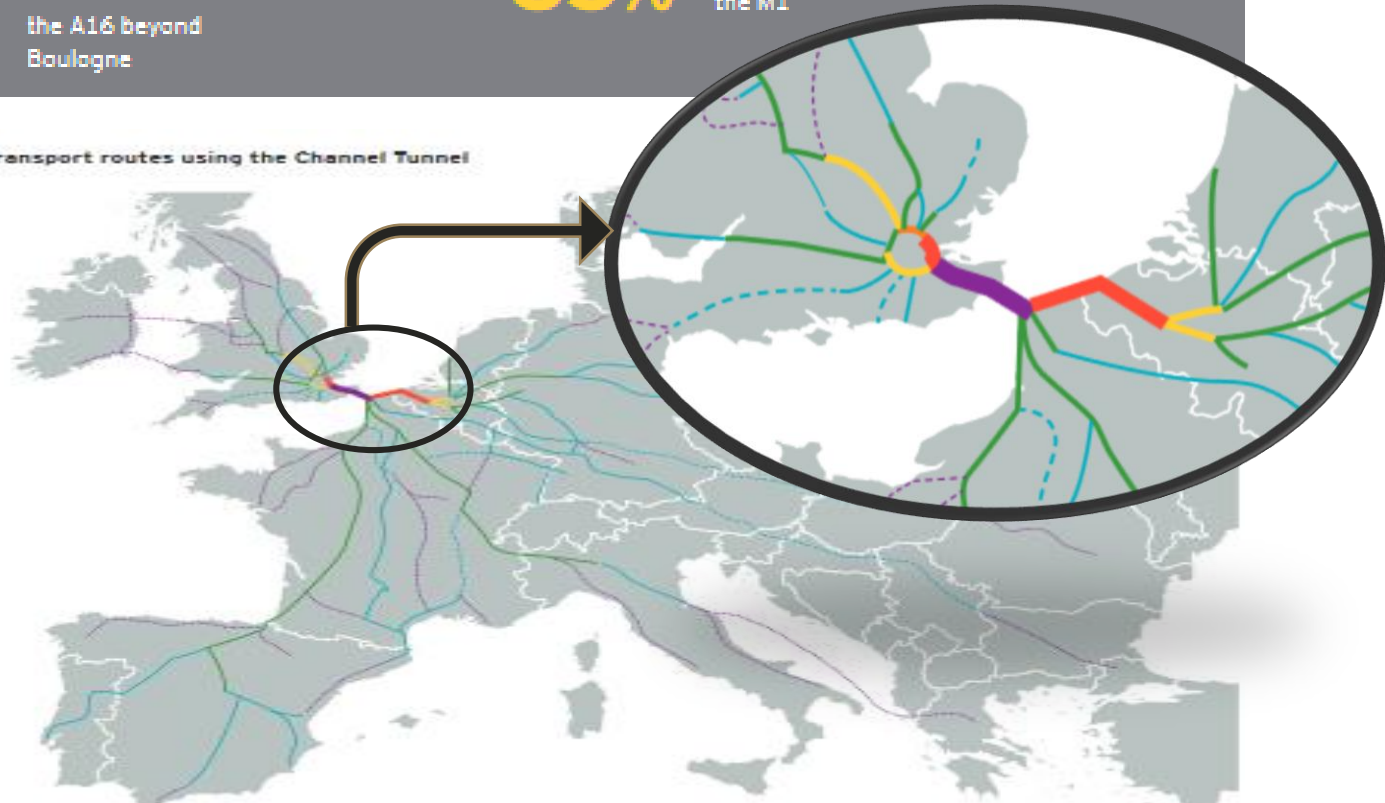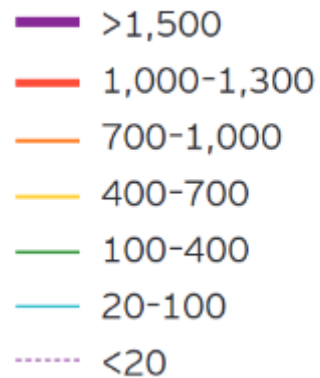
— >1,500
— 1,000-1,300
— 700-1,000
— 400-700
— 100-400
— 20-100
······ <20

IN GROUPE

The Channel Tunnel is also a convenient and rapid route for tourism and migration over Europe

Around 21 million passengers travelled through the Channel Tunnel last year, amounting to around 57,000 everyday.
Of this 10,3 million travelled on the Eurostar to cross the Channel.

For these reasons the Channel tunnel will continue to play an integral role in the trade and cultural relationship between the UK and Europe, even within a post-brexit world

First challenge: optimize border control flow for the 54 000 coaches, crossing the Channel each year

The Challenge

While the outcome of Brexit remains very much uncertain, deal or no deal, there are some pointers as to how the Channel could look if the UK leaves the bloc without a deal.

English Channel has also massive implications for Ireland as well. 80 percent of Ireland's road freight to the rest of the EU goes through Britain and on to continental Europe from there, via the Channel. After Brexit, Irish still using this route could potentially have to cross the border 4 times. Keeping that in mind, this really is Brexit's other border.

Regarding coaches, they are around 150 everyday taking the Channel (with exception of pick points).
So roughly 6 000 travelers a day.

Delays for each coach is not an option, and checking around 40 people by bus, could be long without process automation (eGate),

Simulated impact of queues at Dover dues to custom checks

The research, led by Dr Ke Han, found the current vehicle check time is about two minutes, which can lead to queues of almost 10 miles during peak times, between 16:00 and 19:00.

Queues on the M20 and A20 between Maidstone and Dover would reach 29.3 miles if checks took an average of four minutes, they found.

Post-Brexit Dover border checks could cause huge queues
Estimated length of peak time M20/A20 traffic queue in 2018, by length of customs check*

02:00
2 minute check
(current average)
9.7 miles

03:00
3 minute check
19.8 miles

04:00
4 minute check
39.6 miles

* A queue is defined by the source as a road segment with an average travel speed below 10 km/h.
@StatistaCharts   Source: Imperial College London

statista

Objectives

- Aiming for frictionless border with Europe after Brexit

- Enhance process automation (eGate) for Coaches and pedestrians to increase fluidity

- Biometrics capabilities to improve rapidity and security

- New facilities and services to offer better comfort and seamless experience to the traveler

- Regardless of the direction of travel, all border control checks are completed before boarding the shuttle. Therefore, on arrival, the coach can proceed directly from the shuttle and onto the autoroute or motorway network without further delay.

Source: GETLINK

ABC Gates for coaches

Process

- Border control checks are completed before boarding the shuttle

- Coaches have dedicated lanes and dedicated border force booth

- Passengers are requested to leave the coaches for identity verification through ABC Gates or manual checks for complex situation

- After ID and luggage check, travelers return to coaches

- Coaches can proceed directly from the shuttle and onto the autoroute or motorway network without further delay
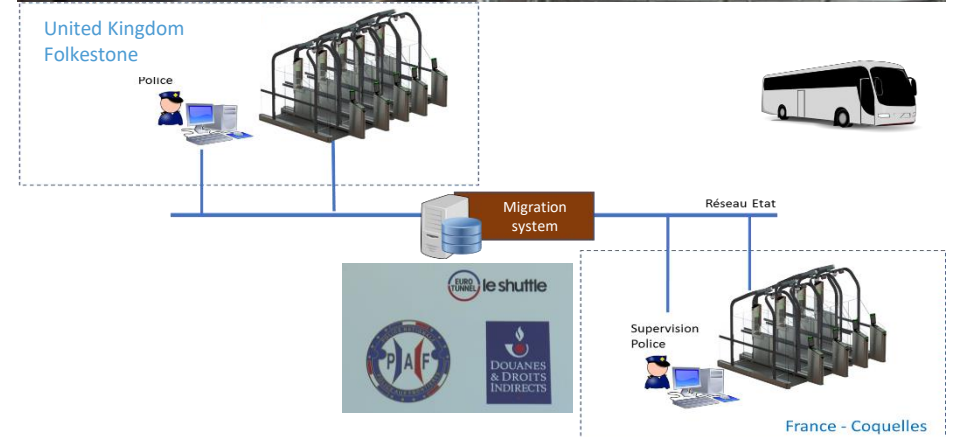
Source: GETLINK

Fast ABC Gates for coaches

Efficient

- Proven technology

- Fast, robust, efficient

- Easily adopted by travelers

Multi-Biometric matching

- Face recognition
(easily upgradable for Fingerprint and Iris)

- Ready for next generation passenger
processing and seamless border

Connected with border control systems

- Supervised by local border force

- Connection with state member database
…. and European IT systems & services

Source: GETLINK

Benefits

- First European land border with process automation: ABC Gates

- Channel Tunnel passenger volume similar to an airport with a size of 11M PAX/year

- Eurotunnel site area : 660 hectares (equivalent to Paris-Charles de Gaulle airport)

- Eurotunnel is the largest employer in the Haut de France region

- Improves service to passengers in the context of enhanced checks (Brexit)

- Reduce delays and queues thanks to IN Groupe patented biometric technology and ABC gate co-designed by IN Groupe & Gunnebo

- Quick project deployment and high quality maintenance (IN Groupe strongly involved in governments border projects)

Go live in March 29th, 2019

Futures challenges … trucks and vehicles (car, bikes, …)

New implementations to come for Trucks ….
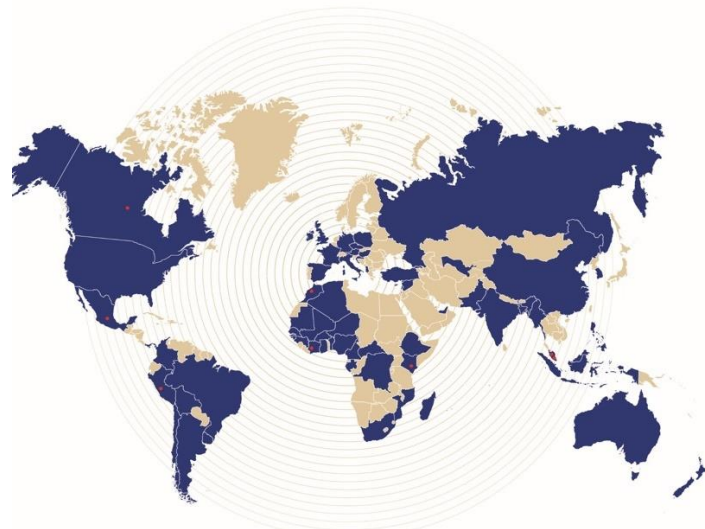
…. And for cars, bikes, pedestrians

…. Next Borders?

- Poland-Belarus?

- Romania-Moldavia?

- Romania-Ukraine?

- Slovakia-Ukraine?

- Hungary-Ukraine?

- Lithuania-Belarus?

- Letvia-Belarus?

- Letvia-Russia?

- Estonia-Russia?

- Finland-Russia?

- French Ports?

IN GROUPE, SECURE DIGITAL SERVICES COMPANY

World Player
- Present in 77 countries, on 5 continents
- 1,000 employees on 12 sites, 4 of them in France
- €300 million in turnover

Present throughout the entire identity value chain and its associated services
- Components
- Documents
- Interoperable systems
- Services

2017
Full mastery of the entire value chain:
Incorporation of Thales group's identity and biometric technologies

2014
Skills are expanded:
Acquisition of the SPS company's secure electronic component activity

2006
Change in expertise:
Design and personalisation of secure state documents (introduction of 1st personalised electronic passport)

A partner of the French state since 1538

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[personal data, Art 4(1)(b) of Regulation (EC) No 1049/2001]

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