

Cargo Screening Group (CSG)

Prof. Peter D. Zimmerman (King's College London)

Prof. Uwe Aickelin (U. Nottingham)

Dr. Peer-Olaf Siebers (Nottingham)

Prof. Tong Sun (City University London)

Dr. David Menachof (City University London)

Ms. Galina Sherman (City University London)

Visit to Calais

25-26 November 2008



The Technologies

- PMMW
- AVIAN (Advanced Vehicle Interrogation and Notification) Heartbeat Detector
- CO₂ Measurement Probe
- Canine Sniffers

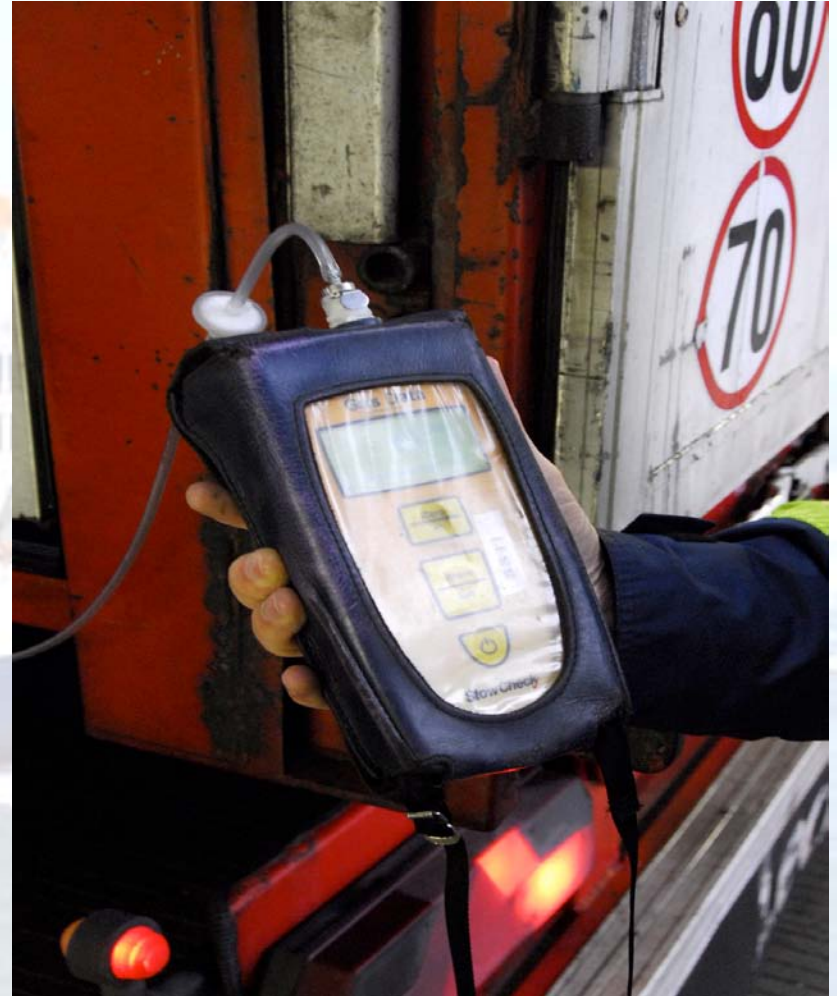


UK Inspection Sheds



Using the CO₂ Probe

- The CO₂ probe is a fairly sensitive detector of illegals (clandestines) hidden in soft-skin trucks, although there are some sources of false positives.
- Due to false positives, UK crew makes a brief visual inspection of every load.



Driving through the PMMW station



PMMMW



- Soft-sided lorries are screened with a Qinetiq-supplied passive millimeter wave imager

Inside the PMMW van



- The operator looks for irregular shapes and shadows, possibly indicating the presence of one or more clandestines

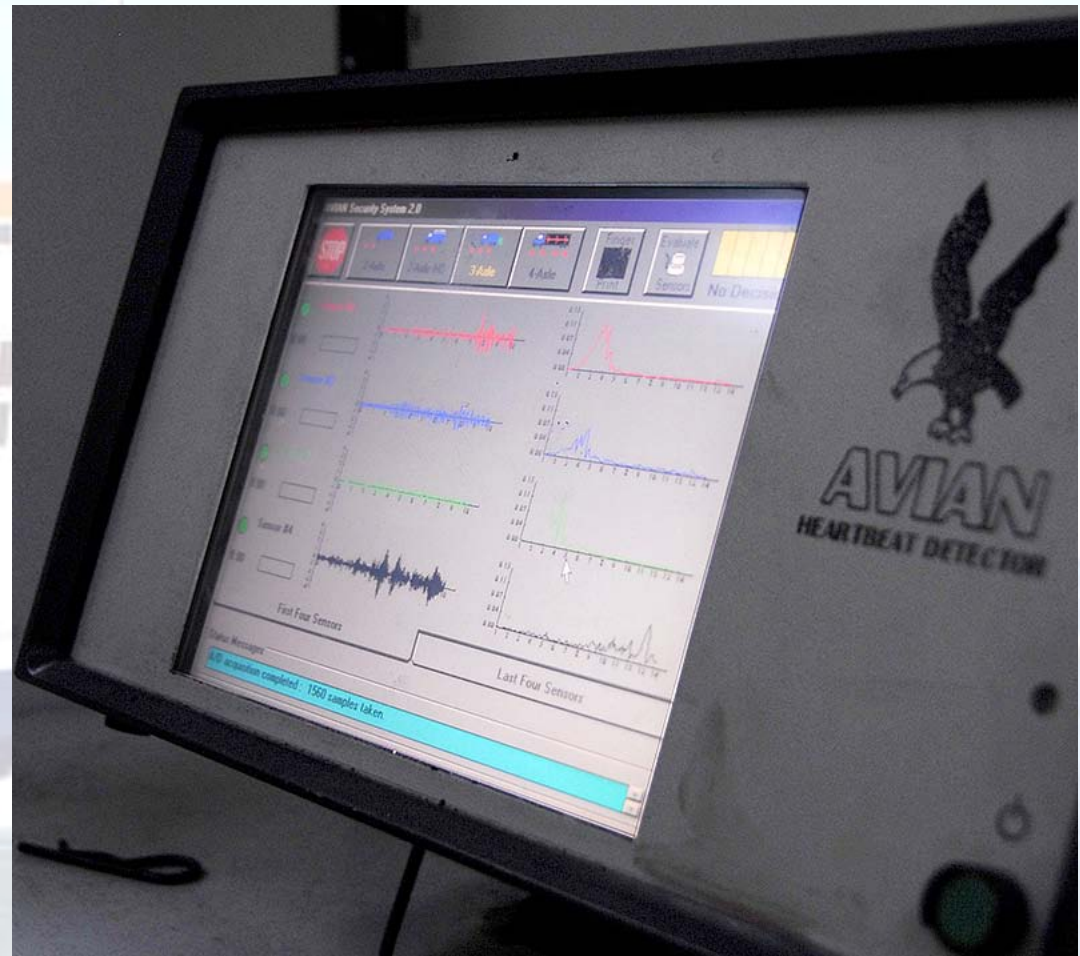
HBD Geophone



- Four of the “geophones” are placed on the chassis frame at various intervals
- HBD is the only technique employed by the French authorities to scan hard-sided lorries entering the Calais facility.

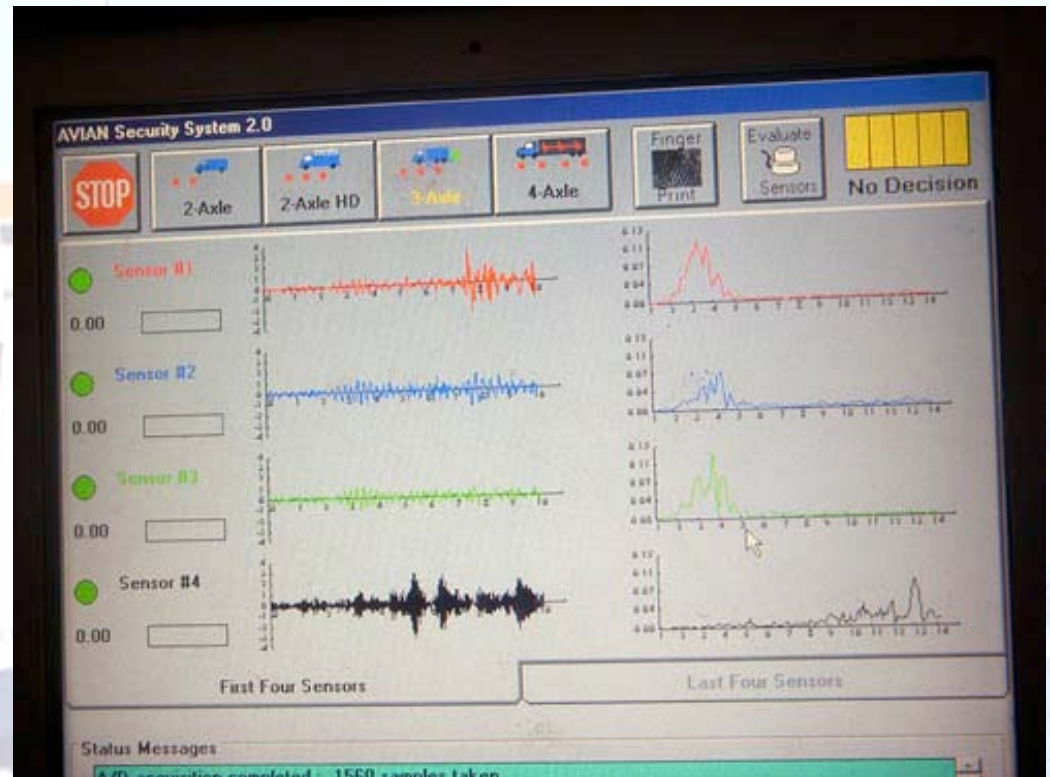
Inside the Heartbeat shed

- HBD uses several vibration sensors which are placed at various points on the frame of the trailers being searched
- Manufacturer's website contains no information about the principles on which it works



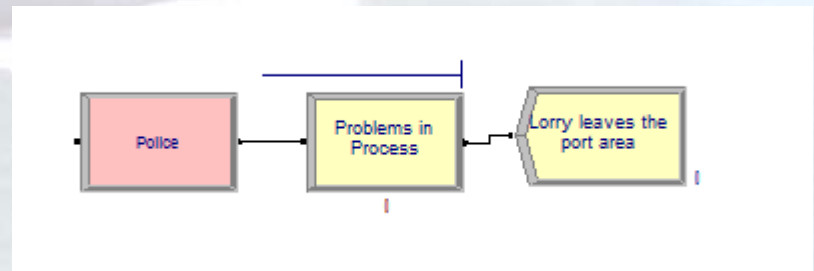
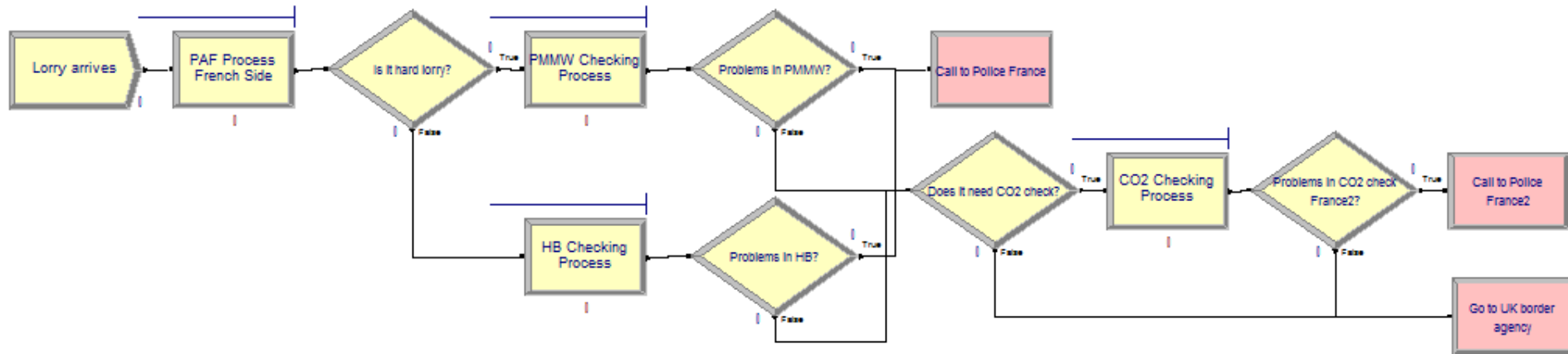
HBD in action

- The manual gives no hint as to the meanings of the traces on the screen

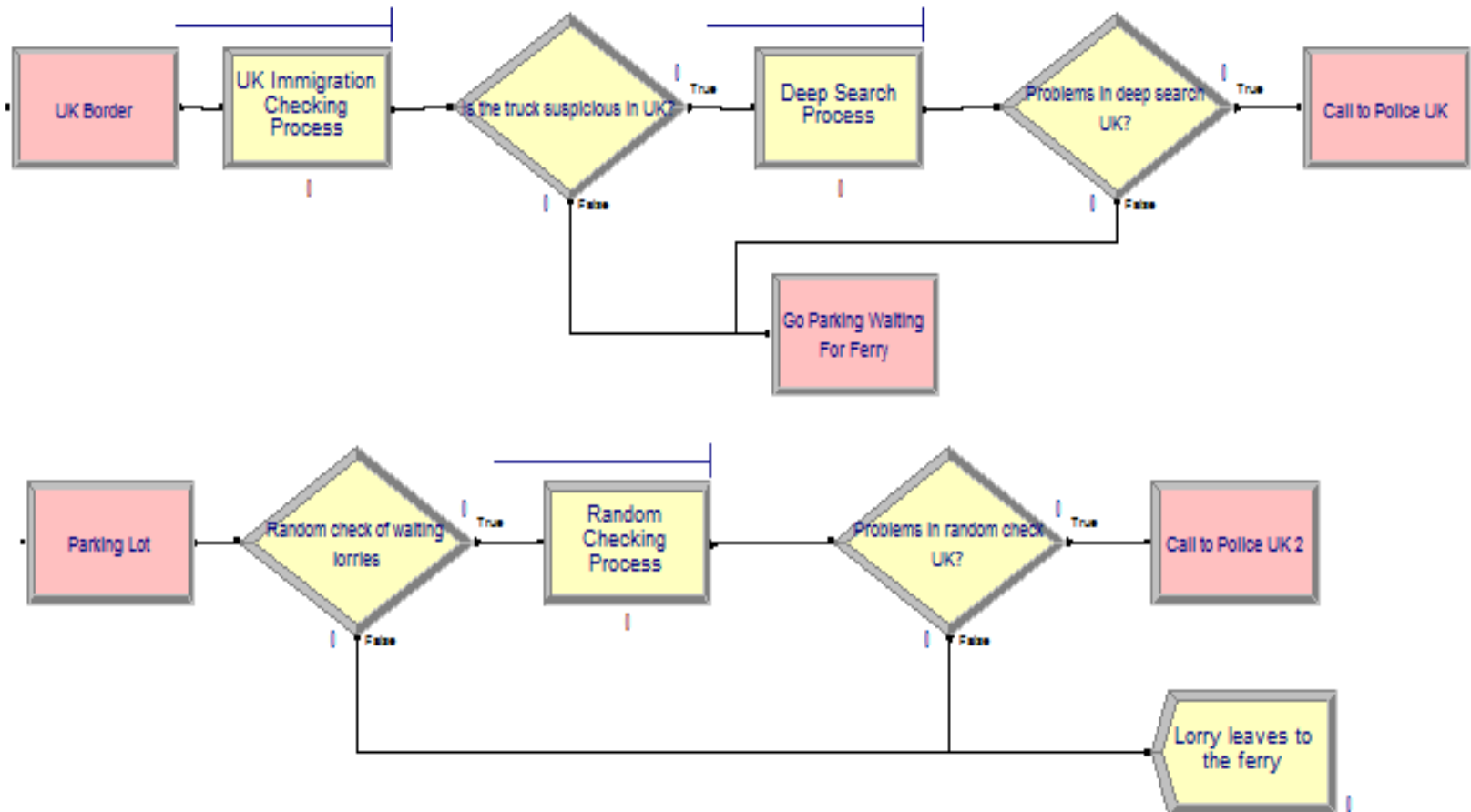


Controlled by CCI – Calais Chamber of Commerce

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Controlled by UK Border Agency



How is the system working?

- 100% screening is not 100% effective
- Over 7500 detected by CCI (8 months)
- However:
 - 2224 Caught by UKBA
 - 1712 Caught by ECS
 - 600 detected on Foot in Allocation lanes
 - And 602 caught in Dover linked to Calais