

**ANNEX 1**

**MULTI-ANNUAL PROGRAMME**

MEMBER STATE:	<b>GREECE</b>
FUND:	<b>EXTERNAL BORDERS FUND</b>
RESPONSIBLE AUTHORITY:	<b>MINISTRY OF INTERIOR/ HELLENIC POLICE HEADQUARTERS/FINANCE DIVISION</b>
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# 1. SITUATION IN THE MEMBER STATE

A description of the baseline situation in the Member State in the policy field covered by the Fund's objectives

## 1.1. The national situation and the migratory flows affecting it

The migration of nations and groups of people has always been an historical and sociological phenomenon throughout the length and breadth of our planet.

Greece has faced the problem of illegal immigration since the 1990s.

**Immigration problem (especially in terms of illegal immigration) started to get worse in Greece in the 1990s, taking on explosive proportions following political developments in Southeast Europe and the conflict in the Middle East and changing Greece from being a country of passing migrants and emigrants to a country in which illegal immigrants and economic refugees took up permanent residence.**

Until 2004 the alien population have been estimated around 900.000 people, who don't belong to EU member states or to the states of the European Free Trade Area or having the attribute of homogenous. If we include the EU citizens, the total number of aliens in Greece is 950.000 people. This figure exceeds the number of aliens who have been registered in the 2001 inventory at 200.000 people, so the percentage of aliens in relation to the total population has been increased to 8,5%. However, if the number of immigrants who possess homogenous card is added, the number will be increased at 1,15 million people, which constitutes the 10,3% of the total population.

Nevertheless, until today our country bears almost by her own, the burden of one of the biggest, in the EU, influx of migration flows of immigrants, which creates serious consequences in its socio-economic life.

Illegal immigration in Greece has doubled during the period 2005-2007. The majority of persons illegally entering the national territory aspire to settle in other European countries, members of the Schengen Area.

Various problems have been created by the constantly increasing flow of illegal immigrants, such as Illegal immigrant workers exploited by their employers and illegally entering immigrants whose transportation is organized by criminal trafficking groups. Characteristic examples are, also, the governors of boats, planes, and the bus drivers or other transportation means who transfer illegal immigrants without the appropriate travelling documents. Air companies, shipping companies or travel agencies accepting to transfer aliens who do not possess legal documents are also responsible. In addition, extra financial burden and social cost are added due to the need to provide the illegal immigrants with the appropriate accommodation, the medical, health and pharmaceutical care as well as the basic nutrition needs.

### 1.1.2. Institutional setup

The Greek authorities are seriously engaged in the effort to combat illegal immigration. The Hellenic Police (recently incorporated to the Ministry of Interior) is in principle assigned with tasks of land, sea and air border control, surveillance of land border and secondment of Immigration Liaison Officers in third countries as well as those related to policing and strategy measures for the combating of illegal migration. The Ministry of Mercantile Marine, Aegean and Island Policy via the Hellenic Coastguard, is responsible for the surveillance of maritime borders. The Ministry of Foreign Affairs addresses issues related to illegal immigration by ensuring a high level of consular services abroad.

Each of the above mentioned authorities has its own field of action. The coordination among them is ensured by the national legislation and by special Memorandum of cooperation, in all levels of their organization.

### Hellenic Police (H.P.)

The Ministry of Interior/ Hellenic Police focuses on the monitoring of land and air borders, as well as on the confrontation of cross-border criminality that is expressed with many ways, such as in the land, sea and air BCPs as well as the green borders.

The duties of Ministry of Interior/ Hellenic Police Headquarters are as follows :

- The essential controls of going through individuals at the authorized border crossing points (land, sea and air BCPs).
- The essential surveillance of land borders by the Border Police Units, which are distributed in three operational zones of survey and control and prosecution of Illegal Immigration.
- The target action for the investigation and arrest of illegal immigrants from Police Forces, the Border Guards and the control of the legal presence of third country national in the Greek territory.
- The imposition of strict penalties and economic sanctions against those individuals arrested for violation of human trafficking legislation.
- The deportations of arrested immigrants.
- The international co-operation with other countries (E.U. and Third Countries).
- The Bilateral co-operation with neighbour countries for the collaboration in the field of the border management and the transfer of the gained experience from the implementation of "Acquis Communautaire".
- The collection, elaboration, evaluation, analyses and dissemination of the gathered information, from ILO's, competent authorities of third countries, illegal migrants and other sources.
- The management of asylum policy.
- The fight against cross border crime and all forms of organized crime.

### Hellenic Coast Guard (HCG)

The Hellenic Coast Guard (HCG), which comprises the Central Service, the District Commands and the Port Authorities, was established in 1919 (L. 1753/1919 – Gov. Gazette 67 A'). It is a military structured authority, coming under the Ministry of Mercantile Marine, the Aegean and Island Policy (MMMAIP).

The operational guidelines determining the multifaceted activities of the MMMAIP and the HCG are included in the legal framework defining their function. According to the Presidential Decrees 242/1999 (Gov. Gazette 201 A') and 205/2007 (Gov. Gazette 231 A') the HCG is assigned to:

- Enforcement control at sea, at ports and on the coasts
- Policing of vessels, ports and the territorial waters
- Monitoring and implementation of all obligations arising from the Convention implementing the SCHENGEN Agreement as well as the coordination of Port Authorities for this purpose
- Search and Rescue at sea

- Maritime Safety
- Protection of the Marine Environment
- Facilitation of Transport by Sea
- Implementation of Port Policy
- Maritime Education
- Labour at sea
- Maritime Policy
- Supervision of Organizations, Foundations and social welfare funds and insurance funds of Seamen
- Supervision of the management, organization, administration and function of Ports
- Support of the Maritime Tourism
- Inspection of commercial vessels and Companies
- Representation of the country to International Organizations and EU Institutions for all matters under its responsibility
- Administration and function of all HCG personnel.

According to the Legislative Decree 444/1970: “Competences of the HCG – Relations with other Law Enforcement Agencies” (Gov. Gazette 39 A’), the policing at the maritime domain, extending to the ultimate point that sea reaches the land, on ships, at ports and their terrestrial zones defined as such, is implemented by the Minister of Mercantile Marine via the HCG (Central Service – District Commands and Port Authorities).

According to the L. 9714/1997 (Gov. Gazette A’) which ratified the Convention implementing the SCHENGEN Agreement, the HCG, the HP and the Customs are the national authorities responsible for implementing the SCHENGEN Acquis in Greece.

Furthermore, the HCG is assigned to the surveillance of maritime borders, as defined in article 2, point 11 (surveillance between the sea border crossing points) and article 12 of the Regulation (EC) no 562/2006 of the European Parliament and of the Council of 15 March 2006, establishing a Community Code on the rules governing the movement of persons across borders (Schengen Borders Code).

Therefore, HCG personnel exercise police powers in the areas of competence, according to article 21 of the Schengen Borders Code. Particularly, it is assigned to the conduct of police checks (Schengen Information System – SIS, National database) on the crews of cruise ships, cargo ships, coastal fishing vessels and pleasure boats as described in point 3.2. “Specific check procedures for certain types of shipping” of the ANNEX VI of the said Regulation.

The conduct of passport controls at the sea Border Crossing Points (BCPs), comes under the sole responsibility of the Hellenic Police (HP).

There are 7 District Commands (in Kavala, Volos, Tinos, Heraklio – Crete, Patras, Kerkyra and Thessaloniki) and their Heads are Superior HCG Officers.

According to the Presidential Decree 319/2001 (Gov. Gazette 217 A’), the District Commands are assigned to:

- General or ad hoc inspections of the Port Authorities to verify the effectiveness of their organization – function and fulfillment of the assigned tasks,
- Preliminary investigations or researches concerning any incident related to HCG personnel or infrastructure, as well as any felonies – misdemeanors, disciplinary offences committed by the HCG personnel

- Examination of every denunciation concerning the personnel of the Port Authorities which come under their responsibility and the carrying – out of investigations or administrative researches related to these denunciations
- Coordination of operations involving more than one Port Authority coming under their responsibility, aiming to the more effective confrontation of the arising situation.

### Port Authorities

There are in total 209 Port authorities ( **18** Central Port Authorities, **34** Port Authorities, **23** Secondary Port Authorities, **103** Port Stations and **31** Port Departments). The competences of the Port Authorities can be described as follows:

- General policing (control – surveillance) at ports, in the territorial waters (up to 6 nautical miles from the coasts) and the Vessels under the Greek flag in their area of responsibility
- Undertaking of measures against smuggling, illicit trade of antiquities, illegal immigration trafficking of drugs
- Implementation of appropriate provisions for the maritime transports
- Implementation of the rules for the safety of navigation
- Provision of safety of human lives at sea
- Monitoring of the naval accidents in their area of responsibility
- Implementation of the legislation for protection of the marine environment
- Undertaking of measures against any illegal construction affecting the natural configuration of the coastline
- Implementation of the legislation concerning the maritime tourism
- Monitoring of the fisheries at sea and implementation of all appropriate provisions

### Ministry Of Foreign Affairs

The Ministry of Foreign Affairs, through its Consular Services, has the authority to examine visa applications of third country nationals, thus monitoring people who intend to enter Greece and the Schengen Area.

According to the Convention for the implementation of the Schengen Agreement, as well as the Statute of the Ministry of Foreign Affairs, Greek Consular Services are the principal national authority, authorized to issue visas.

There are 134 Greek Consular Authorities around the world. They are in charge of a preliminary screening performed in order to distinguish between authentic and forged documents. This efficient management of visa applications is performed in compliance with the Schengen Acquis. This end is reached by use of specialised permanent, seconded and local personnel (currently up to 513 persons) and the necessary technical equipment (including an adequate number of PC devices for issuing visas, as well as other devices-look for further details below).

In addition, the Hellenic Police provides the MFA and its Consular Authorities with any necessary information related to visa applicants, due to their access to the national SIS data base (operated by the Hellenic Police).

The **VIS System** will be installed in the Greek Consular Services. The ST 2 Directorate (IT and Communications) for Computerisation, Communications and Information Technology is in charge of VIS development coordination at the MFA and its operation. The Hellenic Police,

as well as the National Intelligence Service (both belonging to the Ministry of Interior) are the national authorities who are entitled to have access to the data of the system (they are directly connected to). Therefore, these two Services, which operate the SIS System, will be able to juxtapose the data of the latter to the biometric ones of the VIS. Consequently, the Hellenic Police, provides the necessary information to border crossing points (falling under its jurisdiction) for persons that are to enter Greek territory.

### 1.1.2. Migration flows in Greece



Picture 1.

#### A. Greek-Albanian borders

Greece faces strong migratory pressure from Albania. In the years 2006 and 2007, 57.466 and 66.818 respectively Albanian illegal immigrants were arrested, while in the first semester of 2008, 33.395 Albanian illegal immigrants were arrested.

##### Modus Operandi

The nationals of Albania enter illegally in the Hellenic territory mainly on foot. They gather individually or with the assistance of a facilitator in small groups in cities and small villages close to the greek-albanian borders and mainly at night hours they enter in the Hellenic territory, through unprotected and inaccessible crossings.

Then they move on foot to the inland, trying to find work in the big urban centres or in the countryside regions, where they will be occupied in seasonal work.

In some cases they enter the country with the assistance of a facilitator and the use of vehicles. More specifically, the facilitator transports the Albanian nationals up to the greek-albanian borders and indicates them the way that they will cross illegally the borders to Greece. The vehicle crosses the passport control (usually from BCP Kakavia and BCP of Kristallopigi) and waits for the illegal immigrants in a predetermined area, close to the

borders in the Greek territory. As soon as the illegal immigrants cross illegally the borders, they meet with the facilitator and after they embark to the vehicle, they continue to the inland. The facilitators are usually Albanians and Greeks that cooperate with the network of immigration.

The extent and mainly the morphology of the greek-albanian borders (big mountains, rough ground), makes the work of the Hellenic authorities more difficult, for the monitoring and surveillance of all extent of the borders and the detection of the illegal immigrants.



Picture 2.

## B. Greek-Turkish land borders

Greece faces proportional migratory pressure to the green and blue borders with Turkey as well. More specifically, in the years 2006 and 2007, 15.265 and 16.789 illegal immigrants were relatively arrested in the land borders. In addition, during the first semester of 2008, 5.728 illegal immigrants were arrested. The vast majority of these illegal immigrants were third country nationals.

### Modus Operandi

The illegal immigrants that come from Turkey are third country nationals, mainly from Asia and Africa. After they cross the eastern borders of Turkey with Iran and Iraq, legally or illegally, they are gathered by the networks of facilitators at Istanbul, where they stay for a few days or 2-3 months. They stay in various cheap hotels or other places provided by the facilitators, until their transportation to the greek-turkish borders (land or sea) is organized.

Some of the illegal immigrants reach Turkey direct from the African coasts (Egypt) and are gathered in the western turkish coasts, opposite to the Greek islands, until their transportation to the islands is organized (Picture 1). However, there have been incidents

where boats with illegal immigrants arrived in the coasts of Crete island and the coasts of south-western Peloponnesus, direct from the African coasts (Egypt and Libya) (Picture 1).

They are transported by their facilitator in the land borders (river Evros) with lorries, covered in a way that they cannot see and recognize the areas they cross by. Before the vehicles-trucks cross the passport control (BCP of Kipoi), they leave the illegal immigrants in an area close to the borders, indicating the way that will cross illegally the borders to the greek territory. When the vehicle crosses the passport control, waits for the illegal immigrants in a predetermined place in order to embark them to the vehicle and continue the trip to the inland. The facilitators are usually Turks and Greeks.

The illegal immigrants will continue their trip to the inland and they will get off in a city or will continue their trip to the countries of Western Europe. For their transportation pay 1.500 to 3.000 Euros to the facilitators, partly or totally after their arrival in their final destination.

Main points of passage of illegal immigrants are the regions: Feres, Tichero, Soufli (Picture 1 and 3).

Also in some cases, the illegal immigrants enter in the Bulgarian territory from Turkey and then with the assistance of the facilitators enter in the Greek territory.



Picture 3

### C. Return-Readmission of illegal immigrants.

#### Albania.

Greece has concluded a Police Cooperation Agreement with Albania. In this agreement there is a clause of readmission for those who are in irregular situation and entered illegally from the side of the other contracting party. According to this agreement, the Albanian nationals that enter illegally in the Greek territory are being returned to the neighbour country, in relatively short period of time.

## Turkey.

Greece has concluded a Readmission Protocol with Turkey, for those who are in irregular situation and entered illegally from the side of the other contracting party. However, Turkey does not properly comply with the provisions of the protocol, denying the readmission of illegal immigrants who entered its territory and finally crossed illegally the Greek borders.

**Land borders** faced the biggest mass influx, initially from Albania post-1991, and then from neighbouring Balkan states, due to the rapid political developments and upheavals in the Balkans at the time. This influx was facilitated by the length of Greece's external land borders (1.248 kilometres) and the terrain along its extensive external borders with Albania, Bulgaria, Turkey and the Former Yugoslav Republic of Macedonia.

Analytically the length of land borders of our country with neighbouring countries is the following:

- Length of land borders between Greece – Albania: 246 km
- Length of land borders between Greece – Bulgaria: 531 km
- Length of land borders between Greece – Turkey: 215 km.
- Length of land borders between Greece –FYROM: 256 km.

**TOTAL: 1248 km.**

The legislated points of passport control entry (BCPs) that are developed at length of external borders of our Country (land, sea and air), including the temporary ones, amount to 100 and are analyzed as follows:

- Air BCPs: 29
- Maritime BCPs: 55
- Land BCPs with Albania: 4
- Land BCPs with FYROM: 4
- Land BCPs with Bulgaria: 5
- Land BCPs with Turkey: 3

In any case, the rapid increase observed during the last years of arrested illegal immigrants and their facilitators is remarkable. A picture of this situation per frontier for years 2004 and 2005 is the following:

YEAR 2004				
FRONTIER	ARRESTED IMMIGRANTS	ILLEGAL	ARRESTED	FACILITATORS
Land with Albania	30.966			109
Land with FYROM	3.172			77
Land with Bulgaria	1.571			71
Land with Turkey	2.957			127
Maritime Borders	4.721			71

YEAR 2005		
FRONTIER	ARRESTED IMMIGRANTS	ILLEGAL ARRESTED FACILITATORS
Land with Albania	49.684	189
Land with FYROM	3.798	76
Land with Bulgaria	1.353	45
Land with Turkey	3.706	131
Maritime borders	4.967	59

YEAR 2006		
ALL FRONTIERS	ARRESTED IMMIGRANTS	ILLEGAL
	71.031	

YEAR 2007		
ALL FRONTIERS	ARRESTED IMMIGRANTS	ILLEGAL
	112.364	

### 1.1.3. Illegal Immigration to Greece

The most important aspects in terms of **seaborne illegal immigration** are as follows:

- a. the extensive Greek coastline (perimeter approximately 18.400 kilometres and surface area approximately 1.150.000 square kilometres), with the external borders of Greek territorial waters measuring a total of 8.670 kilometres;
- b. the large number of islands and islets (9.835), creating a space which can be approached from numerous directions (as proven by cases of illegal landing of immigrants on the shores of the Greek islands and mainland);
- c. the density (especially in summer) of maritime traffic in Greek maritime domain, which are plied by ships linking the western Mediterranean, the Adriatic Sea, the Middle East, North Africa and the Black Sea and by leisure craft (yachts, sailing boats etc.), the ports of origin, call and destination of which change (and/or are not notified to the Port Authorities).

In the case of Greece, the maritime routes used for transportation of illegal immigrants are relatively short, given the proximity of Turkish coasts (from which the vast majority of immigrants depart) to the shores of the eastern Aegean Sea islands (Mytilini, Chios, Samos, Agathonisi, Farmakonisi, Leros, Kos, Patmos) and illegal immigrants are therefore transported by fishing vessels, speed boats, or inflatable dinghies which carry a limited number of passengers.

There are considerably larger distances from Egypt or Libya to Crete island or south Peloponnesus (300 – 450 nautical miles), therefore larger fishing vessels, yachts, or even cargo vessels are used to transport larger number of illegal immigrants, having also in mind the bad weather conditions, especially during winter.

The vast majority of illegal immigrants arriving in Greece by sea, come mainly from **Turkey** and secondly **Egypt**, although an “African route” has recently been identified, with illegal immigrants carried by air from Asian countries (such as India) to West African countries (such as Guinea and Senegal) and then taken by sea (with no stopovers) to Greece (according to statements taken by aliens under arrest, illegal immigrants prefer and choose this particular route over the route via Turkey in order to avoid the possibility of being detected in the Aegean Sea by HCG vessels).

Very often, illegal immigration cases turn into search and rescue operations because:

a. having been detected by HCG vessels and in order to avoid their arrest, the immigrants’ smugglers throw the immigrants into the sea, knowing that the Greek vessels will give priority to pick up the people overboard;

b. having seen any HCG vessel, the illegal immigrants themselves destroy the boats they are onboard, by using razors or knives, so as to avoid diversion and obtain entry into Greece by being rescued;

c. accidents at sea (shipwrecks, running aground etc.) are often caused as a result of the poor state of the boats used, in combination with the poor skills of their skippers.

“The analysis of illegal immigration incidents shows that the main regions of the western Turkish coasts used by international organized criminal networks, are located near the cities of Ayvalik, Aliaga, Foca, Izmir (Basmane area), Alacati, Sigacik, Kusadasi, Bodrum, Datca, Marmaris, Antalya and Iskenderun.

As far as Egypt is concerned, the most “popular” departure point is the broader area of the Port of Damietta, as well as some isolated coasts around the city of Damietta.

As regards the main **methods used by immigrant smugglers** for their transportation, the following arise by the statistic analysis:

- The immigrants are embarked mainly on Turkish and secondly on Egyptian, Libyan coasts aboard a vessel (fishing, high speed boat, wooden – engine or steel boat, yacht, or cargo), with the smuggler traveling among them. After reaching the Greek coasts, the immigrants are disembarked and the smuggler returns back to the starting point.

- The vessel carrying the illegal immigrants, operated by the Turkish smuggler departs from the Turkish coast accompanied by a second vessel on which the smugglers collaborators are carried. During this trip, the smuggler instructs one or more of the immigrants on the way to operate the vessel and when they reach a point, usually close to the borderline, he abandons the vessel, embarks on the second vessel operated by his collaborators and returns to Turkey. Then, the vessel with the immigrants continues her trip headed to the point of disembarkation operated by the immigrants themselves.

- The Turkish smugglers are not aboard the transportation vessel, since they simply train an immigrant how to operate her and eventually he makes the transport himself from the Turkish coasts to the Greek islands.

- In the majority of seaborne illegal immigration cases, illegal immigrants embark on small, inflated rubber boats. They depart from various points of Asia Minor and disembark on the adjacent Eastern Aegean Sea islands. In these cases, Turkish facilitators provide the immigrants with rafts and their Greek collaborators channel them from these islands to the mainland, giving them instructions and tickets to use regular –line ferries.

- Illegal transportation of immigrants with big yachts, fishing boats or cargo ships is usually organized at the immigrants’ country of origin. Members of the criminal syndicates select different Greek coasts for disembarkation of the immigrants each time, provided that they are isolated.

**The international criminal networks** use several types of vessels, such as:

- speedboats (7-10 metres long), with two or three powerful engines (+250HP each), always two skippers, carrying 28-30 immigrants, usually destined for Evia or the Attica region and, sometimes, the Aegean Sea islands
- smaller fast boats (3-5 meters long), carrying 10-20 immigrants (the incidents take place in Lesvos, Chios, Samos, Kos and Simi islands, which are very close to Turkey),
- motor fishing vessels, 10-15 meters long, usually in poor condition, carrying 30-100 immigrants, usually in the eastern and central Aegean Sea islands
- sailing yachts, mainly for families of immigrants, usually with Ukrainian crews, carrying around 40 – 100 immigrants (the investigation has shown that some times they sailed from Istanbul (Turkey) to Egypt, in order to pick up the immigrants, ultimately destined for Greece or Italy),
- small inflatable and wooden boats (for which the immigrants have been advised by the smuggling links to sink or destroy, once they realize that they have been detected by the Vessels of the Hellenic Coast Guard, ensuring that they will be rescued by the HCG), carrying from 2-3 to 20-25 immigrants (the incidents occur frequently, namely several times daily, in the islands of Lesvos, Chios, Samos, Agathonisi, Farmakonisi, Kos and Patmos)
- motor vessels, usually about 50-70 meters long, carrying hundreds of immigrants (from 150-200 to 700-800), departing from Turkey with final destination Italy, through the high seas (outside Greek territorial waters) of the Aegean Sea
- large motor fishing vessels, about 18-23 meters long, in very poor condition, departing from the area near the port of Damietta (Egypt), carrying 120-150 immigrants, destined for Crete, southern Peloponnesus, or the southern coasts of Italy.

According to statements of arrested illegal immigrants, the price for illegal transportation varies from a few hundred USD to 8.000-10.000 USD or even more, depending on the duration/distance of the “journey”, the kind of vessel used, as well as its seaworthiness.

#### **1.1.4. Visa policy and entry conditions**

As regards conditions for entry in Greece and in the Schengen Area through the process of visa applications in Consular Authorities in non EU countries, many of third country nationals arrive at the borders of Europe with a legal visa, but with the clear intention of violating the terms on which it was granted (duration, terms of residence etc.), or they arrive on a forged visa or passport without any supporting documentation for the visa or the documents required in advance (e.g. work permit).

Thus Visa issuing, has become a great challenge for the Consular Authorities which are facing, the following difficulties:

- Many applicants are submitting false documents to the Consular Authorities, in order to acquire a Visa for entering Greece and thus the Schengen area.
- The migration flows have significantly increased, which means that the number of Visa applications have grown dramatically. The numbers, for instance, of A,B,C Visas that Greek Consular Authorities issued In the years 2005, 2006 and 2007 are 389.446, 494.717 and 557.443, respectively. The former figures are indicative of the increasingly upward trend in Visa applications and thus of the workload that our consular personnel has to administer in third countries.

- The management of works related to Visa issuing has become a very complex task, due to the heavy workload
- The task of identifying authentic and forged documents related to Visa applications has become very time consuming and difficult due to the high level of experience of the criminal groups in the falsification of documents

## 1.2. The measures undertaken by the Member State so far

The appropriate legislative, administrative, operational and technical measures taken by the competent Greek authorities for the purpose of external border control and surveillance are planned and implemented on the basis of the needs, the experience gained through these needs and the willingness at the political level for a more effectively management of external borders.

The policies developed and the measures taken to secure Greece's external borders are designed both to prevent and control illegal immigration as well as cross-border organised crime. In terms of preventive policy, the first level of the Border Security Model (namely border control) is the geographical space in which all measures are planned for implementation.

At the second level, controls are carried out at the external borders and the mainland having a repressive effect in practice.

As far as **legislative** measures are concerned, sanctions foreseen to the basic law on immigration (L. 3386/2005) as modified, apply to a very wide circle of culprits, viz.:

- aliens entering illegally;
- aliens working illegally;
- aliens trying to re-enter even though they have already been classified as undesirable aliens;
- aliens who make false declaration of their address, means of survival or other information;
- people smugglers;
- masters or pilots of ships or floating craft or aircraft and drivers of any means of transport carrying aliens or failing to honour their obligation not to agree to carry aliens to and from abroad without travel documents;
- airline or shipping companies or travel agencies which agree to carry aliens who are not in possession of legal entry documents;
- travel agencies and immigration agencies submitting supporting documentation for travel documents on behalf of aliens containing information which does not apply to that person;
- employers employing aliens illegally;
- employers who have confirmed that they will recruit specific aliens and cover their living expenses until such time as they obtain a residence permit and who fail to honour these obligations;
- managers of hotels, summer resorts, clinics and hospitals who fail to notify the authorities of incoming and outgoing aliens;
- any private individual who lets property to an alien without a passport or other travel document or entry visa or residence permit;
- notaries public who fail to honour their obligation to ascertain and record if the aliens appearing before them in order to draft notarial deeds have an entry visa and residence permit;

- persons who file an inaccurate declaration or confirmation in respect of their intention to house and keep foreign guests;
- employees of government departments, public corporations, local authorities, public utilities and social security organizations who break the law by providing their services to illegal aliens;
- governors of prisons and detention centres who fail to honour their obligation to confiscate, hold and return an alien's travel documents or other identity papers and any residence or work permit (on the prisoner's release);
- any person who helps an alien to enter or stay in Greece or obstructs the police in locating, arresting and deporting illegal aliens.

Concerning the **administrative measures**, the competent services of the Hellenic Police Headquarters, the Ministry of Foreign Affairs and the Ministry of Mercantile Marine, the Aegean and Island Policy monitor the implementation of measures by the regional and local authorities as well as the consular offices abroad and issue all appropriate administrative orders.

Furthermore, circulars are issued and instructions are posted on the Ministries' websites aiming to:

- Inform third country citizens about the conditions of legal entry and residence in the territory of Greece and the Schengen area
- Inform citizens about measures – practices taken at legislative and operational level, including incidents related to the management of external borders.

The measures implemented at the **operational level** basically aim to:

- locate immigrants attempting to cross the borders illegally and channel them to the existing reception mechanism
- combat the various forms of cross-border crime, both at border crossing points and on land and sea borders, including the arrest of members of organized criminal networks and breaking up these networks which facilitate the transportation of illegal immigrants and seize their means of transport
- facilitate the movement of persons crossing external borders and checks on their vehicles
- the cooperation between the competent Services of the Hellenic Police, the Hellenic Coast Guard and the Customs, at all levels of management (central – regional – tactical) in the common objective of combating illegal immigration and other serious types of cross-border crime
- the cooperation between the Greek Law Enforcement Authorities, the Authorities of other EU Member States and International Organizations (Frontex, Europol, Interpol), including the participation in joint operations to identify and break up organised illegal immigration networks
- achieve a high level of consular and visa issuing services contributing to the integrated border management system

**In terms of land borders**, measures to control cross-border crime, one form of which is the illegal crossing of external borders, are taken both at official border crossing points (by road, rail, air or sea) and at Greece's land borders. These measures are applied by the Hellenic Police, mainly through the border guards it employs and the Border Control Departments, set up under **law 2622/98** (Government Gazette 138/I/25.06.1998) in border

and frontier areas (at all types of official border crossing points and on the land borders), by the Illegal Immigration Prosecution Departments (within the country).

The control of the entry conditions is taking place, with the exceptions provided for in the Schengen Borders Code, at official border crossing points in Greece. The Hellenic Police is responsible for designing and applying these control measures and measures to allow the smooth crossing of persons and their vehicles.

The surveillance of the External land borders is implemented by the Hellenic Police, focusing geographically on areas between the official crossing points (“green borders”).

Aiming at the more effective protection of the **external maritime borders** the following measures have been taken:

- The formation of a special Strategic Plan (codenamed “Poseidonio”), to improve coordination between the national Authorities and Services involved in combating illegal immigration by sea. This plan takes account of the requirements of the SCHENGEN Convention, the need for police cooperation within the European Union and the recommendations of the special committee which visited Greece in October 1998, in order to evaluate the application of the “Acquis Communautaire”.

The strategy for achieving the detection of illegal immigrants, the apprehension of their facilitators and seizure of their transportation means is based on:

Collecting, evaluating and disseminating the relevant information, ensuring maximum possible coverage of territorial waters, taking also account of the geographical configuration along the continental and island shores of Greece and the modus operandi of organised illegal immigration networks, immediately mobilising the sea search and observation mechanism from all mobile surveillance systems and intercepting the targets identified as and when necessary

- The formation of Special Operational Plans by Port Authorities, in order to apply the “Poseidonio” Plan, also foreseeing the setting – up of Local Coordinating Committees, in which all local Authorities involved in managing maritime borders and dealing with incidents participate;
- The coordination and cooperation between all levels of maritime border management, viz. at central level (Directorates of Security – Operational Resources and Special Units at the Ministry of Mercantile Marine, the Aegean and Island Policy), at regional level (District Commands) and at local level (Port Authorities);
- The use of the existing HCG operational means (Vessels, Aircraft, Vehicles) for maritime border control/surveillance in Greece, the basic aim being to prevent illegal entry into Greece (and by extension into the single Schengen area) of third country nationals and the appropriate use of information;
- The assistance from the Armed Forces (Army, Navy and Air Force), whose purely auxiliary role is specified in the national Plan (Poseidonio). The Armed Forces have observation posts for surveillance of maritime areas for military purposes, the geo-strategic position of which provides a comparative advantage in the surveillance of Greece’s maritime areas especially in terms of illegal immigration and, also, maritime units patrolling in the high seas, providing special operational support to the HCG tasks, by notifying to the Port Authorities all detected “suspicious” targets in terms of illegal immigration;
- The training/further training of HCG personnel, in the basic aim of providing them a concrete and precise framework of legislation in force and practical guidelines to perform their tasks more effectively, as well as bringing them up to date with new technologies and methods towards a more effective management of maritime borders;

- The participation in European Joint Operations to combat illegal immigration, coordinated by Frontex, e.g. Poseidon (in Greece), Nautilus, Hermes, Zeus (abroad), using operational means and with the participation of HCG officers as observers at coordination Centres for the J.O.s held abroad;
- The establishment of the Vessels Traffic Management and Information System (VTMIS), the basic functions of which are to improve safety at sea, seaworthiness, the safety of life at sea and marine environmental protection. In addition to its basic functions, this system provides vital assistance to surveillance work, since all the information it collects is transmitted to the relevant Services of the MMMAIP, so that it can be used for security purposes. By way of example, the Greek VTMIS identified 1.302 cases of “suspicious” vessels’ sailing in 2006;
- The continuous operation of the Joint Rescue and Coordination Centre (JRCC), staffed by specialist HCG and Air Force personnel, the basic functions of which are to coordinate air and sea Search and Rescue operations and assist the emergency services by transporting patients or injured persons onboard HCG Vessels.

The HCG Operations Centre was established by L. 3569/2007 (Gov. Gazette 122 A’) and will be fully activated in the next months, operating at the new premises of the Ministry of Mercantile Marine, the Aegean and Island Policy, in Piraeus. It will be responsible for monitoring and coordinating all maritime operations at national level (except search and rescue operations which are managed by the JRCC next door). Its access to all national reporting/surveillance systems (VTMIS, AIS, VMS etc.) will be sought, so that an overall (rather than fragmentary) information on the situation (situational awareness) throughout Greece’s maritime domain is obtained and thus the manpower, operational means and other resources deployed can be managed more effectively and with “scale of economy” (savings).

All Services of the MMMAIP use the same communication network, particularly the HCG operational means use marine frequencies, therefore there is compatibility and interoperability among the HCG means, in terms of communication. Additionally, there is interoperability in communication between the HCG and the Hellenic Navy (HN).

Concerning the **Consular Authorities**, the Ministry of Foreign Affairs has tried to respond to the increasingly upward demand for visa issuing through a variety of measures that include:

- Detachment of additional seconded personnel to Consular posts, in order to deal with a surge of demand for visa issuing during specific periods (i.e the Greek General Consulate in Moscow issued 153.893 touristic visas only for the period between April-July 2008). However, the availability of personnel in the Ministry of Foreign Affairs (Central Service) is often limited and cannot deal with the problems related to the increasing trend of visa applications each year. Greek Consular Authorities, for instance, in Russia, Ukraine, Serbia and Albania, countries which come first in numbers of people who wish to enter Greece, either for tourism or for migration purposes, have recorded an increase in visas issued (A,B,C Visas) at the level of 36,11%, 23,87% and 9,55% respectively for the first seven months of 2008, compared to the respective period of the previous year.
- Application of a pilot project to modernise management of consular instruments (including Schengen visas) and manage accounting functions, standard deposits, expenses and treatment fees, the materials ledger and stocks of valuables transported (including standard entry visa vignettes). This software application was the outcome of contract no. 271/2005, signed between the Ministry and Q & R Consortium in November 2005. The Inspectorate General (the Directorate of the Ministry of Foreign Affairs entitled to exercise financial control on Consular Authorities) is the authority in charge of its implementation

and further development. The software application was delivered in December 2007 and installed at the Consulate General in London. Its operational parameters are to be fixed by the end of this year and the system will be ready for use from 2009. It is expected to be gradually installed in 157 Consular Posts and Embassies abroad, provided that new hardware (servers and PC devices) is available to support its operation (the existing PC devices in the Consular Offices are not enough and may not have the technical standards with related to speed and memory characteristics to run the software application). The system significantly shortens the time consuming process of managing Consular instruments and accounting functions and will thus enable the Consular personnel to better focus on the task of checking the authenticity of the documents of the visa-applicants.

- Training on consular issues, through the Diplomatic Academy, the main institution responsible for the initial and further training of the MFA employees and thus assigned with this task. One of its main activities is the organization of seminars on consular issues at a regular basis (three times a year) as well as on ad hoc occasions. The main scope of these seminars is to offer specialized training to the personnel who is or will be posted to consulates abroad, so it can deal efficiently with any consular issue. This training makes part of the Lifelong Learning Course and involves lectures on applying the Schengen acquis, issuing visas, recognizing forged documents, issuing certificates and other functions related to the smooth operation of the consular authorities. The seminars on consular issues can be attended by employees working at the capital or employees already posted abroad. However, the above mentioned seminars are theoretic and they cannot satisfy the ever growing need of the MFA employees for training, especially since they are not “tailor-made” for specific posts.

### 1.3. The total national resources allocated

For land borders and airports, the national resources allocated total approximately EUR **145.162.000,00** per annum (based on figures for the last four years, viz. 2004, 2005, 2006 and 2007). This figure includes rental expenditure by Border Control Departments and Illegal Immigration Prosecution Departments, border guard salaries, the cost of buying, running and servicing vehicles, the operational expenditure of the Hellenic Police Airborne Resources Department and expenditure on bed, board, medical care and tickets for third country nationals residing in Greece illegally between arrest and deportation. It also includes the cost of police involvement in deportation proceedings (escorting deportees).

The Hellenic Police personnel, that deals with the monitoring and control of external borders, amounts to 6.700. (Border Guard Services and Passport Control Services at the BCPs).

It is stressed that except the above mentioned personnel, the personnel of all the Police Divisions, stationed at the borders, having as main tasks traffic control, security duties etc, is also dealing with illegal immigration matters.

In the last years a wide scale reformation of the Hellenic Police has taken place through the foundation of New Departments which have pointed the great need for the Police to be reinforced with **material and technical equipment** on the one hand and for suitable **accommodation** to be found so as to support and assist their action on the other hand.

Concerning the transportation means in order to achieve its mission, the Hellenic Police as a whole possess:

- **(10.512)** various types of vehicles, but only **(616)** of these vehicles have been supplied the last two years, as follows :

**TABLE I.** Supply of transportation means for the years 2006-2007

	2006	2007
Financed from national budget	382	13
Financed from national budget and EU funds	30	191
	<b>412</b>	<b>204</b>

- **(5)**

helicopters and

- **(11)** navigable means for inland waters.

Out of the vehicles in circulation of Hellenic Police, roughly 64% is older than 5 years, with plenty of covered kilometres and consequently increase of mechanic damage is observed due to normal deterioration, while 90% of the vehicles are not covered any more by the limits guarantee of good operation.

Indicatively, from 2005 up to today, **(1.131)** vehicles have been judged as not economically exploitable and erased from the force of vehicles of the Hellenic Police (TABLE II), while we estimate that roughly **4.000** vehicles will be withdrawn until 2010, as over aged, **(38% of the total of vehicles of the Hellenic Police)**.

TABLE II. Vehicles of Hellenic Police that have been judged as not economically exploitable

REASONS	2005	2006	2007
<b>OVER AGED</b>	412	291	150
<b>ROAD ACCIDENT</b>	88	75	86
<b>OTHER REASONS</b>	11	4	14
<b>SUM &gt;&gt;&gt;</b>	<b>511</b>	<b>370</b>	<b>250</b>

Concerning the other kind of equipment, the Departments of the Hellenic Police possess **(44)** mobile infrared cameras which were supplied in years 1998, 2001 and 2002, **(332)** night vision goggles, for which the last supply was in year 2003 and **(52)** day vision goggles of long scope, supplied in 2007.

The above gadgets do not cover the operational needs of our Police Departments sufficiently, taking into account that most of them have damages that are not repaired and are out of use.

It is obvious that, the continuously increasing needs of the Hellenic Police in technical equipment, means and infrastructures, create major problems in the proper operation of Hellenic Police Units and prove the need for their reinforcement with the appropriate equipment, rendering them as first priority, so that the Hellenic Police will correspond in the strategic governing lines of the reported program.

**For Diplomatic Service Abroad** (Embassies which have Consular Offices and independent Consular Authorities) the national resources allocated for the year 2007 were approximately EUR 270.000.000. This figure includes operational costs (postal expenses, electricity, telecommunications), personnel salaries, rental expenses, cost of IT infrastructure operation including the cost of its service and maintenance, supplies of necessary material e.t.c (for 2008 the overall allocation of resources is estimated to reach EUR 280.000.000).

The following equipment is available at the Greek Consular Authorities all over the world:

- Approximately 250 PC Intel Pentium, using the Application Schengen,
- 169 printers,

- 135 Scanners and
- 13 passports scanners.

The existing application for visa issuing will be gradually replaced by the N-VIS progressively from May 2009 up to 2011.

As far as **maritime borders** are concerned, human resources of the Hellenic Coast Guard amount to roughly 7 000 persons (1501 Officers, 3154 Petty Officers and 2345 Port Guards) . Approximately the 2/3 of the above mentioned personnel is assigned to matters related to the external maritime borders management.

The HCG has an Underwater Missions Unit, staffed with well trained and experienced personnel, to deal with special operations at sea of high risk (e.g. high risk boarding on ships while on course, thorough inspections of ships' hull for explosives). Moreover, 20 Special Mission Teams have been set up at the main entry points of Greece (Ports of entry), staffed by HCG personnel specially trained in policing and safeguarding premises, dealing with illegal immigrants and their facilitators, detecting and disposing of explosive devices on land, on board ships – boats and/or at their hull.

The funds earmarked for operations and initiatives in connection with measures relating to **maritime borders** are as follows:

- According to estimations based on the last two years (2006 and 2007), approximately 5.500.000,00 Euros are allocated per annum from the ordinary budget. This figure includes operating expenditure from mobilization of the existing HCG mechanism (patrols of the operational means, their fuelling and maintenance, as well as costs related to staff, additionally travel expenses), in the framework of a more effective application and implementation of the "Poseidonio" plan, but also the participation of HCG means (vessels, aircraft) and experts in European joint operations abroad, under the coordination of FRONTEX.

- The HCG participation in European joint operations carried out under the supervision of Frontex cost 180.000,00 in 2006 and was paid from the ordinary budget, whereas the cost in 2007 was approximately 240.000,00;

- The setting up of the national VTMISS cost 13.700.000,00 and the national contribution to the planned extension of the system to other areas in the Greek Archipelagos will be 13.900.000,00;

A budget of 89.516.827,00 Euros has been earmarked through the Public Investment Programme 2007 and call for tenders are in progress, for purchasing operational airborne and floating equipment, additional operational equipment and electronic systems).

The HCG operates the national surveillance system which has the following characteristics:

- The HCG national surveillance system comprises land – based and movable surveillance systems (operational means and supporting systems), appropriate technological equipment for surveillance – communication, as well as trained and experienced manpower to fulfil the assigned tasks.
- As known, the land – based surveillance systems are able to detect targets up to a certain distance from the coasts, depending on their operational and technological capabilities, the weather conditions, the size and nature of the targets, etc). Therefore, they can be helpful within coastal areas. Beyond these areas, movable surveillance systems (vessels, airplanes, helicopters, vehicles, UAVs, satellites, etc), are used not only for classification and interception (when necessary) of targets, but also for their detection.

- It has to be stressed that the HCG movable surveillance systems are of different types, size, technical and operational capabilities and are not used only for illegal immigration, but also for the whole framework of tasks falling under the HCG, namely illegal fisheries, protection of the marine environment, facilitation of maritime transport, safety of navigation, search and rescue, enforcement control against trafficking of drugs, weapons, cigarettes, etc).

The HCG national surveillance system encompasses the following operational means:

- **HCG Air means available** (4 single – engine airplanes, 3 twin – engine airplanes, 6 twin engine helicopters, 4 search and rescue helicopters). The airplanes and helicopters are seated in respective central bases in Attica region, being deployed for patrols by the central level.
- **HCG Naval means available** ( 4 offshore patrol vessels, 7 patrol vessels, 44 high speed coastal patrol vessels, 18 coastal patrol vessels, 11 search and rescue boats, 16 high speed boats for special operations, 167 Rigid Inflatable Patrol Boats (RIB), 35 patrol crafts, 4 anti-pollution vessels). The vast majority of the HCG vessels belongs to the Port Authorities and is deployed within their area of responsibility whenever needed (scheduled or urgent patrols).
- **HCG Land Means available** ( 228 Off – road Vehicles (4x4), 135 passenger vehicles, 78 motorcycles, 10 vans, 4 movable vehicles for coastal surveillance). The vast majority of the above mentioned number of vehicles belongs to many Port authorities especially those being more affected to seaborne illegal immigration flows and is deployed within their area of responsibility whenever needed (scheduled or urgent patrols).

The HCG does not avail a land – based system exclusively for surveillance purposes. Nevertheless, a state – of – the – art system of **Vessels Traffic Monitoring and Information (VTMIS)** has been established according to the international standards of IMO and IALA, with the following components:

- One supervisory National Centre in Piraeus defined as VTMIS (Central Node)
- 7 Vessel Traffic Service (VTS) Stations (in Piraeus, Patra, Antirrio, Rafina, Lavrio, Corfu and Igoumenitsa)
- 13 Remote Sensor Sites (RSSs)
- Appropriate display equipment on board 5 HCG Patrol Vessels

The VTMIS is not a maritime surveillance system. Nevertheless, it is used for surveillance purposes, since all collected information by the Vessels Traffic Service (VTS) stations and Remote Sensor Sites (RSSs) are managed by the Central Node and disseminated to every involved Directorate of the MMMAIP for further processing and exploitation. Furthermore, since the existing VTMIS has been established in areas not being subject to illegal immigration flows, the surveillance activities in the “high risk” areas in terms of illegal immigration, but also in wide maritime areas (Eastern and Central Aegean Sea, Crete Island, South Peloponnesus, Evia and other points of the mainland, Ionian Sea), are undertaken by the movable surveillance systems of the HCG.

Additionally, the Armed Forces have observation posts, mainly in the Eastern Aegean Sea and Crete Islands, for surveillance of maritime areas, the geo-strategic position of which provides a comparative advantage in the surveillance of Greece’s maritime areas also for illegal immigration. Nevertheless, these observation posts are used mainly for military purposes, they are few and cannot cover the significantly extensive coastline of these areas.

### **Automatic Identification System (AIS)**

- One AIS receiver at Andros Island (operated by the VTS Centre of Rafina)
- One AIS receiver at Psitallia Island (operated by the VTS Centre of Piraeus)

## 2. ANALYSIS OF REQUIREMENTS IN THE MEMBER STATE

Having in mind:

- the situation concerning illegal immigration in Greece (nexus points, routes, modus operandi, transportations means),
- the aspects affecting the situation in our country, namely
  - extensiveness of the external “green and blue” borders as well as the coastline,
  - the existence of thousands of islands and islets,
  - the heavy traffic in the Greek domain,
  - intense illegal immigration flows to certain areas gradually increasing every year,
  - the geographical position of Greece in the South eastern external borders of E.U.
  - The variety of the push and pull factors (economic, political, religious, social, e.t.c.)

the main requirement is set in terms of external borders management, namely to **achieve the best possible situational awareness at the external borders**, in order to provide the best reaction capability to threats – incidents.

Directly related to the main requirement, the following specific requirements are set.

### 2.1. The requirements in the Member State in relation to the baseline situation

The requirements enlisted in point 1 of Chapter 2 were designed in order to address the challenges of the current situation concerning illegal immigration flows in Greece as described in chapter 1. However, it should be noted that this list of the requirements can evolve in the coming years, in particular given the very dynamic developments faced by Greece in the sectors concerned.

The following requirements presented in Chapter 2.1. were set by Greece in order to achieve a more effective management of the External Borders and consular affairs.

- (1) Maximum possible control and surveillance of the external borders (BCPs, green and blue borders), at the land with Turkey, FYROM and Albania and at sea especially in the eastern Aegean sea and Crete island,
- (2) locating immigrants attempting to cross the external borders illegally, arrest their facilitators and break up their organised criminal networks and seizes their transportation means,
- (3) rescue of persons in danger at sea, especially illegal immigrants,
- (4) more effective and rationalistic management of resources,
- (5) more effective cooperation and coordination among the different levels of management (central-regional-tactical) of a national authority, as well as among national authorities,
- (6) more effective cooperation and coordination among the national and other EU Member States Authorities,

- (7) implementation of all obligations arising from the Convention implementing the SCHENGEN Agreement,
- (8) risk analysis aiming to the identification and evaluation of all threats regarding the external borders management,
- (9) interconnection and interoperability of the National Coordination Centre (NCC) with the operation centres of all national authorities, as well as the respective NCCs of the EU member states, among the Operation Centres and operational means, as well as among the means themselves,
- (10) best possible exploitation of the Network of Immigration Liaison Officers (ILOs),
- (11) adaptation of Consular practices to the new facts created in the Schengen area by the pressure of migration flows and improvement of the administration of the common visa policy,
- (12) achievement of best results regarding the operation of the VIS System in order, inter alia, to facilitate visa application procedure in the Consular Offices, checks at external border crossing points and the fight against fraud (falsification of documents),
- (13) reinforcement cooperation with the consular authorities of other EU member states on visa issues,
- (14) management of visa issues effectively and upgrade the quality of services offered to visa-applicants, including the quicker and more complete implementation of the requested screening of visa applications,
- (15) improvement of knowledge of consular personnel.

## 2.2. The operational objectives of the Member State designed to meet its requirements

The **requirement (1)** will be achieved by the following operational objectives:

**Operational Objective 1:** More effective control in the BCPs and the mainland with the appropriate equipment, such as Full Page Readers, Live Scans (2 fingerprints), Live Scans (10 fingerprints) and Photographic Machines.

**Operational Objective 2:** Surveillance in the “green” borders, with operational means equipped with appropriate sensors and equipment.

The operational means, which are needed for the above mentioned objective, are the followings:

- High speed patrol boats that will be used to conduct patrols in the lake “Big Prespa”, to protect the borders and to prevent illegal immigration, replacing the existing, which is over 10years old and presents functional problems.
- Helicopters (with system of thermal depiction and transmission of picture - FLIR included), which will be used by the Service of Air Means of the Hellenic Police for the air monitoring of big geographic regions and the support of land Units to confront cross-border criminality.
- Police patrol vehicles, which will be used in several Police Services (Police Station Services, Police Security Services, Crime Prevention Units) with priority at the Border Guard Services and Prosecution of Illegal Immigration Services, for the conduct of patrols in terms of prevention and repression of illegal immigration

**Operational Objective 3:** More effective control at ports, more effective control and surveillance of the territorial waters, as well as more frequent surveillance of the high seas by HCG operational means

The following aspects should always be taken into account for the operational exploitation of the HCG operational means in terms of maritime surveillance:

- their average lifetime in order to continuously examine their operational appropriateness or the need for their withdrawal,
  - the time periods needed for their tactical or urgent maintenance,
  - the general need for 24/7 surveillance of the “high risk” areas in terms of illegal immigration flows,
  - the general need for 24/7 availability to provide search and rescue, as well as
  - the general need for a more systematic surveillance of the high seas, to timely identify the threats coming to the Greek maritime borders.
- Offshore Patrol Vessels (OPVs) have advanced operational and technical capabilities, long endurance at sea and contribute to the more effective surveillance of the high seas, with a more frequent presence in these areas even under bad weather conditions.

To cover the operational needs, four (04) OPVs should be deployed in the maritime areas around the Greek coast. Nevertheless, since statistically 3 out of 4 are alternately on maintenance, to achieve this goal (having 4 OPVs constantly at sea), 7 OPVs must be available in total. Therefore, 3 new OPVs have to be purchased.

There is a call for tender in progress, for the procurement by the HCG, of an OPV by the Programme: “Road Axes, Ports and Civil Development” of the Greek Ministry of Environment and Public Works (budget: 31.576.000 Euro).

- Coastal Patrol Vessels (CPVs) contribute to the more effective control and surveillance of the territorial waters (up to 6 nautical miles from the coasts) as well as the surveillance of the adjacent high seas. The flexibility and speed of the CPVs as well as their capability to conduct patrols even under bad weather conditions, gives significant added value in terms of detection, identification and, when necessary, the interception of targets at sea, especially over the numerous islands of the eastern and central Aegean Sea, the maritime areas over Crete Island, as well as east and south Peloponnesus consisted of a complex geographical configuration (many bays, gulfs, mountainous areas close to the

coastline, etc). To cover the operational needs, 20 new CPVs have to be purchased and be deployed for patrols in the areas around the Greek coast.

- High Speed Coastal Patrol Vessels (HPCPVs), the Very High Speed Coastal Patrol Vessels (VHPCPVs) and the High Speed Boats for Special Operations (HSBSOs)

Due to the close proximity of Eastern Aegean Sea Islands (Lesvos, Chios, Samos, Agathonisi, Farmakonisi, etc) to the Turkish coasts, also the incidents concerning transportation of illegal immigrants on board motor vessels, fishing vessels, speedboats, engine – boats, to coasts of the Eastern – central Aegean Sea islands or the mainland (Evia, south and east Peloponnesus), a certain number of HPCPVs, VHPCPVs, HSBSOs, have been disposed to the Port Authorities of these areas, being deployed in scheduled and urgent patrols of preventive or enforcement control nature, mainly at night, to combat illegal immigration incidents.

Additionally, the needs arising from the extensive Greek coastline, the proximity to the Turkish coasts (0,5 – 12 nautical miles), the difficult geographical configuration (mountainous areas close to the coastline, hundreds of small bays and gulfs) of the Eastern and Central Aegean Sea islands, Ionian Sea islands and coasts of the mainland (Evia, South – east Peloponnesus), in combination with the heavy maritime traffic in the entire Greek maritime domain, render the maritime surveillance with the existing HSCPVs, VHSCPVs and the HSBSOs extremely difficult, if not impossible.

For this purpose, the procurement of 70 HSCPVs, VHSCPVs and HSBSOs in total is essential. These vessels would be disposed to the Port Authorities (mainly Secondary Port Authorities and Port Stations) of the said areas, mostly affected by illegal immigration flows.

- Airplanes are used for surveillance of wide areas of the maritime domain, in terms not only of illegal immigration, but also for the fight against illegal fisheries, the protection of the marine environment, as well as search and rescue. The airplanes are essential for the surveillance of the high seas, due to their ability to cover great distances in a considerably short period of time. Especially their cooperation with OPVs or CPVs, mainly in the detection and sometimes identification of targets at sea, gives very satisfactory results, achieving “scale of economy”.

The HCG avails 4 single – engine and 3 twin – engine airplanes for surveillance of maritime areas. Only the twin – engine airplanes have sensors (FLIR – SLAR, etc), therefore they are more appropriate for maritime surveillance, compared to the single – engine ones.

4 twin – engine airplanes are needed for continuous operational readiness in the maritime areas around the Greek coast. Nevertheless, to achieve this goal, 7 twin – engine airplanes must be available in total, since statistically 3 out of 4 are alternately on maintenance. Therefore, 4 new twin – engine airplanes with appropriate sensors for maritime surveillance have to be purchased.

- Helicopters are essential for special operations in terms of detection and classification of targets at sea, either on coastal areas or the adjacent high seas, having the ability to stop over the target, especially in cases where urgent search and rescue is needed. The hourly running cost of the helicopters is significantly higher than the running cost of the airplanes so they can not be used for long lasting patrols. Nevertheless, when used in combination with OPVs or CPVs, they can be very useful in terms of detection of “suspicious” targets in specific maritime areas.

Due to the fact that the HCG twin – engine helicopters were purchased in 2004, the crews of the HCG helicopters are at the final stage of their training, by experienced pilots of the Hellenic Navy and also in the framework of European training courses coordinated and financed by FRONTEX. Five (05) twin – engine helicopters in continuous operational readiness are needed for deployment in the maritime areas around the Greek coast. Nevertheless, to achieve this goal, 7 twin – engine helicopters must be available in total, since statistically 2 out of 6 are alternately on maintenance. Therefore, one new twin – engine helicopter with appropriate sensors for maritime surveillance must be purchased.

- Vehicles are deployed in the last zone for maritime surveillance which is obviously the land zone, being also the link between the air and maritime surveillance zones. The deployment of vehicles contribute to a more rational and effective surveillance of the “high risk” coastal areas by land, especially by approaching mountainous areas or steep hills very close to the coastline, in terms of managing seaborne illegal immigration cases. Having in mind:

- the difficult and many times inaccessible geographical configuration of the coastline in these areas, which makes the vehicles worn out (especially the off – road and conventional types) and decreases their average lifetime (approximately to 12 years),

- the requests of Port Authorities for the imminent withdrawal of 25 vehicles and another 109 vehicles within a 5 – year period, as well as

- the urgent requests of Port Authorities for the disposal of 63 new off – road and 39 new conventional (passenger) vehicles,

a. 100 new off – road (4x4) vehicles and 50 new conventional vehicles have to be purchased by the HCG, to be disposed to the Port Authorities (mainly to Secondary Port Authorities and Port Stations) mostly affected by the illegal immigration flows, achieving a more rational dispersion of vehicles for coastal surveillance by land and “scale of economy” (savings).

b. Movable vehicles for coastal surveillance are very useful, since their capabilities allow for detection and, sometimes, classification of targets in a distance ranging from 5 to 10 nautical miles from the coast, making their added value of the HCG movable vehicles for coastal surveillance by land indisputable. In combination with the fact that at “high risk” areas in terms of illegal immigration described above, there is no stationary surveillance system, 3 additional movable vehicles for coastal surveillance have to be purchased and disposed to the respective Port Authorities of Lesbos, Chios and Kerkyra islands.

c. Motorcycles are very flexible, due to their speed and capabilities, for coastal surveillance by land since they can reach mountainous areas or areas the access of which is difficult close to the coastline, for their driver to detect with the use of binoculars or not, the presence of “suspicious” targets in these coastal areas, or the detection of illegal immigrants already disembarked on the coast.

- Devices for the detection of false – falsified documents are of significant importance for the identification of non authentic (false – falsified) documents (seamen’s books, resident permits, etc) that seamen, third country nationals moving in areas of the HCG responsibility, working in the ports, or being illegally present in the country, etc) have in their possession, given to them by organised criminal networks, trying to deceive the HCG personnel during the conduct of routine checks in their areas of responsibility. The devices would be disposed to certain Port Authorities of third country nationals’ entry – exit to Greece via sea, to support them in their police checks, thus contributing to the detection and breaking – up of these criminal networks comprising members with great expertise in the falsification of documents and would be combined with the training of HCG personnel using these devices as described in Chapter III, Objective 1 – d).

**Operational Objective 4:** More effective surveillance of the territorial waters as well as the adjacent high seas by surveillance – reporting systems

- A system for surveillance of maritime borders in the North Aegean Sea will have significant added value in terms of detection and classification of targets in these maritime areas, so that their interception, if necessary, can be achieved by the deployment of the appropriate HCG operational means
  - The conduct of a feasibility study for the establishment of the above – mentioned surveillance of maritime borders in the North Aegean Sea would be foreseen in order to examine all aspects related to it
    - Advanced Technological System for Information Control and Surveillance of maritime borders – ATICS (ARGO PROGRAMME – JLS/2004/ARGO/09)

Greece proposed the ATICS project, considering the imperative need for control and surveillance of south-eastern EU external maritime borders. The objective of the proposed project is to examine the possibility to expand the functionality of the existing Vessel Traffic Services (VTS) infrastructure and identify the methods as well as the means needed, in order to upgrade VTS to a modern control and surveillance tool.

VTS systems have been designed primarily for navigational safety purposes. However these systems might be further developed to cover requirements related to the need to better protect the E.U.’s south-eastern borders from seaborne illegal immigration.

In the context of this project, a detailed feasibility study will be carried out, which will focus on:

- Examining already established models with the same concept (SIVE, Finnish model etc)
- Exploring innovative technological aspects of control and surveillance models and how these could be integrated into the existing infrastructure taking also into account the progress in space applications. In this context, the study should also suggest the necessary operational Command and Control (C2) procedures for the optimal management of the infrastructure and human resources, so as to avoid conflict between the duties that the personnel of the VTSs is called to undertake and the new responsibilities arisen and without jeopardising the overall system’s functionality
- Exploring how future possible VTSs could be developed in a combined way, so as to achieve a VTS system acting not only as vessel traffic monitoring tool but also as a control & surveillance tool
- Promoting the perception to avoid overlapping of capabilities and development of similar systems for the coverage of different operational needs, by National Authorities with different competences
- Working out a threat analysis model that will be used through the information gathered by ATICS

f. Proposing how decision making tools could be incorporated to the concept of control and surveillance of sea borders taking advantage of the infrastructure, with the development of sophisticated software (using the proper expert systems) for the identification of critical incidents and activation of alerts

g. Demonstrating potential solutions and the respective costs for all the above mentioned issues

h. After proper cost – benefit analysis, the optimal exploitation of existent infrastructure using innovative technology should be proposed

The ATICS feasibility study has no relation to the above – mentioned surveillance system proposed to be established in the north Aegean Sea, nor the feasibility study for its establishment. It is proposed in order to explore the possibility of taking advantage of the already developed VTS infrastructure and its upgrading in order to be used for surveillance purposes.

- An Automatic Identification Service (AIS) infrastructure in the North Aegean Sea would be established and function complementary to the above – mentioned surveillance system. Having in mind the heavy maritime traffic (presence of thousands of targets) in these coastal areas, its added value would be significant in terms of identifying “friendly” (co – operative) targets (vessels – boats), obliged to send certain type of maritime data to land – based AIS receivers, thus minimising the number of “unfriendly” (suspicious) targets over the specific maritime areas that have to be identified and intercepted by HCG operational means.

The **requirement (2)** will be achieved by the following operational objectives:

**Operational Objective 1:** Use of appropriate technical equipment for the detection of illegal immigrants and their facilitators.

- Night vision goggles, to be used by the Border Guard Services, for the detection of persons - means at night,
- Long distance day goggles, which they will be disposed for the cover of needs of the Border Guard Services for the detection of persons - means during the day in long distances,
- Thermal cameras, to be used for detection of any living organism and objects, especially under unfavorable conditions (night, dust, fog, continuous vibrations etc).

**Operational Objective 2:** Purchase appropriate technical equipment or upgrading of existing equipment to locate illegal immigrants and their facilitators aboard transportation means or at land close to the coastline

- Special vehicles for transporting HCG personnel

The special vehicles for transportation of HCG personnel can be used in special operations, not only to detect illegal immigrants disembarked mainly at light in large numbers over isolated coasts, with special geographical configuration, inaccessible from the sea (mountainous or rocky areas, steep hills) before they disappear at land, but also to arrest their facilitators/collaborators assigned to transport them to the mainland with trucks, vans, or cars. These vehicles could:

- carry a squad (over 8 persons) of HCG Special Forces to areas subject to intense illegal immigration flows;
- travel off road in these areas, many of which are in difficult terrain or are not easily accessible;
- be fitted with anti-ballistic protection;
- be fitted with appropriate telecommunications equipment;

- carry over 3 tonnes of equipment needed for the realization of the above – mentioned special operations, which cannot be carried by conventional vehicles.

- Thermal cameras, night vision goggles, laser range finders, and other electronic equipment for the HCG personnel on board vessels – vehicles have a significant added value to the more effective surveillance of the territorial waters and the high seas for operations related to illegal immigration (especially night patrols at sea, land patrols over mountainous or difficult areas to access close to the coastline). They would give significant added value to the maritime surveillance, by the location of “suspicious” targets at sea at a larger distance, also the capability to detect illegal immigrants on board these vessels – boats, contributing to the better planning of the engagement rules concerning these targets, according to the nature of each illegal immigration case.

- Upgrading of the existing thermal cameras and the related electronic systems on HCG Off Shore Vessels (OPVs) is essential in order to increase the distance allowing for the identification/recognition of targets at sea during patrols to safeguard the external maritime borders.

- Upgrading of the existing thermal cameras, the communication systems and the computers on the four (04) movable vehicles for coastal surveillance is necessary in order these vehicles to maintain their operational status and be used for coastal surveillance by land, of “high risk” areas in terms of illegal immigration

- Co2 detection devices have a significantly added value when police checks are held by the HCG personnel in transportation means having confined places (especially trucks, vans and other vehicles), which are moving into areas of the HCG competence (ports, port terrestrial zones), between or close to maritime BCPs, for the presence of illegal immigrants. Thus, their purchase is necessary for the more effective police checks of transportation means entering or exiting the above – mentioned areas.

The **requirement (3)** will be achieved by the following operational objectives:

**Operational Objective 1:** To provide search and rescue to illegal immigrants in danger at sea with operational means having the appropriate capabilities for SAR matters

- Search and Rescue (SAR) Boats are of vital importance to the provision of search and rescue at sea. The investigation of illegal immigration cases shows that many of these cases turn very quickly into search and rescue (SAR) cases, since the immigrants once having noticed that HCG vessels approach their transportation means, especially rubber boats, destroy them so that the HCG personnel rescues them before getting drowned. To cover the operational needs, fifteen (15) additional SAR Boats have to be purchased. The twenty six (26) SAR Boats, in total, should be deployed in the maritime areas shown in TABLE III.

The **requirement (4)** will be achieved by the following operational objectives:

Operational Objective 1: Training – further training of border guards and police personnel, who are dealing with the control of the BCPs and the external land borders management and particularly,

- Harmonisation of police personnel with the common models of education and in the easier transport to the Hellenic Border Guards of “Acquis Communautaire” concerning subjects related with the management of the external borders.

- Training of executives, who will staff the National Centre of Control and Monitoring of Borders in subjects concerning the decision-making and the support of Policy for the Strategic Management of External Borders.
- Facilitation, via linguistic training, of the Border Guards, concerning the conduct of controls in cases of illegal passage of the external borders.
- Promotion of techniques of risk analysis and threats estimation, which have been adopted by the Europol and the European Agency for the Management of Operational Cooperation at the External Borders of the Member States of the European Union (FRONTEX).
- Collaboration, with certain member states of European Union and the establishment of best practices in the sector of know-how transportation to experts of third countries [This training issue will be implemented by the establishment of the proposed study – Priority 5, objective 1 (f)].
- Study development, aiming at the completed training of the ILOs on issues of illegal immigration and more generally of cross-border criminality.

**Operational Objective 2:** Creation/upgrading of necessary infrastructure

- for the authorities dealing with external land borders management and specifically for these who carry out surveillance operations in the green borders' area to prevent external borders from being crossed illegally and
  - for the temporary residence :
  - of persons that their entry was not allowed, because they didn't fulfil all the requirements of entry,
  - of persons who enter the external borders illegally or
  - when they attempt to cross the external borders illegally.

**Operational Objective 3:** Vehicles (buses) of Police Personnel and Border Guards transportation in the areas of realization of operations, according to the running and the increased needs of illegal immigration incidents.

**Operational Objective 4:** To create/upgrade the infrastructure and other technical equipment of the HCG Operations Centre

- The HCG Operations Centre was established by Law last year and will be fully activated in the next months, operating at the new premises of the Ministry of Mercantile Marine, the Aegean and Island Policy, in Piraeus. It will be responsible for monitoring and coordinating all maritime operations at national level (except search and rescue operations which are managed by the JRCC next door).

The HCG Operations Centre would have access to all national maritime reporting/surveillance systems (VTMIS, AIS, VMS etc.), so that an overall (rather than fragmentary) information on the situation (situational awareness), throughout Greece's wide maritime domain is obtained and thus all manpower, operational means deployed and other resources used, can be managed more rationally and effectively, achieving "scale of economy" (savings).

For this purpose, it will be fully equipped with technical – operational systems and other equipment in order to monitor and coordinate all maritime operations at national level (except search and rescue operations).

- Upgrading of some of the above – mentioned systems – equipment of the

HCG Operations Centre after continuous use (natural damage) would be necessary. Therefore these systems should be upgraded in order the HCG Operations Centre to maintain its readiness and continue being operational

**Operational Objective 5:** To create/upgrade the infrastructure for the HCG operational means as well as purchase new equipment or upgrade the existing equipment of the operational means

- Upgrading of the existing central base of the HCG airplanes is essential for maintaining their operational status. The central base of the HCG airplanes is seated at the military airport of Tatoi, in Attica region. In this base, the only available base for the HCG airplanes, the latter are not inside hangars, but totally exposed to the weather conditions (rain, extreme low – high temperatures, humidity, etc) affecting their sensors, operational status, the conditions for their maintenance as well as the working conditions for the HCG personnel.

- Upgrading of the existing central base of the HCG helicopters is essential for maintaining their operational status. The central base of the HCG helicopters is seated at the base of the Hellenic Navy of Kotroni Marathonas, in Attica region. In this base, the only available base for the HCG helicopters, the latter are not inside hangars, but totally exposed to the weather conditions (rain, extreme low – high temperatures, humidity, etc) affecting their sensors, operational status, the conditions for their maintenance, as well as the working conditions for the HCG personnel.

- Establishment of 2 secondary bases for HCG airplanes' stationing in Kerkyra and Rodos islands, would contribute to a more rational and effective dispersion of the airplanes, better planning patrols over maritime areas of the entire Greek domain in combination with the arising needs, thus achieving "scale of economy" (savings) and minimizing the time needed for the reaction capability to illegal immigration incidents occurring in the south, north, west or east maritime areas. For the time being, all patrols are held from the central base in Tatoi, in Attica region, therefore significant time is needed to reach the incident area (ineffective reaction capability).

The 2 secondary bases are shown in Table IV and would be in the same places with the secondary bases for the helicopters, achieving an integrated management of the HCG aircraft.

- Establishment of 2 secondary bases for HCG helicopters' stationing in Kerkyra and Rodos islands, would contribute to a more rational and effective dispersion of the helicopters, better planning patrols over maritime areas of the entire Greek domain in combination with the arising needs, thus achieving "scale of economy" (savings) and minimizing the time needed for the reaction capability to illegal immigration incidents occurring in the south, north, west or east maritime areas. In this way patrols wouldn't have to be held from the central base in Kotroni Marathonas, in Attica region, necessitating significant time to reach the incident area (ineffective reaction capability).

The 2 secondary bases are shown in Table V and would be in the same places with the secondary bases for the airplanes, achieving an integrated management of the HCG aircraft.

The deployment of the HCG airplanes and helicopters for patrols over the maritime areas around the Greek coast would be organised in order to be complementary, avoiding duplication of efforts (scale of economy) and also be combined with the patrols held by OPVs, CPVs, SAR boats for more effective detection, classification and interception, if necessary, of "suspicious" targets at sea.

The HCG airplanes and helicopters would be solely deployed in the above – mentioned maritime areas for surveillance, therefore, there would be no connection to the helicopters of the Hellenic Police, which would be deployed for surveillance purposes at land borders.

- Main engines, electric engines, gear boxes and propulsion systems of HCG vessels have a certain lifetime based on their timely and appropriate maintenance according to the operational and technical requirements. After the end of this period, they have to be replaced by new ones, so that the vessels maintain their operational status until their respective lifetime is complete. In this way, more effective planning of patrols and the minimization of the periods that vessels are immobilized due to maintenance purposes are achieved.

**Operational Objective 6:** Training of HCG personnel in matters of external borders management

The training of HCG personnel is considered of vital importance in the following matters aiming to the provision of a concrete theoretical and practical knowledge for the more effective and systematic accomplishment of its tasks on a daily basis:

- National and EU legislation – practical guides concerning maritime borders management (relevant provisions of the basic national law on immigration, national Schengen Borders Code, Schengen Convention Implementing the SCHENGEN Agreement, practical guide for border guards, etc),
  - Management of illegal immigrants and their facilitators (linguistic knowledge, debriefing, collecting evaluating and disseminating information, epidemiologic matters, methodology of checks on their transportation means and personal belongings, self – protection of HCG personnel against dangerous traffickers and facilitators),
    - Approaching and immobilization of speedboats – yachts, high risk boarding to vessels – boats – crafts transporting illegal immigrants, surveys at the high seas including the purchase of a simulator and the appropriate software for the more effective implementation of the specific trainings
      - Human factors in aircraft maintenance
      - Use of Schengen Information System computerized applications and devices for the detection of false – falsified documents.

The **requirement (5)** will be achieved by the following operational objectives:

**Operational Objective 1:** Purchase of appropriate technical equipment for the exchange of classified information

- Crypto devices for the exchange of classified information facilitate the timely and flash (real – time) transmission of information having any classification (confidential – secret – top secret) concerning the management of external borders, between all levels of management (Ministry of Mercantile Marine, the Aegean and Island Policy – District Commands – Port Authorities), as well as between services of the HCG, the Hellenic Police and the General Staffs of the Armed Forces (Army – Navy – Air Force), being also very important for the better planning concerning special or large – scale operations connected to illegal immigration, which necessitate the cooperation of different national authorities.

The very few and old crypto devices existent for the transmission of classified information are insufficient to cover the arising needs in the HCG. Consequently, this information is sent by classified post service or with the deployment of messengers, thus the followed procedure is time – consuming and also endangers the final results of operations.

The **requirement (6)** will be achieved by the following operational objectives:

**Operational Objective 1:** Set up and operate a **National Coordination Centre** to ensure inter-ministerial/inter-operational collaboration between **all** national authorities involved in the management and control of external borders and aliens' issues in Greece.

**Operational Objective 2:** The participation of HCG operational means and experts in joint operations at bilateral and EU level

The implementation of Joint Operations at bilateral or EU level is considered of vital importance to a better management of the external maritime borders due to the following reasons:

- Improving of the professional cooperation between Member States, seeking of compatible joint practices on working methods in the fight against seaborne illegal immigration and the organised criminal networks
- Learning from the experience of J.O.s with a view to identifying and recommending improvements to practices for future J.O.s
- Enhancing the surveillance of the external maritime borders
- Enhancing a centralised and structured standardization of coordination between different competent national authorities
- Enhancing a centralised, structured and on – going flow of information and intelligence on national and EU level, for performing an intelligent synchronized and flexible planning of operational activities
- Collecting accurate information and intelligence on the current trends of illegal immigration, especially on the routes and modi operandi of the organised criminal networks.

The **requirement (7)** will be achieved by the following operational objectives:

**Operational Objective 1:** Conduct of police checks on persons by Port Authorities in their areas of competence and support to the 2<sup>nd</sup> generation of the SCHENGEN Information System (SIS) with the upgrading of the existing network and the purchase of appropriate hardware (desktops and laptops) as well as software.

- The existing network of the Ministry of Mercantile Marine, the Aegean and Island Policy has to be upgraded and appropriate software (data bases), as well as hardware (desktops-laptops) have to be purchased, in order to cover the increased requirements of the 2<sup>nd</sup> generation of the SCHENGEN Information System (SIS II).

The access of the Port Authorities to the SCHENGEN Information System and the National Database is essential, in order to conduct police checks on persons in their areas of competence (on board cargo vessels, pleasure yachts, fishing vessels, at ports or port terrestrial zones). So far, only a few Port Authorities have access to SIS and the national database, thus they have been given support in this task by the closest local police authorities, or those Port Authorities having access. Consequently, the procedure for these checks at the Port authorities not having access is time consuming and risky.

**Operational Objective 2:** Training of HCG personnel in the computerised applications of the 2<sup>nd</sup> Generation of SCHENGEN Information System (SIS II)

- Training of HCG personnel in the computerised applications of SIS II will contribute to their familiarisation as users with these applications, making SIS II fully useable by them as regards the capabilities it offers and, as a result, more effective in its operation.

The **requirement (8)** will be achieved by the following operational objectives:

**Operational Objective 1:** Monitoring and evaluation of the nexus points, routes, modus operandi and means used by organised criminal networks for the transportation of illegal immigrants, by:

- Organizing and operation of structures analysis for criminological information for the organized crime of illegal immigration in Greece from third countries.

This action is aiming to the guidance of Persecutive Services in the effective fighting of international circuits and individual teams which traffic in Greece illegally immigrants mainly from countries of Asia, aiming to transfer them to other countries of EU or to install them in Greece, as a place of final destination.

The **requirement (9)** will be achieved by the following operational objectives:

**Operational Objective 1:** Ensure of the coordination, cooperation and exchange of information between the Member States of the EU in real time and the interoperability of the national coordination centres of all Member States with the appropriate technical equipment.

**Operational Objective 2:** Purchase of HCG Radio–communication and electro–maritime equipment

- The compatibility and interoperability among the HCG operational means, or the means and the HCG Operations Centre, especially in terms of communication, is of vital importance for the coordination and cooperation in the fulfilling of their daily tasks concerning the external maritime borders’ management, especially with regard to patrols for the detection and identification of targets both at the territorial waters and the high seas. Certain radio – communication and electro – maritime systems (Very High, High, Medium Frequency Transceivers, antennas, GPS Receivers, UPS devices, Servers, etc) have a restricted lifetime when used on vessels, vehicles, radars, antennas, etc or solely. After the end of this period, these systems have to be replaced with new ones, so that the platforms where these systems have been installed or the systems themselves continue to be operational and fulfil the defined operational needs.

**Operational Objective 3:** Appropriate technical – electronic systems and equipment for the interoperability between NCC and HCG Operations Center

- As soon as the National Coordination Centre (NCC) is established, the compatibility of systems for communication and exchange of information – data (text, video recording, maritime picture, etc) between the NCC and the HCG Operations Centre will be sought, since it is of vital importance for the accomplishment of both Centres’ tasks. These systems would be different to the equipment purchased for the function of HCG Operations Centre described in Requirement 4, operational Objective 4.

The **requirement (10)** will be achieved by the following operational objectives:

**Operational Objective 1:** Provision of the appropriate equipment for the ILOs, in order to be achieved the successful, direct and effective management and exploitation of information between

- the Greek ILOs,
- the Greek ILOs and the central Service (Hellenic Police Headquarters) and
- the Greek ILOs and the ILOs of other EU member states .

The **requirement (11)** will be achieved by the following operational objective:

**Operational Objective 1:** Render infrastructures and systems of visa-issuing compatible to the demands of Common Consular Instructions (VIS System).

The **requirement (12)** will be achieved on the basis of the following operational objectives:

**Operational Objective 1:** To achieve maximum efficiency in the operation of the VIS System, by ensuring the supply of appropriate and up to date software and hardware systems to upgrade existing infrastructure at the consular offices.

**Operational Objective 2:** To achieve maximum efficiency in the operation of the VIS System, by rendering the latter fully interoperable and accessible on an on line and real time basis, by both national authorities entitled to operate it (i.e the Ministry of Foreign Affairs and the Ministry of Interior). The VIS Regulation will allow other competent authorities (the Hellenic Police, also in charge of border crossing points and the National Intelligence Service) to start using the system when processing visa applications and to check visas for the sole purpose of verifying the identity of the visa holder and the authenticity of the visa.

The Visa Information System will store data concerning visas for visits to or transit through the Schengen Area. This data will include biometrics (photographs and fingerprints) and written information, such as the name, address and occupation of the applicant, date and place of the application, and any decision taken by the Member State responsible to issue, refuse, annul, revoke or extend the visa. National-VIS system, will upload the Central VIS System in Strasbourg with personal biometric data registered in our Consular Services to be available to any M-S of Schengen wishing to check with them, through its own N-VIS (The Greek Consular Authorities all over the world will be connected to N-VIS through a new broadband virtual private network (VPN – consisting of network components (hubs, routers, switches, firewalls) that will be developed between the Central Authority and the Greek Consular Authorities. (NET-VIS).

The **requirement (13)** will be achieved by the following operational objective:

**Operational Objective 1:** Share and analyze information and experience on the management of visa-issuing (safety of visa vignettes etc), the screening of visa-applicants and the application of the new VIS system with other consular authorities through the established meetings between the Heads of Consular Authorities of the EU member states in third countries' capitals.

The **requirement (14)** will be achieved by the following operational objectives:

**Operational Objective 1:** Computerise the issuing of visas, through the application of upgraded software, establishing an integrated system of consular practices, which will enable the central service (General Inspectorate) to have direct control and real time knowledge, on the range of tasks carried out by Consular Authorities, and will ensure the safe management of visa-vignettes. The pilot project of the Inspectorate General of the Hellenic MFA in London General Consulate is a major step for the accomplishment of the objective in question.

**Operational Objective 2:** Standardize procedures for visa-issuing aimed at rationalising the labour tasks and increasing productivity in the context of a generalized system of targeting and performance that should improve practices for identifying the authenticity of the

relevant documents. These practices should directly utilise the existing information (historic data of older visa issues, SIS II data and data from other national or Community data bases) in the most efficient way.

**Operational Objective 3:** Improve the working conditions in the Consular Authorities.

The *requirement (15)* will be achieved by the following operational objective:

**Operational Objective 1:** Provide training through the application of a common training programme on visa policy and visa management issues. This programme shall ensure a process of lifelong training for permanent personnel in the legal framework of consular affairs (i.e Schengen acquis and its development, national policies on immigration). What is needed is a more targeted training, focused on the particular needs of each consular authority, suitable for offering the appropriate methodological instruments to cope with any regular or extraordinary situation. The common training programme shall be delivered not only at the capital but also on the spot (at the authorities assigned abroad).

### 3. STRATEGY TO ACHIEVE THE OBJECTIVES

A description of how the Fund contributes to meeting the requirements, which priorities have been chosen and why

All the objectives proposed on the basis of the priorities described below will be applied as follows throughout the territory of Greece in terms of land/maritime borders (including airports in Greece and consular authorities):

#### 3.1 Priority 1: Support for the further gradual establishment of the common integrated border management system as regards the checks on persons at and the surveillance of the external borders

**OBJECTIVE 1: Buildings infrastructures at the external land borders (*Requirement 4 – Operational Objective 2*)**

##### Examples of key actions:

The construction of one building in the region of Konitsa at Ioannina, aiming at:

a) Accommodation of Borders Guard Station and Police Station of Konitsa that acts operational in the wider region to monitor and prevent external borders from being crossed illegally.

b) Temporary residence of persons that their entry was not allowed, because they didn't fulfil all the requirements of entry, of persons who enter the borders illegally or when they attempt to cross the external borders illegally aiming at their illegal entry in the Hellenic territory.

The above mentioned action has been programmed to be implemented by the annual program 2008.

**OBJECTIVE 2: Equipment to detect and check if travel documents and papers and other documents are forged / genuine (*Requirement 1 – Operational Objective 1 and Requirement 12 – Operational Objective 2*)**

With the implementation of the above objective, it is aimed to be achieved the following:

- Essential control of non EU-citizens who request the issuance of a VISA, via VIS which is scheduled to be implemented, in case they choose a Greek border control point to enter the unified European Union territory.
- Essential control of every person who declares to be an EU-citizen or citizen of a non EU-country for which a VISA is not required in order to enter the unified European territory.

The above mentioned essential controls are carried out:

- a) During the first line control with the combined use of live scans for fingerprints, full page readers for the bearer's page of electronic passports which will have the ability except of checking the "physical" safety measures to "read", via the suitable software the electronic data (bearer's photo, MRZ data and the

- impression of left and right forefingers) which are stored in the chip and make the comparison with data already been taken with the first devices (live scans).
- b) During the second line control, traveling passengers considered by the first line control to be suspicious, are requested to approach the second line where their documents (passports, identity cards) will be thoroughly examined with forgery detection devices, have their photographs and fingerprints taken with live scans in view of sending the data to the respective national databases for identification control.
  - c) In the mainland of our country the above equipment which refers to Security Police Stations and Passports' Issue Offices, is required to conduct the necessary supplementary controls (according to Schengen Convention) in order to detect people with forged traveling or identity documents who have entered our country via illegal routes rather than official border control points.

The expectations of this objective aim at reducing significantly the rate of the illegal immigration. Adding the above mentioned equipment to the arsenal of the competent Authorities, will **dramatically improve their effectiveness and efficiency and this in effect will result in a significant reduction of the rate of illegal immigration.**

**Examples of key actions:**

The purchase, from 2007 to 2013 of the following equipment: 1.230 Full Page Readers, 1.190 live fingerprint detectors [Live Scans (2)], 36 high-precision digital cameras and 115 live fingerprint detectors [Live Scans (10)].

All the above mentioned equipment will be distributed at the service officers of the police stations and the police vehicles in the whole land and at the counters and at the service officers of the following BCP's: 29 Air BCPs, 55 Maritime BCPs, 4 Land BCPs with Albania, 4 Land BCPs with FYROM, 5 Land BCPs with Bulgaria, 3 Land BCPs with Turkey.

This objective has been programmed to be covered by the annual programs 2007, 2008, 2009, 2010, 2011, 2012 and 2013 with total financing 17.820.988,00 €.

<p><b>OBJECTIVE 3: Organisation and operation of structures analysis for criminological information for the organised crime of illegal immigration in Greece from third countries (Requirement 8 – Operational Objective 1)</b></p>
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The aim of this objective is to purchase and install hardware and software to analyze criminological information and support the prosecuting authorities in effectively combating international gangs and individual groups smuggling immigrants (mainly from Asia) to Greece who intend either to carry on to other EU countries or remain permanently in Greece. The profits at stake are huge and this encourages them to become more organised in their work. With the means currently at their disposal, it is hard for the prosecuting authorities in Greece to break up criminal organizations and seize/limit their profits, due to the limited facilities available for analyzing the information collected by Greece and other countries, the facility to analyze the information processed being one of the most important tools in the effective fight against organised crime by the prosecuting authorities.

**Examples of key actions:**

The purchase of software licences, namely 92 licenses of use packages of software analysis "Analysis Note Book", 91 use licenses Software packages of analysis "iBase User", 31 "ibase Designer" use licenses Software packages of analysis, 25 use licenses for Software packs of analysis Pattern Tracer, 37 use licenses for software packs of analysis Text Chart Reader and technological equipment (19 servers, 93 PCs, 19 plotters, 26 printers).

This action has been programmed to be covered by the annual programs 2008 and 2009 with total financing 1.675.322,13 €.

<b>OBJECTIVE 4: Detection, identification and intervention on borders and in the hinterland (Requirement 1 – Operational Objective 2)</b>
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It is made indisputable that the permanently increasing needs in material and technical equipment by the continuously increasing surge of illegal immigrants in the territory of our country. At this point, we provide you our needs for reinforcement as below:

**Examples of key actions:**

- **The purchase of a high speed patrol boat**

The high speed patrol boat will be a line product, new, modern manufacture and technology, specifically drawn in order to faces the wave, developing high speeds. It should have the essential floatability, so even if it is submerged by waters to have the faculty to remain in the surface of water and moreover it will be supposed it is accompanied by study of inundation. The total length should be from 9 up to 13 metres. The official speed of this speedboat (speed of biggest autonomy) to be at least 40 nodes and to has autonomy at least 150 naval miles. It will be entirely from strengthened plastic with utilisation of materials of technology that will render the all manufacture much more light, lending simultaneously high resistances. The all manufacture is supposed to become accordingly with the existence Legislation and the follow-up of an expert, who will publish also the certificate of appropriateness. It will be used to realize patrols, with the already over 10years old existing speedboat, in the lake "Big Prespa" which is in the borders between Greece, FYROM and Albania, for the surveillance in this area and for detecting illegal immigrants. This action has been forecasted to be covered by the annual programme of 2007 with total financing 310.000,00 €.

- **The purchase of helicopters**

The helicopters (included system of thermal depiction and transmission of picture FLIR), **2 items**, which will be used by the Service of Air Means of Greek Police for the air monitoring of the big Hellenic geographic region and the support of land frontier units in the confrontation of illegal immigration and cross-border criminality more generally. The base of helicopters and the breadth of the supervised region will be determined by the Address Alien/Hellenic Police Headquarters. It is pointed out that Hellenic Police allocates in total 5 helicopters, from which the two of them are the same press with the proposed (Ec-135 T1 CPDS), with which are sought the uniformity of her fleet and the reject of cost of further educations. The mentioned action has been forecasted it is covered with annual programs 2009 and 2010 with total financing 12.000.000,00 €.

- **The purchase of police patrol vehicles**

The police patrol vehicles will be:

a) Dichromatic, cubism 1600cc and more, roughly 763 items and has been forecasted to be covered by annual programs 2007, 2008, 2009, 2011 and 2013 with total financing 16.397.000,00 €.

b) Free coloration roughly 336 items and has been forecasted to be covered by annual programs 2007, 2008, 2009 and 2011 with total financing 8.405.000,00 €.

c) Police vehicles of type SW of cubism 1600cc and more roughly 140 items and has been forecasted to be covered by annual programs 2009 and 2013 with total financing 3.096.000,00 €.

The above categories of vehicles will be used by Services which handle the emergence incidences (in Greece called AMESI DRASI), by the Services of Order, of Security and Address of Foreigners, by the Departments of border guard services, by Departments O.P.K.E and by the Services of Motorways, Departments of Prosecution of Illegal immigrants.

d) Vehicles type jeep will be cubism 2000 cc and more, roughly 701 items and will be used by the Services of Order, the Departments of Border Guard Services, the Departments of O.P.K.E. and the Departments of Prosecution of Immigration. For the distribution of the above equipment will be given priority in the Departments of Prosecution of Immigration and Borders Guard, for the realisation of patrols, the prevention and the repression of illegal immigration, assisting the already existing vehicles or replacing them which are over aged.

These vehicles have been forecasted to be covered by annual programs 2007, 2009, 2012 and 2013 with total financing 24.630.000,00 €.

e) Motorcycles different operational types

The motorcycles will be: i) Police Press 600 cc and more roughly 200 items, will be used by the Police Emergency Action Services and by the Services of Order and ii) motorcycles ENDURO 600 cc and more, roughly 50 items, that will be sold in the Services of Safety, Address of Foreigners. The two categories of motorcycles have been forecasted to be covered by the annual program 2013 with total financing 2.450.000,00 €.

**OBJECTIVE 5: Technical equipment for the detection of illegal immigrants and their facilitators (Requirement 2 – Operational Objective 1)**

**Examples of key actions:**

- **The purchase of night vision goggles**

Binoculars of night observation, modern technology, third generation or equivalent 9 corresponding or with superior records, high distinctness – output and with the capacity for observation with conditions 1m LUX (Star light) and 30% opposition. Their dimensions must be the smallest possible. They will be disposed for the needs of Border Guard Services and the replacement of older damaged equipment found out of operation. The supply of roughly 50 items has been forecasted to be covered with the annual program 2007 with total financing 275.000,00 €.

- **The purchase of long distance day goggles**

Binoculars of day observation and Military specifications, with the smallest possible weight, modern technology, high distinctness–output, suitable for placement in irregular ground, will be been disposed for the cover of needs of Border Guard Services. The supply

of 100 items roughly, has been forecasted to be covered with the annual program 2007 with total financing 150.000,00 €.

- **The purchase of thermal cameras**

Portable cameras with small size and weight, durable manufacture, modern technology, recent production, simple in their use with possibility of benefit of most excellent picture (without deformities) analysis of 240 lines at least. They are supposed to function with the thermal radiation that emit living organisms and objects even under unfavourable conditions (dust, tobacco, fog, continuous vibrations – vibrations etc). They will be disposed for the needs of Border Guard Services. The supply of roughly 20 items has been forecasted to be covered by annual program 2007 with total financing 1.000.000,00 €.

**OBJECTIVE 6: Equipment for the transportation of the Police Personnel and the Border Guards in the areas of realization of operations (*Requirement 4 – Operational Objective 3*)**

**Examples of key actions:**

- **The purchase of personnel transport vehicles (buses)**

It concerns buses for the staff transportation: a) of 50 seats roughly 5 items, b) 35 seats roughly 10 items and c) of 8+1 seats, roughly 23 items, suitable morphological for buses, biaxial closed single car body for comfortable transport of the above mentioned number of police officers which will be supposed to cover the limits of emission of gases of pollutants the Greek and Community legislation and will be disposed for the direct transposition of police personnel, in regions that need direct aid because of the increased number of illegal immigrants or emergencies contributing to the already existing vehicles or replacing them, because they are old. They will be distributed in the Services of Order, in the Border Guard Services and in the Departments of Prosecution of Immigration. These vehicles have been forecasted to be covered, as follows: a) 5 items of the buses of 50 seats by annual programs 2007, b) 10 items of the buses of 35 seats by annual program 2008 and 2010 and c) 23 items of the buses of 8+1 seats by annual program 2010. The total financing of all the above items is 3.740.800,00 €.

- **The purchase of vehicles closed type (VAN) and lorries of open type (rural)**

It is about:

a) Vehicles of closed type (VAN) with specific configuration, roughly 95 items have been forecasted to be covered by annual programs 2007 and 2011.

b) Lorries of open type (rural) roughly 30 items have been forecasted to be covered by the annual program 2008 and 2012.

The total financing of all the above items is 4.950.000,00 €

The above categories of the vehicles will be disposed for the direct transport of personnel, in regions that needs direct aid because off the increased illegal immigration or emergencies cases as well as for patrols in inaccessible and mountainous regions. They will be distributed to the Departments of Borders Guard.

**OBJECTIVE 7: More effective control at ports, more effective control and surveillance of the territorial waters as well as more frequent surveillance of the high seas by operational means (Requirement 1 – Operational Objective 3)**

**Examples of key actions:**

- **The purchase of an Offshore Patrol Vessel (OPV)**

The purchase of one OPV by the HCG is proposed to be covered by the EBF Annual Programmes 2011, 2012 and 2013 with total financing 31.574.201,00 €.

- **The purchase of Coastal Patrol Vessels (CPVs)**

The purchase of six (06) CPVs in total by the HCG is proposed for co-financing by the EBF, four (04) CPVs to be covered by the Annual Programme 2009 and two (02) CPVs to be covered by the Annual Programme 2010 with total financing 12.000.000,00 €.

- **The purchase of High Speed Coastal Patrol Vessels (HSCPVs)**

The purchase of eight (08) High Speed Coastal Patrol Vessels (HSCPVs) by the HCG is proposed to be covered by the EBF Annual Programme 2007 with total financing 800.000,00 €.

- **The purchase of Very High Speed Coastal Patrol Vessels (VHSCPVs)**

The purchase of three (03) Very High Speed Coastal Patrol Vessels (VHSCPVs) by the HCG is proposed to be covered by the EBF Annual Programme 2007 with total financing 300.000,00 €.

- **The purchase of Off – Road Vehicles**

The purchase of forty five (45) off – road vehicles in total by the HCG is proposed for co – financing by the EBF, namely eleven (11) to be covered by the EBF Annual Programme 2007, four (04) to be covered by the EBF Annual Programme 2008 and thirty (30) to be covered by the EBF Annual Programme 2009 with total financing 1.500.000,00 €.

- **The purchase of Motorcycles**

The purchase of ten (10) motorcycles by the HCG for coastal surveillance by land is proposed to be covered by the EBF Annual Programme 2012 with total financing 100.000,00 €.

- **The purchase of devices for the detection of false – falsified documents**

The purchase of one hundred (100) devices for the detection of false – falsified documents to fulfil the requirements described on Chapter II is proposed to be covered by the EBF Annual Programme 2008 with total financing 100.000,00 €.

**OBJECTIVE 8: Installation of Automatic Identification System (AIS) infrastructure (Requirement 1 – Operational Objective 4)**

**Examples of key actions:**

- **The purchase and the installation of three AIS receivers** in the areas of Alexandroupoli, Limnos Island and Samothraki Island and to be used for the detection and identification of all vessels – boats being obliged to send them AIS data.

The establishment of Automatic Identification System (AIS) infrastructure (3 AIS receivers) in the North Aegean Sea is proposed to be covered by the **EBF Annual Programme 2009** with total financing **300.000,00 €**.

**OBJECTIVE 9: Purchase of appropriate technical equipment to locate illegal immigrants and their facilitators in transportation means or at land close to the coastline (Requirement 2 –**

## Operational Objective 2)

### Examples of key actions:

- **Purchase of Special Vehicles transporting HCG personnel**

The purchase of two (02) special vehicles transporting HCG personnel is proposed to be covered by the EBF Annual Programme 2007 with total financing 700.000,00 €.

- **Purchase of thermal cameras, night vision goggles, endoscopes with binocular eyepieces and laser range finders**

The purchase of eight (08) thermal cameras, twelve (12) night vision goggles, sixteen (16) endoscopes with binocular eyepieces and twenty one (21) laser range finders is proposed to be covered by the EBF Annual Programme 2008 with total financing 434.180,00 €.

- **Upgrading of the existing cameras and related electronic systems on HCG OPVs**

The upgrading of the existing thermal cameras and related systems on two (02) HCG OPVs is proposed to be covered by the EBF Annual Programme 2008 with total financing 300.000,00 €.

- **Upgrading of the existing cameras, the communication systems and computers on the HCG movable vehicles for coastal surveillance**

The upgrading of the existing thermal cameras, the communication systems and computers on each of the four (04) HCG movable vehicles for coastal surveillance is proposed to be covered by the EBF Annual Programme 2012 with total financing 125.000,00 €.

- **Purchase of CO2 detection devices**

The purchase of fifty (50) CO2 detection devices is proposed to be covered by the EBF Annual Programme 2008 with total financing 100.000,00 €.

## **OBJECTIVE 10: Purchase of technical – electronic systems and equipment for the HCG Operations Centre (Requirement 4 – Operational Objective 4)**

### Examples of key actions:

- **The purchase of the technical – electronic systems and other IT equipment for the HCG Operations Centre** to fulfill its tasks is proposed to be covered by the EBF Annual Programme 2007 with total financing 2.578.886,67 €.

- The upgrading of some of the above – mentioned systems – equipment of the HCG Operations Centre due to their continuous use (natural damage) is foreseen and is proposed to be covered by the **Annual Programme 2013** with total financing **225.000,00 €**.

## **OBJECTIVE 11: Upgrading of the HCG Airplanes' and Helicopters' central bases (Requirement 4 – Operational Objective 5)**

### Examples of key actions:

- The upgrading of the HCG airplanes' central base so that appropriate hangars are created, will cease their exposure to the weather conditions, render their maintenance more appropriate and quicker, as well as significantly improve the working conditions for the staff so that it is able to fulfil its tasks more effectively, thus achieving a better management

of the airplanes in all aspects (more effective deployment for patrols, appropriate and timely maintenance minimizing the period of immobilization). It is proposed to be covered by the **EBF Annual Programmes 2008 and 2009** with total financing **1.500.000,00 €**.

- The upgrading of the HCG helicopters' central base so that appropriate hangars are created, will cease their exposure to the weather conditions, render their maintenance more appropriate and quicker, as well as significantly improve the working conditions for the staff so that it is able to fulfil its tasks more effectively, thus achieving a better management of the helicopters in all aspects (more effective deployment for patrols, appropriate and timely maintenance minimizing the period of immobilization). It is proposed to be covered by the **EBF Annual Programmes 2008 and 2009** with total financing **1.500.000,00 €**.

**OBJECTIVE 12: Purchase of main engines, electric engines, gear boxes as well as propulsion systems of HCG vessels (Requirement 4 – Operational Objective 5)**

**Examples of key actions:**

- **The purchase of main engines, electric engines, gear boxes and propulsion systems for HCG vessels** is proposed for total financing **7.066.350,00 €** namely:
  - four (04) main engines to be covered by the EBF Annual Programme 2008,
  - eight (08) main engines, twenty (20) electric engines, two (02) gear boxes and eleven (11) propulsion systems by the EBF Annual Programme 2009,
  - five (05) main engines, nine (09) electric engines, one (01) gear box and three (03) propulsion systems by the EBF Annual Programme 2010,
  - two (02) main engines, six (06) electric engines, one (01) gear box and four (04) propulsion systems by the EBF Annual Programme 2011,
  - four (04) main engines, three (03) electric engines, one (01) gear box and two (02) propulsion systems by the EBF Annual Programme 2012 and
  - ten (10) main engines, nine (09) electric engines, one (01) gear box and ten (10) propulsion systems by the EBF Annual Programme 2013.

**OBJECTIVE 13: Purchase of crypto – devices for the transmission of classified information (Requirement 5 – Operational Objective 1)**

**One hundred and twenty (120) state – of – the – art crypto devices** in total would be purchased with total financing **1.895.500,00 €** and disposed to Services of the Ministry of Mercantile Marine, the Aegean and Island Policy, the HCG District Commands and the Port Authorities, for encrypted (secure) exchange of information having any classification (confidential – secret – top secret).

**Examples of key actions:**

- **the purchase of seventy (70) crypto devices**, in total, is proposed to be covered by the EBF Annual Programme 2007, namely, ten (10) to be disposed to the competent Divisions of the Ministry of Mercantile Marine, the Aegean and Island Policy and another sixty (60) crypto devices to be disposed to the 7 HCG District Commands and certain Port Authorities,
- **the purchase of twenty four (24) crypto devices** are proposed to be covered by the EBF Annual Programme 2009, to be disposed to certain Port Authorities

- **the purchase of** fifteen (15) crypto devices are proposed to be covered by the EBF Annual Programme 2010, to be disposed to certain Port Authorities.
- **the purchase of** eleven (11) crypto devices are proposed to be covered by the EBF Annual Programme 2013, to be disposed to certain Port Authorities.

**OBJECTIVE 14: Participation of HCG operational means in joint operations at bilateral and EU level (Requirement 6 – Operational Objective 2)**

**Examples of key actions:**

- **the purchase of an Offshore Patrol Vessel (OPV)**

The purchase of one OPV by the HCG to be used in joint operations at bilateral or EU level is proposed to be covered by the EBF Annual Programmes 2011, 2012 and 2013. This OPV is the same that was described in Objective 1 of this Chapter.

- **The purchase of Coastal Patrol Vessels (CPVs)**

The purchase of six (06) CPVs in total by the HCG, so that some of them could be used in joint operations at bilateral or EU level is proposed for co-financing by the EBF, four (04) CPVs to be covered by the Annual Programme 2009 and two (02) CPVs to be covered by the Annual Programme 2010. These CPVs are the same that were described in Objective 1 of this Chapter.

**OBJECTIVE 15: Purchase and installation of radio – communication and electro – maritime equipment (Requirement 9 – Operational Objective 2)**

**Examples of key actions:**

- **The purchase by the HCG, of the radio – communication and electro – maritime systems** functioning as sole units or installed upon certain platforms is proposed to be covered by the EBF Annual Programmes 2008, 2009, 2010 and 2013 with total financing 1.500.000,00 €.

Indicators for objectives 1-15 to be implemented under Priority 1		
Output	Outcomes	Impact

<ul style="list-style-type: none"> <li>- Number of equipment and means of transport purchased, replaced and/or upgraded</li> <li>- Number of surveillance equipment / detection tools acquired or upgraded</li> <li>- Number of laboratory equipment and equipment for detection of false / falsified documents acquired or upgraded</li> <li>- Number of systems developed/ upgraded; number / quality of (new) information collected / data categories introduced</li> <li>- Number of infrastructures developed or upgraded</li> <li>- Number of persons / vehicles controlled at border crossing points</li> <li>- Number of operating equipment purchased</li> <li>- Number of areas or centres built or upgraded</li> <li>- Number of places created or upgraded</li> </ul>	<ul style="list-style-type: none"> <li>- Enhanced extent of awareness of risks and threats ;</li> <li>- Extended use of risk analysis in the organisation and operation of border control;</li> <li>- Efficient borders surveillance</li> <li>- Modernisation / upgrading of equipment</li> <li>- Sufficient state-of-the-art equipment provided</li> <li>- Clearer picture of conditions and activities along the EU external borders</li> <li>- Increased number of border crossing points adapted to needs of border guards and travellers;</li> <li>- Actual use of equipment and means of transport increased</li> <li>- Number and quality of available equipment for border guards increased</li> <li>- Increased reaction capacity with regard to detection and interception of illegal border crossers</li> <li>- Better working conditions for border guards</li> <li>- Capacity building for operational coordination (facilitating potential cooperation) between Member States and with FRONTEX</li> <li>- Facilitation of joint operations between Member States</li> <li>- Better accommodation of persons kept in the areas or centres</li> </ul>	<ul style="list-style-type: none"> <li>- Enhanced information exchange and co-operation between authorities involved in border control</li> <li>- Increased border security</li> <li>- Increased knowledge base for operational decision making</li> <li>- Enhanced sharing of information, co-ordination and/or co-operation between MS in securing EU external borders</li> </ul>
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### 3.2. Priority 2: Support for the development and implementation of the national components of a European Surveillance System for the external borders and of a permanent European Patrol Network at the southern maritime borders of the EU Member States

**OBJECTIVE 1: Set up and operation of a National Coordination Centre (Requirement 6 – Operational Objective 1)**

#### Introduction

The setting up and the operation a **National Coordination Centre** to ensure inter-ministerial/inter-operational collaboration at national level between **all the national authorities** involved somehow in the management and control of external borders and the issue of aliens in Greece in general.

According to the MEDSEA and BORTEC feasibility studies, this coordination centre will be vital to the efficacy of the European Patrol Network and the European Surveillance System.

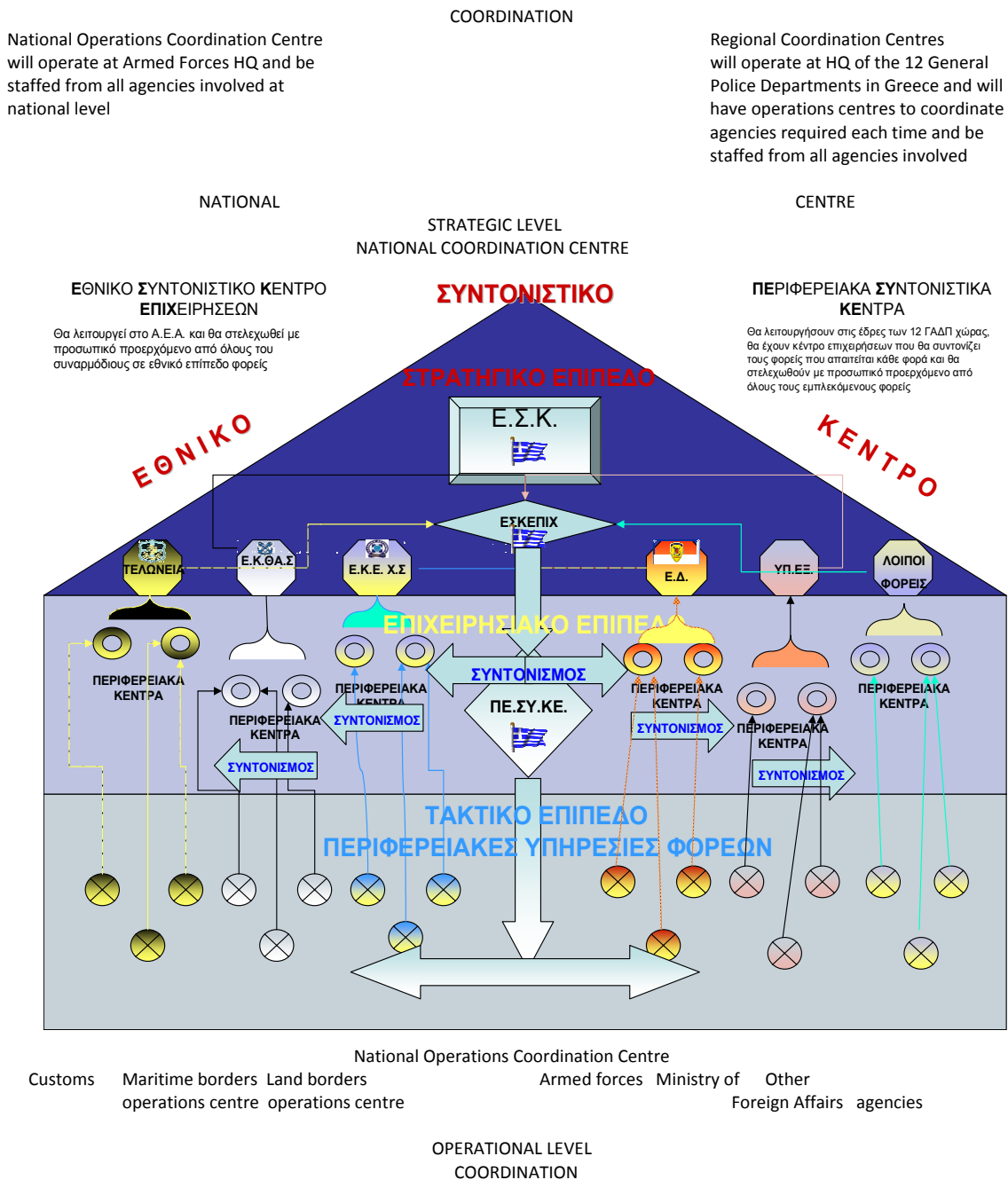
In order to be able to issue guidelines and take decisions, the **National Coordination Centre** will need to act as a central hub for information channelled from the **National Operations Centres** of the agencies involved, the **Regional Centres** and the fully equipped **Special Mobile Centres** and will aim to ensure that the units involved on either side of the borders take coordinated and uniform action.

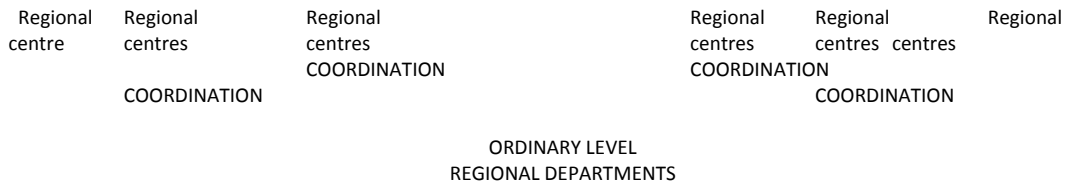
The primary aim of the National Coordination Centre is to provide the facility for direct cooperation (information exchange) with national centres in the other Member States of the EU.

Achieving this aim will cover all basic aspects of the common model for integrated external border management viz.:

- ✓ operational cooperation;
- ✓ coordination with the other Member States of the EU;
- ✓ application of the external border security model;
- ✓ investigation of cross-border crime and
- ✓ border controls on all types of borders (air, maritime and land) and risk analysis and data collection.

The structure and interoperability of the National Coordination Centre is illustrated below:





The **National Coordination Centre** will be equipped with appropriate materials and technical equipment to meet the coordination, communication and information collection and management requirements both with national authorities performing external border control duties and national coordination centres in other Member States. Additionally, in order, the set up of the NCC, to be more efficient, it is needed to be established a study, which will provide the needs and all the requirements for the appropriate set up and operation of the National Coordination Centre.

**Examples of key actions:**

- The chief objective of preparing **a study relating to the establishment and operation of the National Coordination Centre** is to implement the decision adopted by the European Parliament and the Council of the European Union concerning the operation and utilisation of the (financial) resources of the External Borders Fund. It is clear that, in preparing the study, account will be taken of the strategic guidelines adopted by the European Commission with a view to encouraging the Member States to perform actions geared towards the establishment and operation of a National Coordination Centre. Operating the National Coordination Centre will ensure interministerial/interoperational cooperation at national level between all the national authorities involved, in whatever way, as regards management and control of external borders and, more generally, matters concerning foreign nationals in Greece. Moreover, it will offer an opportunity for direct cooperation through the exchange of information with other national centres in the Member States of the European Union.

- The purchase of the technical equipment and means to meet the coordination, communication and information collection and management requirements with national authorities performing external border control duties . Besides, the purpose of the implementation of the study's establishment is, among others, to determine the technical means which are necessary for the NCC's operation and the interoperability with the National Centres of other member states. However, an indicative list of equipment, needed for the setting up and operation of the NCC, is the following:

- Equipment of information technology (hardware and software) for:
  - The access to the internet and the reception - transmission of electronic correspondence.
  - The follow-up of provision (on the map) of the units for borders monitoring (land and maritime) on a 24-hour basis all year.
  - The access to all national reporting, monitoring and controlling systems (eg .AIS, VMS, VTMS etc.), via the Operational Centres of National Authorities, for the holistic knowledge of situation at the external borders on a 24-hour basis all year.
  - The support to regional Services in the research, detection, follow-up and arrest of persons trying to enter illegally in Greece via land and maritime borders. It will be realised with the collection, composition, analysis and distribution of information that will be received by the national surveillance

- system and its tools (eg . radars, satellite systems of communications, systems of air means, electronic applications etc.).
- The detection and identification of threats that faced at the borders.
  - Telecommunications equipment for the various forms of communication (conventional –related to satellite).
  - Equipment of telematics for the direct communication with the Regional Coordinative Centres, the two Operational Centres of Hellenic Police (external land borders) and Hellenic Coast Guard (external maritime borders), as well as the Mobile Coordinative Centres.
  - Wireless communication equipment.
  - External devices for receival and transmission of information at the regional centres.
  - Satellite antennas for receival of messages and information from regional, mobile coordinative centres and radar antennas.
  - Projection systems for presentations (Power point).
  - Teaching tables or flipcharts for off-hand notes and/or presentations in cases of informative visits or even short-term educations on issues of strategic management for illegal immigration.
  - Software for evaluation of Services' activities, based on the statistical data that they present.
  - Installation of wireless microphone equipment and booths for translators in the room of deliberations.

It is proposed for total financing the below indicative amounts: **250.000,00 €** for the establishment of the study, by the annual program 2008 and **1.800.000,00 €** both for the set up and operation of the NCC with the necessary equipment and for its interoperability with similar centres in other Member States, by the annual programs 2009 and 2010.

**OBJECTIVE 2: Interoperability of National Coordination Centre with similar centres in other Member States (Requirement 9 – Operational Objective 1)**

### **Introduction**

The National Coordination Centre is not only related with the need for co-ordination of all the national authorities that are involved in the management of illegal immigration and the equitable application of completed model for the external borders management but is also related with the willingness for direct communication, via the N.C.C., with the respective national centres or the competent Authorities of the other member states of European Union and FRONTEX, so that it is ensured the exchange of information and data, concerning the situation in the external borders, in real time. This direct communication will be ensured through the interoperability of the systems.

Therefore, it is needed technical equipment, which supports both the operation of the National Coordination Centre and interoperability with the systems/resources of the national coordination centres of other Member States, to be purchased in order to guarantee coordinated cooperation and exchange of information between the Member States of the EU in real time.

With this facility (interoperable of resources) the competent authorities in the Member States can cooperate directly, without the need for bureaucratic procedures to be applied, and will also be provided with the facility for direct exchange of information which allows

the display of targeted measures against persons and/or groups of persons and objects which constitute either a danger to public order and security or a national threat.

System interoperability will allow the cooperation in theory to be put into practice.

At EU level, the Commission has already started an initiative (EUROSUR) to determine the systems which, in the view of the Member States, need to be used in order to operate the **National Coordination Centres**, so as to guarantee the required interoperability between national surveillance systems.

In this time period it cannot be determined the technical means for the interoperability that will be required, because of the expectation (as other members of EU) of the discussions results which are going to start in the framework of the Council of European Union, concerning the initiative EUROSUR.

The appropriate network (connections etc), as well as hardware and software, for secure communications system would allow for the interoperability among all member states' NCCs, as well as between NCCs and FRONTEX.

#### **Examples of key actions:**

- The appropriate equipment which will be used for the interoperability of the NCC is described in the above mentioned objective (Objective 1 – Priority 2). Specifically, the communication between the NCCs and the NCC and FRONTEX will be secured by a connection via intranet system, unless if the EUROSUR's developments lead to an encrypted system. Additionally, will be used telephones, videos, fax and e-mails and the FRONTEX Information System (FIS).

- The trainings of the personnel, which will staff the NCC, are described in Objective 1 – Priority 5 (trainings c and d).

This objective has been programmed to be covered progressively, beginning with annual program 2008 up to the annual 2010. For financial estimations see Objective 1 above.

<b>OBJECTIVE 3: Establishment and installation of a surveillance system of the external maritime borders of the North Aegean Sea – Conduct of a feasibility study for the establishment of the system (Requirement 1 – Operational Objective 4)</b>
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#### **Examples of key actions:**

- **Conduct of a feasibility study for the establishment of the surveillance system**

A feasibility study will be conducted for the establishment of the surveillance system of the external maritime borders in the North Aegean Sea and is proposed to be covered by the **EBF Annual Programme 2009** with total financing **100.000,00 €**.

- **Establishment and installation of the surveillance system of the external maritime borders of the North Aegean Sea**

Three (03) radar stations as well as all appropriate equipment would be installed in defined areas of Alexandroupoli, Limnos Island and Samothraki Island, for the detection and classification of targets over these coastal areas. In this way, whenever a target would be considered as "suspicious" in terms of illegal immigration, or have to be intercepted due to the transportation of illegal immigrants, the appropriate operational means from the respective Port Authorities would be deployed for this purpose, avoiding the duplication of efforts and, thus, achieving scale of economy (savings). The establishment and installation of

the said surveillance system is proposed to be covered by the **EBF Annual Programme 2011** with total financing **1.713.566,67 €**.

Indicators for objectives 1-3 to be implemented under Priority 2		
Output	Outcomes	Impact
<ul style="list-style-type: none"> <li>- Establishment of a national co-ordination centre for border control (checks and surveillance), which supports real-time local, regional and national decision-making among all involved national services by using surveillance, reporting and intelligence data.</li> <li>- Number and scope of systems upgraded to be compatible with systems of other MS</li> </ul>	<ul style="list-style-type: none"> <li>- Increase in information exchange and cooperation at national level</li> <li>- Creation of a "national border security picture"</li> <li>- First step in establishing a European border surveillance system taken</li> <li>- Increase in potential for cooperation with other Member States</li> <li>- Enhanced extent of awareness of risks and threats ;</li> <li>- Extended use of risk analysis in the organisation and operation of border control;</li> <li>- Efficient borders surveillance</li> <li>- Clearer picture of conditions and activities along the EU external borders</li> <li>- Capacity building for operational coordination (facilitating potential cooperation) between Member States and with FRONTEX</li> <li>- Facilitation of joint operations between Member States</li> <li>- Interoperability of the systems achieved with at least two other (preferably neighbouring) Member States</li> </ul>	<ul style="list-style-type: none"> <li>- Enhanced information exchange and co-operation between authorities involved in border control</li> <li>- Increased border security</li> <li>- Increased knowledge base for operational decision making</li> <li>- Enhanced sharing of information, co-ordination and/or co-operation between MS in securing EU external borders</li> </ul>

### **3.3. Priority 3: Support for the issuing of visas and the tackling of illegal immigration, including the detection of forged or falsified documents by enhancing the activities organised by the consular and other services of the Member States in third countries**

#### **OBJECTIVE 1: Development of a complete network of Police Contacts (ILOs) (Requirement 10 -Operational Objective 1)**

The Greek Police, watching and corresponding in the new policies and objectives of European Union for effective confrontation of International Organised Crime and Illegal Immigration to the territory of European Union and in the framework of the further tightening of operational activities of the member states' competent Authorities, the last years is been found in a process of growth of a complete network of Police Contacts, specifically in third countries. According to the Greek legislative framework the Police Contacts cover a wide spectrum of competences - actions, including, among others, the combat (prevention/stop) of illegal immigration, for the purpose of which they cooperate with the competent authorities in the countries abroad and the Police Contacts of the other Member States of the European Union in their host countries and participate in the EU Immigration Liaison Officers (ILOs) network.

The important element of the completion of such an operational work is the successful, direct and effective management – exploitation of the relative information. In order to achieve this aim, the Police Contacts are often called to carry out their work under

unfavourable conditions and in localities far away from the place of their Service. In these cases, the necessary equipment constitutes an important parameter of the effectively execution of the Police Contacts' duties. As a result, the equipment linking the Police Contacts with the Central Service (Hellenic Police Headquarters) and among each other urgently needs to be upgraded in order to guarantee speed, security and the facility to send large quantities of various forms of information/data (documents, photographs, audiovisual electronic files etc.).

#### **Examples of key actions:**

- The purchase of the following equipment will meet the most important needs of the Police Contacts: 20 Laptops, with the appropriate software, 20 Multi machines (printers, scanners, fax) and 2 Servers (for the connection of the ILOs with the Central Service) with the appropriate software.

The above mentioned equipment will be distributed to the following Embassies: Office of Contact in the FYROM, Embassy in Ankara, Embassy in Belgrade, Embassy in Berlin, Embassy in Beirut, Embassy in Bucharest, Embassy in Zagreb, Embassy in Islamabad, Embassy in Kiev, Embassy in Nicosia (2 ILOs), Embassy in London, Embassy in Moscow, Embassy in Paris, Embassy in Beijing, Embassy in Sarajevo, Embassy in Sofia (2 ILOs), Embassy in Tirana (2 ILOs).

This action has been programmed to be covered at the beginning by the annual program 2007 with total financing 45.000,00.

<b>OBJECTIVE 2: Computerise and standardize procedures for Visa issuing (<i>Requirement 14 Operational Objectives 1, 2</i>)</b>
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The above mentioned objective will be implemented by financing a pilot project to modernise management of consular services, the main volume of work being the issuing of Schengen entry visas for Greece.

This program aims at achieving the optimum management of:

- Accounting functions (monitoring of several accounts related to visa issuing on a daily basis)
- Standard deposits
- Expenses and treatment fees,
- Materials ledger and stocks of valuables transported (including standard entry of visa vignettes, monitoring the quantity of consuming vignettes, a prerequisite for their safe management etc)

Its successful operation will benefit 134 points of consulate representation all around the globe, contributing into a more efficient, targeted, qualitative and cost effective services' performance. As already mentioned the project is implemented on a pilot basis, which does not allow yet for definitely defining a certain time-line, though it is planned to be completed in 2012.

Financial estimations for Objective 2: 900.000 Euros. 50.000 Euros are required as Community contribution for 2007. The same contribution is required for 2008. The financial requirements during the implementation of the programme for the period 2009-2012 are 150.000 per year.

### 3.4 Priority 4: Support for the establishment of IT systems required for implementation of the Community legal instruments in the field of external borders and visas

**OBJECTIVE 1:** Rendering systems of visa issuing compatible to the demands of the VIS Regulation (*Requirement 11 Operational Objective 1*)

#### Examples of key actions:

- Establish a feasibility study which will define the technical parameters for installing and operating the whole VIS project (**it has been already completed**). This study lays down certain requirements and obligations for the final beneficiary, who will undertake the responsibility of project application as well as rules and standards for organizing the bid competition. Some of the above mentioned obligations stress the need for compatibility of the whole project to the judicial context set out by the VIS Regulation, the Common Consular Instructions, the National Law on Immigration and the Circulars of the Ministry of Foreign Affairs clarifying the latter and the Schengen Acquis.

**OBJECTIVE 2:** Installing telecommunication infrastructure for operating VIS, supplying with appropriate technical equipment and building facilities for hosting VIS infrastructure (*Requirement 12 Operational Objective 1*)

#### Examples of key actions:

- The establishment of the appropriate telecommunications infrastructures, in order to develop the international NETVIS network linking the regional authorities with the central departments at the Ministry under the Ministry of Foreign Affairs VIS project by **May 2009**; This is to be achieved through a broadband virtual private network (VPN) between the Central Authority (Ministry of Foreign Affairs) and the Greek Consular Authorities all over the world. (NET-VIS)
- The renovation of the existing facilities or form new ones in the Consular Authorities, in order to make the necessary space arrangements to install and operate the new VIS infrastructure, thus facilitating visa application procedures (2008-2013).
- The purchase of 134 servers, 344 workstations, 174 barcode readers, 233 fingerprint scanners, 233 digital cameras
- setting up of two data centres in **2008** (one Server Room in Athens and one Disaster Recovery Centre in Thessaloniki) to house the central and reserve servers for the national VIS system, where will be installed the central and backup equipment of N-VIS in **2008**.

The equipment, which will be purchased and will be distributed at the Border Crossing Points (**Priority 1 – Objective 2**), will be used for the essential control of non EU-citizens who request the issuance of a VISA, via VIS which is scheduled to be implemented, in case they choose a Greek border control point to enter the unified European Union territory.

**OBJECTIVE 3: Promoting the installation of the N-VIS, implement and render it interoperable with other National Systems and Services (Requirement 12-Operational Objective 1, Requirement 13 –Operational Objective 1)**

The Vis system has to do with the supply, installation and operation of the essential IT and biometric equipment (key actions) up to **May 2009**. According to the plan so far the beginning of productive operation of C-VIS and all national systems will be up and running in till the end of May 2009, in five Northern Africa countries for the Consular Authorities of the participating Member States.

The system will be gradually rolled out through all over the world during the next two years from the beginning of productive operation (May 2009) in the Consular Authorities of the Member States **up to 2011**. The application of N-VIS (software, printers and biometric scanners) will be installed in Greek Consular Authorities and the system (N-VIS) will communicate with the border stations through the IT System SIS-II. (IT System that developed by the Ministry of Interior regards, verification, identification and recognition of individuals citizens at border stations).

**OBJECTIVE 4: Support to the 2<sup>nd</sup> generation of the SCHENGEN Information System (SIS) with the upgrading of the existing network of the Ministry of Mercantile Marine, the Aegean and Island Policy and the purchase of appropriate hardware (desktops and laptops) as well as software (Requirement 7 – Operational Objective 1)**

To fulfil the tasks concerning the police checks on persons – crews within the areas of HCG responsibility (on board cargo vessels, pleasure yachts, fishing vessels), as provided for by the SCHENGEN Borders Code, the purchase, instalment and setting of computerised and networking equipment for the competent Services of the Ministry of Mercantile Marine, the Aegean and Island Policy and all Port Authorities, the upgrading of the existing network connections between Ministry of Mercantile Marine, the Aegean and Island Policy and the Port Authorities, as well as the reinforcement of the security of the Ministry of Mercantile Marine, the Aegean and Island Policy's internal network (Intranet) is considered of vital importance. The total financing would be **2.491.800,00 €**.

Therefore, the purchase, instalment and setting up of 233 routers, 231 network switches, one network management system, one firewall system and one intrusion detection and prevention system for the Ministry of Mercantile Marine, the Aegean and Island Policy and all Port Authorities are proposed to be covered by the EBF Annual Programmes 2009 and 2010

Appropriate software (data bases) has to be purchased in terms of the 2<sup>nd</sup> generation of SIS, since the existing software will not be sufficient to cover the increased requirements of the system for inserting numerous data to the system. The purchase of the software is proposed to be covered by the EBF Annual Programme 2008.

Appropriate hardware (385 desk tops, 135 lap tops, 140 scanners and 277 printers) has to be purchased in terms of the 2<sup>nd</sup> generation of SIS, in order to make the system fully operational and give access of all Port Authorities to SIS II. The purchase of the hardware is proposed to be covered by the EBF Annual Programmes 2008, 2009 and 2010 and 2011.

**OBJECTIVE 5: Training of HCG personnel on the computerized applications of Schengen Information System (SIS) and national database (Requirement 7 – Operational Objective 2)**

The training will be provided to 420 HCG personnel in total, by experienced trainers of the Hellenic Police/Ministry of Interior. Theoretical grounding and practical training on

computers is foreseen together with the dissemination of brochures and CDs to the trainees, so that they become more familiar with the computerized applications of SIS II, especially the capabilities and scope of the applications for the conduct of checks. The duration of the training will be 5 days annually and is proposed to be covered by the EBF Annual Programmes 2008 – 2013 with total financing 30.000,00 €.

Indicators for objectives 1-5 to be implemented under Priority 4		
Output	Outcomes	Impact
<ul style="list-style-type: none"> <li>- Number of consular offices connected to the national VIS system;</li> <li>- Number of external border crossing points connected to the national VIS system;</li> <li>- Proportion of Schengen visa holders undergoing biometric verification at the external border</li> <li>- Number of fingerprint scanners available for use at consular offices</li> <li>- Number of passport readers in use at external borders</li> <li>- Number and scope of new software and procurement of hardware and equipment for border control developed with a view to the comprehensive:               <ul style="list-style-type: none"> <li>implementation of the new SIS II and its integration with existing National Systems (by enhancing the existing ICT environment of the national legacy systems)</li> <li>Testing of the SIS II with the national systems</li> <li>Migration of data from SIS1+ to SIS II</li> </ul> </li> </ul> <p>Operation of the SIS II</p>	<ul style="list-style-type: none"> <li>- Reduction of visa shopping;</li> <li>- Identification of persons at the external border presenting visas which were not issued them;</li> <li>- Identification of forged visas at the border;</li> <li>- Identification of those who previously applied for a visa, but arrive at the border without documents.</li> <li>- Identification of those encountered in the Schengen area not having any documentation to indicate their status.</li> <li>- Setting up of the necessary technical components for SIS II (and SISone4all, if necessary)</li> <li>- Better performance of the system</li> <li>- Larger sweep of alerts</li> <li>- Extended functionalities</li> <li>- Improved ability to manage alerts</li> <li>- Rendering operational of SIS II (SISone4all) at national level</li> </ul>	<ul style="list-style-type: none"> <li>- Better integration of the immigration control processes at consulates and borders.</li> </ul>

### **3.5 Priority 5: Support for effective and efficient application of relevant Community legal instruments in the field of external borders and visas, in particular the Schengen Borders Code and the European Code on Visas**

**OBJECTIVE 1:** Trainings of the Hellenic Police personnel (*Requirement 4 – Operational Objective 1*)

#### **Examples of key actions:**

##### **a. Incorporation of the Common Core Curriculum for the border Guard training Model to the Hellenic Police educational system.**

With this action aims at adapting the National educational model for the training of Greek border guards, to the Common Model of border guards training, that was worked out and recently updated by the responsible training unit of Organization for the Management

of Operational Collaboration in the External Borders of members of the European Union (Frontex).

With this way it is achieved:

- The harmonization of the Hellenic Police Personnel to the Community models of training.
- The facilitation of the Hellenic Police Personnel in transferring “Acquis Communautaire”, concerning subjects of external borders management, to Greek border guards and more concretely, the Schengen borders code and the Schengen visa code, when it is adopted.

The above training courses will follow the basic and periodical training as it is provided. The basic training will include three levels : a) The first level for border guards of the Border Police Units and Border Police Sub Departments, will last 24 working days for each training course and it will be carried out in Athens and Thessaloniki in the premises of the Postgraduate Studies and Further Training Department (School). There is the possibility that about 1800 borders guards out of 3600 will be trained in training courses during the period 2008-2013. b) The second level for warrant officers, sergeants and constables of the Aliens Departments, Passport Control Units, Border Police Units and Border Police Sub Departments, will last 24 working days for each training course and it will be carried out in Athens and Thessaloniki in the premises of the Postgraduate Studies and Further Training Department (School). There is the possibility that about 1050 policemen out of 2800 will be trained in training courses during the period 2010-2013. c) The intermediate level for commanders and their substitutes of the Aliens Departments, Passport Control Units, Border Police Units and Border Police Sub Departments, will last 24 working days for each training course and it will be carried out in Athens in the premises of the Postgraduate Studies and Further Training Department (School). There is the possibility that 374 policemen will be trained in training courses during the period 2008-2010. For the accomplishment of the periodical training the creation of a core of instructors is required for Police Divisions all over the country. Three years after the basic training these instructors will train again the above personnel. The training of the instructors will last 24 working days and it will be carried out in Athens in the premises of the Postgraduate Studies and Further Training Department (School).

There is the possibility for 40 instructors to be trained in training courses in 2012.

This action will be totally financing with the amount of 5.761.940,00 €.

#### **b. Linguistic training, via the Foreigner Languages Department (School).**

Training consists of theory lessons by the above section, the mission of which is to provide ongoing education and skills to police officers concerning the foreign language training.

With this activity it is sought, accordingly with the list of best practices for the management of external borders and the readmission of Schengen M/S, training of border guards, in languages of neighboring to Greece countries, from where emanates or even goes through, the legal or illegal immigration to Greece, so that the frontier circulation and the frontier Authorities, more generally, are facilitated to operate controls, in cases of illegal passage of external borders. The languages included to be developed, in this program, are English, Turkish, Albanian, Russian and Arabic.

The above training includes theoretical training, lasting six months and will be carried out in Athens and Thessaloniki in the premises of the Postgraduate Studies and Further Training Department (School).

There is the possibility for about 400 personnel to be trained in training courses, for the period 2009 – 2013 with total financing 2.800.000,00 €.

**c. Training of National Control Centre and Borders' Surveillance executives.**

These courses aim at training the personnel, which will staff the National Centre of Control and Supervision of Borders, in order to facilitate the latter in the exercise of their duties in regard to **a)** training at decision-making level for strategic management of external borders, **b)** support for the external border strategic management policy and **c)** trainings concerning the management of the interoperability's mechanism between the NCCs and the NCC and FRONTEX.

The above training courses will be constituted by two training themes: a) Decision making level for the Strategic Management of the External Borders and b) Policy Support for the Strategic Management of the External Borders. They will last three weeks and will be carried out in Athens in the premises of the Postgraduate Studies and Further Training Department (School).

There is a prospect for 160 personnel to be trained in each training course within 2011 with total financing 4.500,00 €.

**d. Training of Regional Control Centres and Borders' Surveillance executives.**

It is an activity, which is related with the previous action (c) and is addressed for executives that will serve in the Regional Control Centers and Surveillance of Borders.

These training courses will be constituted by two training themes: **a)** Decision making level for the Strategic Management of the External Borders and **b)** Policy Support for the Strategic Management of the External Borders and **c)** trainings concerning the management of the interoperability's mechanism of the Regional Control Centres with the NCC. They will last three weeks and will be carried out in Athens in the premises of the Postgraduate Studies and Further Training Department (School).

There is a prospect for 160 personnel to be trained in each training course within 2012 with total financing 108.000,00 €.

**e. Drafting of study concerning best practices for the know-how transmission, in the field of external borders' management, to third countries.**

With this study is sought, in collaboration with certain Member States of the European Union, the establishment and the drafting of best practices in the sector of the "Acquis Communautaire" know-how transmission, to experts of third countries, in a uniform and completed way.

With regard to the above mentioned study, it will be realized in 2013 with total financing 51.800,00 € and for this purpose police executives will go to FRONTEX and to third countries and reversely.

**f. Drafting a study for the training of the Police Liaison Officers concerning the field of illegal immigration, authenticity checks on forged travel documents and investigation of cross-border crime.**

With this action is sought the preparation of a study, aiming at a full training of Greek Police Liaison Officers on the issues of the illegal immigration and more generally cross-border criminality.

With regard to the above mentioned study, it will be realized in 2013 with total financing 31.800,00 € and for this purpose police executives will go to FRONTEX and to third countries and reversely.

**OBJECTIVE 2: Necessary technological equipment for the trainings of the Hellenic Police personnel (Requirement 4 – Operational Objective 1)**

The educational technological equipment, constituted from laptops and systems of projection with the appropriate equipment, is essential in order to support the implementation of the above mentioned educational programs, which will be realized under the assiduity of the Postgraduate Studies and Further Training Department (School) of Hellenic Police.

**Examples of key actions:**

The purchase of the following training equipment: (2) digital video cameras, (3) system for projecting training material on to a giant screen, (2) translation equipment systems and (10) portable computers (laptops).

This action has been programmed to be covered by the annual program 2007 with total financing 80.000,00 €.

**OBJECTIVE 3: Application of a common training program on visa policy issues and technical aspects of visa management (Requirement 15-Operational Objective 1)**

Under Article 5(h) of European Parliament Decision 574/2007, the training and education of the staff of the relevant authorities is an eligible action in the Member States. We therefore propose to operate a pilot programme of targeted secondment of Ministry of Foreign Affairs staff to selected consular authorities. This will allow the common training programme to be applied to visa policy issues at national level. In addition to the theoretical basis of this policy, it is vital that these seminars cover all specialist issues dealt with by our authorities, depending on their country of accreditation (preventing illegal immigrants and organised crime, facilitating the flow of foreign visitors to Greece etc.).

The basic idea is to create a task force of senior ministry or other agency staff specialising in Schengen issues and visa policy within Directorate-General 4 at the Ministry of Foreign Affairs, from which instructors will be sent to specific embassies in order to run training programmes for Ministry of Foreign Affairs staff in their country of accreditation. We propose to start running this programme in mid 2009, a period that coincides with the VIS application on a pilot basis, in a certain number of embassies which are representative in terms of geographical distribution, volume and type of visas issued (e.g. tourist, work etc.). Initially we propose to run this programme in Russia, Serbia, FYROM, Albania, China and Turkey.

This task force can be comprised of a pool of six persons, three of whom will be drawn each time to visit a selected Consular Authority once every six months. The task force will be assigned with the in situ training of the Consulate employees the application of Schengen acquis to issuing visas and controlling the migratory flows. In particular, the task force will be offering training similar to that offered at the seminars on consular issues organized at the capital but tailored to fit the special needs of each Consulate authority.

Concerning the training – further training to HCG personnel assigned to tasks of control – surveillance of the maritime borders, will:

- Provide them a general overview of the legislation at national and EU level (SCHENGEN Borders Code), as well as best practices for the better implementation of their work on a daily basis (Practical Guide for Border guards)
- Establish a concrete and precise framework for integrated management of all means and resources used for the control – surveillance – protection of the maritime borders in terms of engagement rules – maintenance – management of the immigrants and their facilitators
- provide them concrete knowledge – grounding on the collection, collation evaluation and dissemination of information – intelligence concerning nexus points, routes, modi operandi and means used for the transportation of illegal immigrants.

**OBJECTIVE 4: Training of HCG personnel on external maritime borders management issues (Requirement 4 – Operational Objective 6)**

The training to HCG personnel assigned to tasks of control – surveillance of the maritime borders, with total financing **690.000,00 €** will:

- Provide them a general overview of the legislation at national and EU level (SCHENGEN Borders Code), as well as best practices for the better implementation of their work on a daily basis (Practical Guide for Border guards)
- Establish a concrete and precise framework for integrated management of all means and resources used for the control – surveillance – protection of the maritime borders in terms of engagement rules – maintenance – management of the immigrants and their facilitators
- provide them concrete knowledge – grounding on the collection, collation evaluation and dissemination of information – intelligence concerning nexus points, routes, modi operandi and means used for the transportation of illegal immigrants.

**Examples of key actions:**

**a. Training on implementation of Community Law, in particularly the SCHENGEN Borders Code and Practical Guide for border guards**

The aim of the training is to develop a spirit of common understanding on the part of HCG personnel charged with managing the sea borders, particularly between the Maritime BCPs, pursuant to Community law and, specifically, the Schengen Borders Code and the Practical Handbook for Border Guards, and to achieve uniformity in carrying out the prescribed checks through clarification and further analysis of the provisions.

The training will involve 2000 HCG personnel from co-competent Divisions of the Ministry of Mercantile Marine, the Aegean and Island Policy, as well as from port authorities. It will be conducted by experienced trainers from the HCG on the premises of the Hellenic Police Headquarters, which will make available the required training area, appropriate equipment and printed/electronic material. The duration of the training will be 5 days annually and is proposed to be covered by the EBF Annual Programmes 2008 – 2013.

**b. Distribution to HGG personnel of copies of the Schengen Borders Code and the practical handbook for border guards**

The distribution to HCG personnel of 3.000 practical user-friendly copies of the Schengen Borders Code and the Practical Handbook for Border Guards in both printed and

electronic format will give them the opportunity to be informed directly about matters of Community law concerning management of sea borders and the prescribed provisions relating to the conduct of checks on persons/ships/craft.

In this way, it will contribute to better knowledge on the part of HCG personnel as regards Community law concerning issues of maritime border control and surveillance, also greater uniformity on checks conducted in terms of management of illegal immigration flows. The distribution of the above – mentioned copies is proposed to be covered by the EBF Annual Programmes 2008 – 2013.

#### **c. Training on interrogation – debriefing tactics**

The training of 30 HCG personnel from Port authorities seated in areas subject to intense illegal immigration flows (Eastern Aegean Sea islands) in tactics for interrogation/debriefing of third country nationals would aim to provide them with specialist skills (specific methodology and type of questions during preliminary interrogation, i.e. until the competent judicial authorities take over each case), as regards third country nationals detected during an attempt to cross the maritime borders, as well as their facilitators. The procedure concerned, which is followed at the preliminary interrogation stage, is to verify both the countries of origin of the illegal immigrants/traffickers working with interpreters when required, the *modi operandi*, routes and means of transport used, as well as whether the traffickers are members of organised criminal networks which have also links into Greece.

The training will be implemented by trainers from Europol with considerable experience in these matters, in cooperation with the Ministries of the Interior/Hellenic Police Headquarters as well as the Mercantile Marine the Aegean and Island Policy. The duration of the training will be 5 days annually and is proposed to be covered by the EBF Annual Programmes 2008 – 2013.

#### **d. Training of HCG personnel in the use of devices detecting forged/falsified documents**

When HCG personnel conduct police checks, in the framework of the SCHENGEN obligations, on documents (identity documents, residence permits, etc.) held by third country nationals, it is not possible for the forgery or falsification of these documents to be detected due to lack of experience/knowledge of the methods and means by which these are achieved.

The training aims to cover these deficiencies. The training would involve 40 HCG personnel from the co-competent Divisions of the Ministry of Mercantile Marine, the Aegean and Island Policy as well as from port authorities. It will be provided by trainers from the Hellenic Police with considerable experience in these matters at Hellenic Police Headquarters, using computers, devices for detecting forged/falsified documents and printed and electronic material. The duration of the training will be 5 days annually and is proposed to be covered by the EBF Annual Programmes 2008 – 2013.

#### **e. Training of HCG personnel participating in inspection boarding parties of HCG Off Shore Patrol Vessels (OPVs) and crews of HCG vessels as regards approaching Boarding suspect Ships**

The training of 100 crews of HCG OPVs and HCG personnel to undertake inspections on ships/craft in the context of actions against illegal immigration under the responsibility of the HCG is considered essential and is aimed towards their relevant preparation (theoretical and practical training).

It consists of providing special skills and practice concerning the safety/self-protection of HCG personnel conducting inspections, as well as the thorough checking of outside and inside areas of ships/craft within the framework of the measures taken to guard our external sea borders.

For the training there will be use of inflatable high-speed craft, appropriate equipment from HCG OPVs, mobile devices for checking travel documents and printed theoretical training material. The duration of the training will be 10 days annually and is proposed to be covered by the EBF Annual Programmes 2008 – 2013.

**f. Training on linguistic grounding**

It will be provided to 180 HCG personnel in total, by the Ministry of Mercantile Marine, the Aegean and Island Policy, in cooperation with the Ministry of Interior (HP Headquarters). It aims to the provision of knowledge to HCG dealing with illegal immigration cases, on the languages of immigrants from African and Asian countries (Afghanis, Somalis, Pakistanis, Iraqis, Eritreans, Palestinians, etc) detected while crossing the external maritime borders, in order to verify their countries of origin, contributing to the potential for their readmission when there is a respective decision. The duration of the training will be within 6 months annually and is proposed to be covered by the EBF Annual Programmes 2009 – 2013.

**g. Training on checks – searches at transportation means for the location of hidden illegal immigrants**

It will be provided to 30 HCG personnel in total, by the Ministry of Mercantile Marine, the Aegean and Island Policy Ministry, in cooperation with the Ministry of Interior (HP Headquarters) and EUROPOL. The aim will be to provide to trainees practical knowledge on the methods, places of vehicles (accommodation or special constructed compartments) and routes used by organised criminal networks to transport illegal immigrants. The duration of the training will be 5 days annually and is proposed to be covered by the EBF Annual Programmes 2008 – 2013.

**h. Training on management of illegal immigrants and their facilitators**

It will be provided to 100 HCG personnel in total, by experienced trainers of EU agencies with expertise on this field. For the training needs, there will be used Rigid Inflatable Boats (RIBs), other equipment from HCG OPVs, portable passport control machines and manuals of theoretical grounding, taking into account the respect on their human rights and treatment. The duration of the training will be 5 days annually and is proposed to be covered by the EBF Annual Programmes 2009 – 2013.

**i. Training on self – protection and self – defence**

It will be provided to 200 HCG personnel of Special Units, by experienced trainers of EU agencies with expertise on this field (United Kingdom, Spain or Italy) aiming to the provision of basic knowledge on the self – protection of the trainees, when dealing with immigrants or facilitators having a dangerous behaviour (attacking to the HCG personnel, or holding knives – razors or other weaponry). For the training needs, there will be used air and naval means, thermal cameras, CO2 detection devices, portable transceivers with special PTTs, personal armour and equipment for special types of amphibious and terrestrial operations. The duration of the training will be dependent to the trainers responsible for its implementation and is proposed to be covered by the EBF Annual Programme 2009.

**j. Training on epidemiologic matters**

It will be provided to 150 HCG personnel of Special Units dealing with illegal immigration cases, by experienced trainers of EU agencies with expertise on this field (United Kingdom, Spain or Italy). For the training needs, there will be used air and naval means, thermal cameras, CO2 detection devices, portable transceivers with special PTTs, personal armour and equipment for special types of amphibious and terrestrial operations. The duration of the training will be dependent to the trainers responsible for the implementation and is proposed to be covered by the EBF Annual Programme 2010.

**k. Training on the side approach of merchant vessels sailing at sea by crews of HCG boats for special operations as well as the pursuit and immobilization of speedboats with illegal immigrants on board**

It will be provided to 8 HCG personnel of the Underwater Missions Unit by experienced trainers of EU agencies with expertise on this field (Germany, United Kingdom or France). For the training needs, there will be used diving and related equipment, Rigid Inflatable Boats (RIBs) and equipment for approaching suspicious vessels. The duration of the training will be dependent to the trainers responsible for the implementation and is proposed to be covered by the EBF Annual Programme 2011

**OBJECTIVE 5: Purchase of a simulator and the appropriate software to be used in training described in point (k) (Requirement 4 – Operational Objective 6)**

**A simulator and the appropriate software would be purchased** in order to be used complementarily for the more effective implementation of the above – mentioned training (k). The purchase is proposed to be covered by the **EBF Annual Programme 2010** with total financing **149.500,00 €**.

Indicators for objectives 1-5 implemented under Priority 5		
Output	Outcomes	Impact
<ul style="list-style-type: none"> <li>- Number and type of recommendations, standards, best practices adopted</li> <li>- Number and range of courses organised</li> <li>- Number and share of the staff in jobs which benefit from the core curriculum educated and trained</li> <li>- Number and scope of courses organised and number of participants</li> <li>- Number and share of the staff of border guards educated and trained</li> <li>- Increased number of border guards consulting more actively the Handbook and/or the Code</li> <li>- Number and share of staff in jobs which apply the common visa policy who are trained</li> </ul>	<ul style="list-style-type: none"> <li>- Number of common standards used by border guards</li> <li>- Proportion of border guards interpreting Community law in a uniform way</li> <li>- Good knowledge of the applicable rules by border guards</li> <li>- Good knowledge of the applicable rules in consular offices</li> <li>- Decrease in visa shopping</li> </ul>	<ul style="list-style-type: none"> <li>- More coherent application of EU rules and standards in border control</li> <li>- Equal and fair treatment of visa applicants</li> <li>- Better implementation of common visa policy</li> <li>- Improved image of the Community</li> </ul>

## 4. COMPATIBILITY WITH OTHER INSTRUMENTS

**An indication of how this strategy is compatible with other regional, national and Community instruments**

### 4.1. The development of the multiannual programme

All the objectives described under the priorities that are planned to be implemented under the Fund, follow on from national actions taken for the same reasons at central, regional and local level.

The action to be implemented complements and follows on from action taken under Community programmes which have been and are being implemented under both the 2<sup>nd</sup> and 3<sup>rd</sup> Community Support Frameworks, especially programmes under the INTERREG II and III Community initiatives (in terms of their cross-border aspects), the EQUAL Community initiative and the AGIS, FALKONE, OISIN, STOP, ODYSSEUS and PERIKLIS joint actions. The knowledge and experience gained from implementing operational programmes under the 3<sup>rd</sup> Community Support Framework, INTERREG II and III, ARGO, the trans-European transport networks and the European Fisheries Programme were also applied. Particular attention was paid when drafting the multiannual programme to the results of joint European operations, programmed and coordinated by Frontex, as regards national human and operational resources in green borders, the Greek territorial waters and abroad.

Additionally, it was taken into account training and lifelong learning programmes of the personnel of the Consular authorities, which have been implemented for some time now through complementary actions under the European Social Fund and other operational programmes under the 3<sup>rd</sup> CSF. In this respect, it would be necessary to mention, that the seminars on consular affairs, that the Diplomatic Academy of the Ministry of Foreign Affairs organises on a regular basis every year, have been co-financed by the 3<sup>rd</sup> CSF. These seminars aim at establishing lifelong training for all members of the Ministry, who will be called upon or have already undertaken consular duties.

Hellenic Police Headquarters has also been implementing various projects co-financed from operational programmes under the 2<sup>nd</sup> and 3<sup>rd</sup> Community Support Frameworks since 1995 and particular attention was therefore paid when preparing the multiannual and annual programmes to applying the knowledge and experience gained in order to include the best practices developed when planning the programmes. As such, and given that the application of the provisions of the European External Borders Fund depends on cohesion with projects defined in Objective 3 cross-border cooperation programmes, the strategy developed within the framework of the External Borders Fund is compatible with the objectives of the European Union Structural Funds (European Regional Development Fund, European Social Fund), being pursued through sectoral and regional operational programmes in the 2007-2013 financial period.

**In order to be ensured the above mentioned compatibility : 1)** were taken into consideration, for drafting the multiannual program, the general axes of the approved European programs in Greece in the framework of the Structural Funds, which describe the fields of their actions and interventions, which will be implemented during the period 2007-2013 and **2)** the final approved multiannual program of the EBF will be transmitted to the Managing Authorities of the rest Community programs of the National Strategic Reference Framework (N.S.R.F.), which are financed by the Structural Funds of the European Union for the financing period 2007-2013.

## **4.2. The implementation of the multiannual programme**

It is intended to establish the Monitoring Committee. This coordinative body will bring together the high level representatives of the Ministry of Foreign Affairs and the Ministry of Mercantile Marine, Aegean and Island Policy which are the three main authorities responsible for the implementation of the multiannual programme. The Monitoring Committee, among other tasks, will examine and approve the actions proposed for financing in the annual programmes before their submission to the European Commission. The membership in the Committee of the senior officers from the three concerned bodies will guarantee that the actions proposed to be implemented in the annual programmes will be compatible with other instruments in the areas eligible for the intervention of the Fund.

## **5. FRAMEWORK FOR IMPLEMENTATION OF THE STRATEGY**

### **5.1. The publication of the programme**

The multiannual programme will be published on the official website of the Ministry of Interior as and when it is approved, with a reference to the website of the competent authority and references (with links) to the websites of the jointly responsible agencies (Ministry of Foreign Affairs, Ministry of Mercantile Marine, Aegean and Island Policy).

Publication of the objectives and instruments of the External Borders Fund is designed to:

- inform public opinion in general about the role played by the European Union and the Greek authorities in the programme and the results of its implementation;
- inform the public in general at central and regional level about the objectives, aims, priorities and actions of the Fund and the level of EC co-financing through a selection of communication and promotional actions;
- guarantee actions under the programme are visible by providing a full range of information for all social agencies.

### **5.2. The approach chosen to implement the principle of partnership**

The multiannual programme was prepared together by responsible services of Ministries of Interior, the Ministry of Foreign Affairs and the Ministry of Mercantile Marine, Aegean and Island Policy. These three bodies constitute the only authorities having competences by law in the areas eligible for the intervention of the Fund.

All the three bodies actively participated in the preparation of the multiannual programme. As far as the practical implementation of the principle of partnership is concerned, it has to be underlined that the Responsible Authority, which is in charge of daily management of the Fund, is staffed with the seconded officials originating from these bodies.

In addition, after the beginning of the Responsible Authority's functioning a coordinative body, named the Monitoring Committee, will be established. It will bring together the high level representatives of the three Ministries.

The Monitoring Committee, among other tasks, will examine and approve the actions proposed for financing in the annual programmes before their submission to the European Commission and it will ensure an overall monitoring of the implementation of the Fund in Greece.

## 6. INDICATIVE FINANCING PLAN

### 6.1 Community Contribution

#### 6.1.1. Table

**Multiannual Programme – Draft Financial Plan**  
**Table 1: Community Contribution**

<b>Member State : GREECE</b>								
<b>Fund : External Borders Fund</b>								
(in euros – current prices)	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>TOTAL</b>
<b>Priority 1 :</b>	12.313.545	11.544.114	19.544.589	10.510.734	13.821.998	22.330.137	32.053.267	122.118.384
<b>Priority 2 :</b>	0	187.500	675.000	750.000	1.285.175	0	0	2.897.675
<b>Priority 3 :</b>	83.750	150.000	150.000	150.000	150.000	150.000	0	833.750
<b>Priority 4 :</b>	934.372	1.035.777	1.886.390	2.054.790	1.704.940	2.456.740	3.727.100	13.800.109
<b>Priority 5 :</b>	60.000	638.155	1.111.240	1.367.284	1.483.696	1.407.930	1.318.711	7.387.016
<b>Technical Assistance :</b>	75.000	187.543	92.290	95.192	95.192	95.192	126.922	767.331
<b>TOTAL :</b>	13.466.667	13.743.089	23.459.508	14.928.000	18.541.000	26.440.000	37.226.000	147.804.264

All the figures were rounded up or down to one euro.

#### 6.1.2. Comments on the figures/trends

The budgets given for 2007, 2008 and 2009 have been adequately determined in accordance with Commission documents SOLID/2007/13, SOLID/2007/14/REV and SOLID/2008/12. The budgets for 2010 to 2013 have been estimated in accordance with Commission document SOLID/2007/24, as the precise budgets for these years have not yet been determined. The national contribution (viz. 25%) must be covered by the Ministry of Interior, in cooperation with the jointly responsible ministries and the Ministry of Economy and Finance, through the Public Investment Programme or perhaps the ordinary budget. The above amounts of the technical assistance concern only the External Borders Fund and not the European Return Fund. However, some of the above mentioned amounts of the technical assistance of the EBF and some amounts of the technical assistance of the RF are intended for the Responsible Authority's' expenses, which will be common for the two Funds.

## 6.2 Overall financing plan

### 6.2.1. Table

<b>Multiannual Programme – Draft Financial Plan</b>								
<b>Table 2: Overall Financing</b>								
<b>Member State : GREECE</b>								
<b>Fund : External Borders Fund</b>								
(in euros – current prices)	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>TOTAL</b>
<b>Community Contribution</b>	13.466.667	13.743.089	23.459.508	14.928.000	18.541.000	26.440.000	37.226.000	147.804.265
<b>Public co financing</b>	4.488.889	4.581.030	7.819.836	4.976.000	6.180.334	8.813.334	12.408.667	49.268.090
<b>Private co financing</b>	0	0	0	0	0	0	0	0
<b>TOTAL</b>	17.955.556	18.324.119	31.279.344	19.904.000	24.721.334	35.253.334	49.634.667	197.072.355
<b>% Community Contribution</b>	<b>75 %</b>	<b>75 %</b>	<b>75 %</b>	<b>75 %</b>	<b>75 %</b>	<b>75 %</b>	<b>75 %</b>	<b>75 %</b>

### 6.2.2. Comments on the figures/trends

The budgets given for 2007, 2008 and 2009 have been adequately determined in accordance with Commission documents SOLID/2007/13, SOLID/2007/14/REV and SOLID/2008/12. The budgets for 2010 to 2013 have been estimated in accordance with Commission document SOLID/2007/24, as the precise budgets for these years have not yet been determined. The national contribution (viz. 25%) must be covered by the Ministry of Interior, in cooperation with the jointly responsible ministries and the Ministry of Economy and Finance, through the Public Investment Programme or perhaps the ordinary budget.

THE DIRECTOR OF THE FINANCE DIVISION

ANASTASIOS KANTZILIERIS  
POLICE BRIGADIER GENERAL  
[signature of responsible person]