

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



eu-LISA Industry Roundtable - April 24th, 2019

Making EU land and sea border crossings seamless and secure

Operational solutions

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

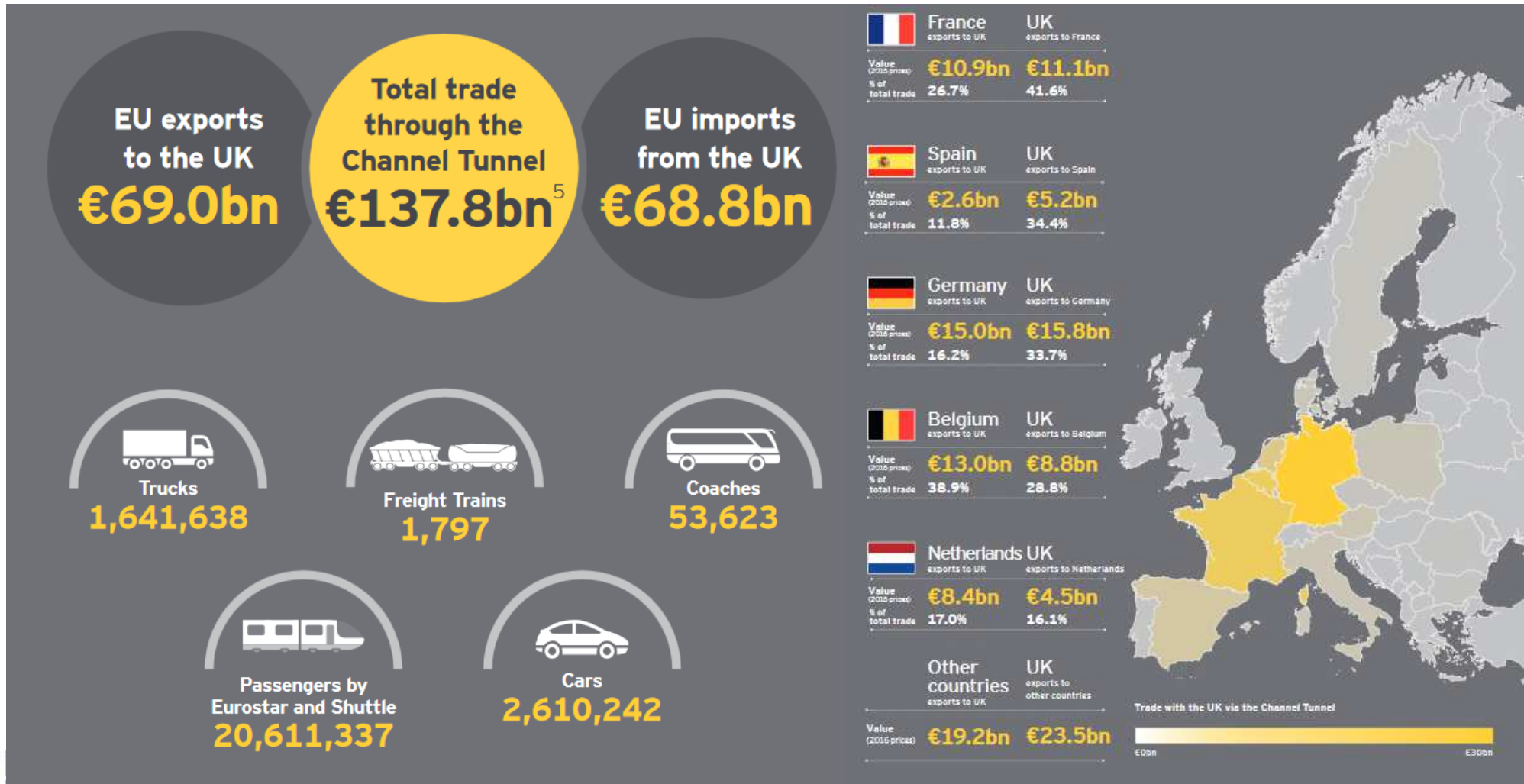
Eurotunnel: economic footprint of the Channel Tunnel in the EU



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



Source: GETLINK – EY June 2018 - An analysis of the value of trade travelling through the Channel Tunnel between the UK and EU countries

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:

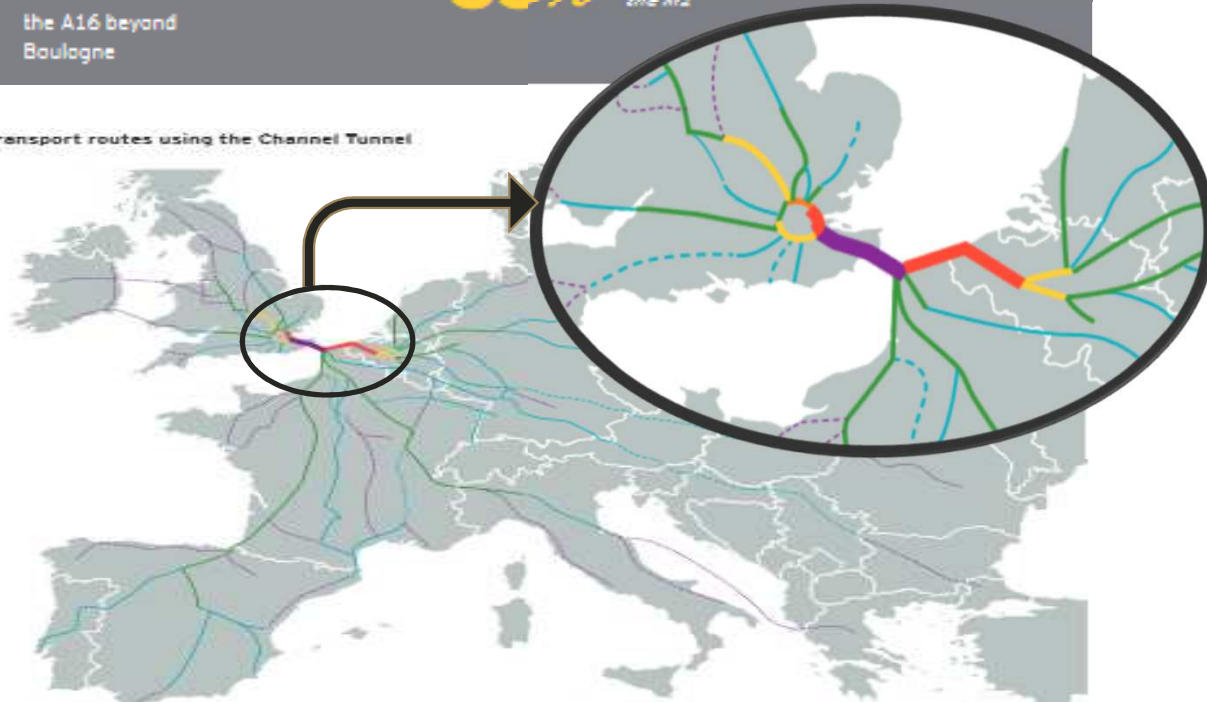
54%	of traffic travels on the M25 via the Dartford tunnel/bridge
15%	of northbound traffic uses the M25 via Heathrow
35%	of vehicles that travel via the Tunnel use the M1

Figure 3: Main road transport routes using the Channel Tunnel

Source: JMU Conseil

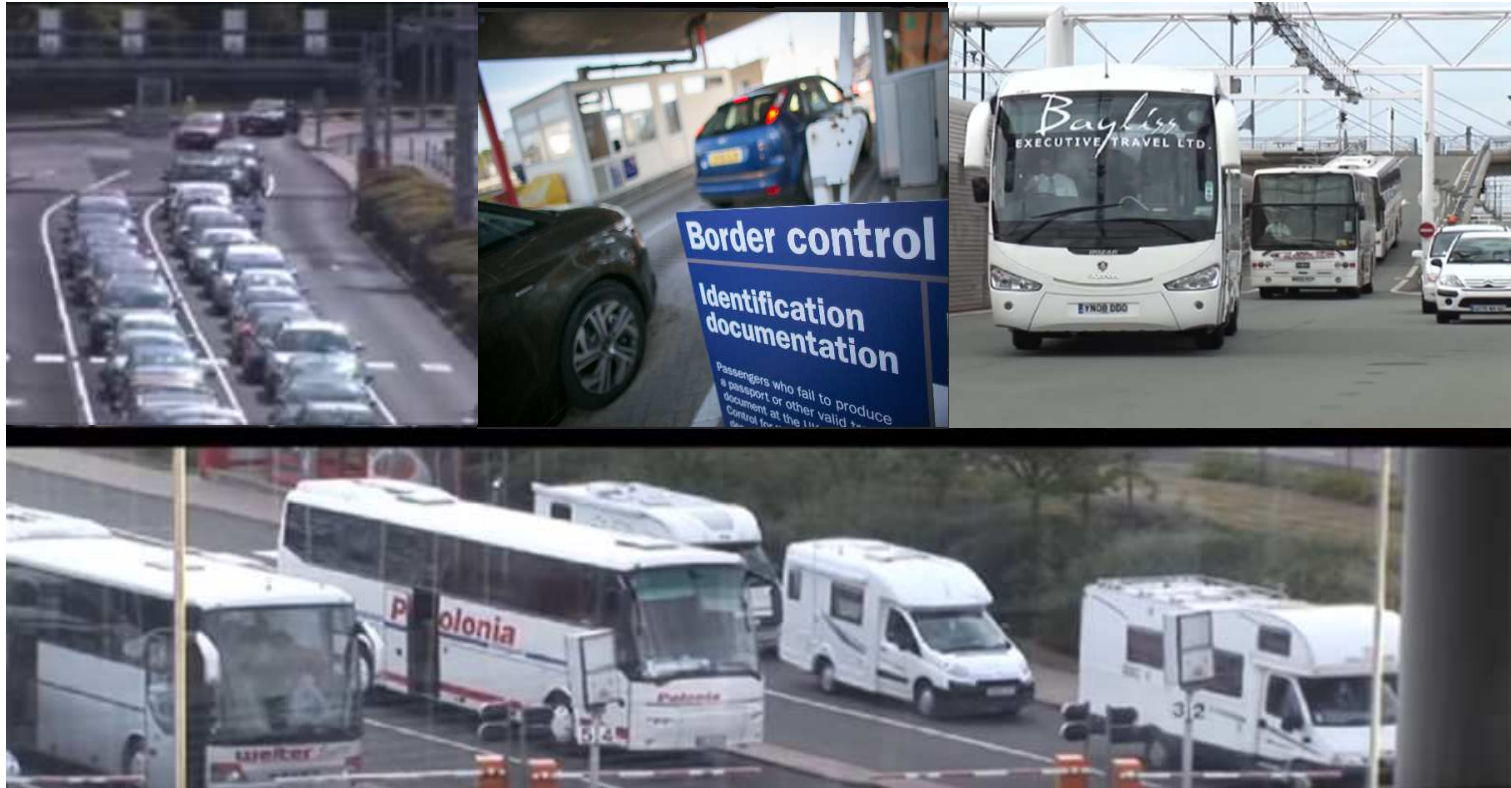
In thousands of units

—	>1,500
—	1,000-1,300
—	700-1,000
—	400-700
—	100-400
—	20-100
—	<20



Source: GETLINK – EY June 2018 - An analysis of the value of trade travelling through the Channel Tunnel between the UK and EU countries

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





Vidéo

<https://youtu.be/VPBpmPGxSI8>

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



Source: GETLINK

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



@StatistaCharts

* A queue is defined by the source as a road segment with an average travel speed below 10 km/h.

Source: Imperial College London

statista

Objectives

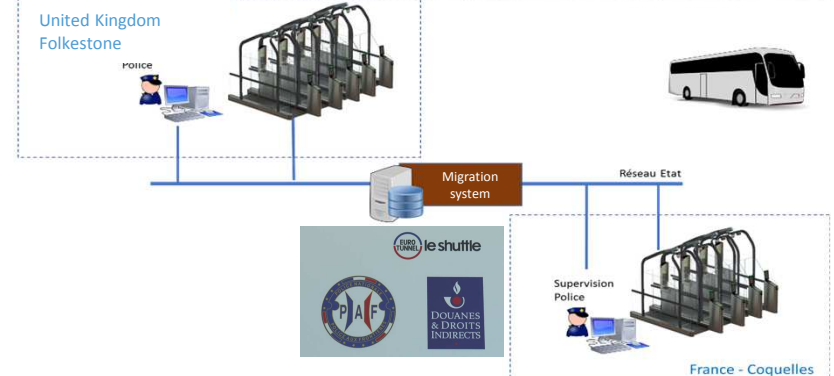
- Aiming for frictionless border with Europe after Brexit
- Enhance process automation (eGate) for Coaches and pedestrians to increase fluidity
- Biometrics capabilities to improve **rapidity** and **security**
- New facilities and services to offer better comfort and **seamless experience** to the traveler
- 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.



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



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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