



CROSS CHANNEL PARTNERSHIP WORKING

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BORDER FORCE THE UK BORDER AGENCY

- The creation of a single border force to protect the UK borders has been the “Biggest shake-up of Britain’s border security for 40 years.”
- Integrating the work of the Border and Immigration Agency, Customs and UKvisas; overseas and at the main points of entry to the UK.
- Working closely with the Foreign and Commonwealth office (FCO) overseas network to meet the Government’s migration and border objectives.
- UK Border Agency is the second largest body of warranted officers in the UK.

UK - FRANCE - A KEY RELATIONSHIP

- Working closely and innovatively in our partnership with the French authorities to reduce illegal migration in Northern France making the border robust and secure.
- The UK and French Governments are both committed to combating illegal immigration. We work closely with French border police and carriers to monitor and prevent illegal immigration, exchange intelligence with European partners and carry out joint operations.
- France is in the top 10 priority country list for the UK Border Agency.
- A united front to increase juxtaposed detection rates and reduce UK clandestine intake – (reducing asylum claims).

CALAIS – THE CHALLENGE

- Calais port – high volumes of traffic (900,000 freight vehicles) travel from Calais to Dover each year
- The favoured route for clandestine entrants to the UK by concealment in vehicles. A nexus point to the UK. Each year thousands of people seek illegal passage across the Channel.
- We continue to encounter clandestines making multiple attempts to reach the UK. Over 28,000 individual attempts to cross the channel via juxtaposed controls illegally in 2008 (19,000 in Calais port alone).
- In 2009 we have detected over 11,000 clandestines at Calais port (individual attempts Jan – May) an 83% increase on the same period in 2008
- We use the latest range of detection technologies available and have strengthened and intensified our searching operations further through the introduction of human detection dogs, and Rapid Response teams.

CALAIS - THE CHALLENGES

- Organised clandestine groups use a variety of methods and are quick to change approach and exploit any perceived weaknesses in the search regime.
- Countering this is a real challenge due to the scale of the operation at Calais.
- We have achieved the right balance of establishing a robust secure border whilst not impeding the free movement of legitimate goods and bona fide travellers
- It is essential that all agencies have the capacity to be flexible, making fast real-time changes in their operational response.

COUNTERING THE THREAT AT JUXTAPOSED PORTS

- We continually look for more effective ways of breaking the cycle.
- Working together to make the Juxtaposed ports impenetrable to clandestines and sending a strong message to facilitators and others who would seek to travel to Northern France on route to the UK.
- The UK has committed to invest £15M in new detection technology (scanners), subject to a successful pilot in Calais, and in the relevant infrastructure and operational organisation required for the effective running of the new technology.
- The scanners would provide Primary Search screening, as freight vehicles enter the port of Calais. Following this screening freight would move to secondary zones based on risk based selection by (PAF/UKBA)
- The concentrations of illegal migrants in Calais is a joint burden with the French and this investment in to resolving the problem is one of the most significant ever seen at the juxtaposed controls.

NO BORDERS PROTEST case study 1

Calais and Coquelles 23-29 June 2009

- ‘No Borders’ protest camp and demonstration for the freedom of movement and an end to borders and all migration controls (500 -1000 protestors).
- We conducted a full risk assessment; initiated our contingency plans, liaised with commercial and port stakeholders and provided staff with incident awareness briefing.
- Working closely with the emergency planning committee (including representatives of the Securite Publique (Calais Police), PAF and Kent Police.
- Approx 1200 additional French law enforcement resources and military personnel were deployed throughout the protest.
- Senior Management Silver commander in place 24/7

NO BORDERS PROTEST - SUCCESSES

Calais and Coquelles

- Proficient handling and effective incident planning by all authorities.
- Good communications between all stakeholders ensured the integrity of our border controls were maintained throughout the demonstrations.
- Protest passed without significant incident.
- Priority was to safeguard our staff whilst maintaining the security of the border.
- Many positive lessons learned from the handling of this event.

OPERATION PANGLOSS: Channel Tunnel Fire Sept 08

Case study 2

The fire within the channel tunnel was initially reported as “localised and under control”

Full extent soon manifested:

- (a) one tunnel out of operation for several months
- (b) Eurotunnel capacity severely reduced
- (c) Knock on effect on total cross channel capacity became apparent
- (d) Effectively 80% of our travel arrangements were no longer viable, and very little had been done to plan for that eventuality.

Operation Pangloss was set up to provide intermediate support for the logistical aspect of the operation.

Over 1000 staff are deployed across Calais, Coquelles, Dunkirk, Boulogne, Paris and Brussels providing 24/7 (356 days coverage)

CHALLENGES & IMMEDIATE RESPONSE

- Challenges - to transport over 1,000 staff daily to France to secure the borders via Ferries.
- Immediate problems - travel for oncoming shifts, longer term arrangements, accommodation, TUS and staff objections, compulsory overtime, disruption to personal lives of staff.
- Commercial pressures: (space at premium, attracting high ticket prices, only legal obligation is to carry staff for Coquelles based officers – all others are in direct competition with the public).
- External factors beyond our control: Fishermen blockade (in juxtaposed ports), storms, staff dissent within carrying companies –who were also under pressure through increased passenger numbers.

SUCCESSSES

- Appointed a Gold and Silver commander to control and direct the escalating situation.
- Immediate engagement with carriers, other agencies, staff and TUS representatives ensured positive co-operation
- Staff showed perseverance, flexibility and commitment throughout.
- All port operators offered “express check in” arrangements to speed travel, reducing overtime / effective shift times.
- Staff resilience ensured the security of our borders was never at risk, successfully maintaining secure controls throughout the disruptive period.