

C-BORD

Project reference: 653323

Funded under:

[H2020-EU.3.7. - Secure societies - Protecting freedom and security of Europe and its citizens](#)

effective Container inspection at BORDer control points

From 2015-06-01 **to** 2018-11-30, ongoing project

Project details

Total cost: EUR 11 826 452,5	Topic(s): BES-09-2014 - Supply Chain Security topic 2: Technologies for inspections of large volume freight
EU contribution: EUR 11 826 452,5	Call for proposal: H2020-BES-2014 See other projects for this call
Coordinated in: France	Funding scheme: RIA - Research and Innovation action

Objective

Efficient NII (non-intrusive inspection) of containerised freight is critical to trade and society. Freight containers are potential means for smuggling (e.g. tobacco), illegal immigration, trafficking of drugs, mis-declared goods and dangerous illicit substances, including explosives, nuclear material, chemical and biological warfare agents and radioactively contaminated goods. One inspection NII technology cannot cope with all these targets.

The C-BORD Toolbox and Framework will address all these targets and enable customs to deploy comprehensive cost-effective container NII solutions to potentially protect all EU sea- and land-borders, satisfying a large range of container NII needs.

The C-BORD Toolbox will include 5 complementary innovative detection technologies: delivering improved X-rays, Target Neutron Interrogation, Photofission, Sniffing and Passive Detection. User interfaces and data will be integrated to optimise effectiveness and efficiency of end-users and systems.

The C-BORD Framework will help customs analyse their needs, design integrated solutions, and optimise the container inspection chain; it will address detection levels, false alarm levels, throughput, health & safety, logistics and cost & benefits.

C-BORD will increase the probability of finding illicit or dangerous content with at least equal throughput of containers per time unit, reduce the need for costly, time-consuming and dangerous manual container inspections by customs officials, and in case a container is opened, increase the probability of finding illicit materials. C-BORD involves stakeholders from 8 EU countries, as partners (5) and advisory group members (3). On 3 custom sites integrated solutions will be trialled, respectively addressing the needs of big seaports, small seaports and mobile land-borders. To optimise sustainable impact, C-BORD will actively engage with a large community, will support policy implementation, evolution and start early exploitation planning.

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