1. **BASIC INFORMATION**

1.1 **CRIS Number:** 4573/09

1.2. **Twinning light Nber:** MT/2003/IB/JH-01

1.2 **Title:** Strengthening Malta’s capacity in Border Control - PHASE II

1.3 **Sector:** Justice and Home Affairs

1.4 **Location:** Malta

2. **OBJECTIVES**

2.1 **Wider Objective**

- To strengthen Malta’s administrative and operational capacity to implement the Schengen Acquis related to border control.

2.2 **Immediate Objectives**

- To upgrade the technical capabilities of available aircraft and patrol vessels needed to conduct surveillance and interdiction operations in the area of border control.

- To upgrade the communications facilities of land-based/sea-borne assets and special teams involved in the reinforcement of border control.

- To provide training in the operation and maintenance of new technical systems to be adopted in the area of border control.

- To train operational teams in tactics necessary for the execution of border control operations.

- To upgrade Malta’s operational capability in high-speed interdiction.

- To train personnel in the security of air entry points.

2.3 **Accession Partnership and NPAA priority**

- The strengthening of Malta’s administrative and operational capacity to implement the Schengen Acquis related to border control are priorities in the NPAA. This is in accordance with the Accession Partnership which underlines the need to continue efforts to reinforce the external borders by improving technical means and appropriate training of the professionals.
3. DESCRIPTION

3.1 Background and Justification

The Armed Forces of Malta (AFM) has been identified as the lead agency for the control of Malta’s maritime borders. Although it is encouraged that such tasks not be undertaken by military entities, the nature of the AFM, together with local legislation which empowers its officers to act as police officers when necessary, is considered to impart the character of a coastguard to this organization.

The General JHA Expert Fact Finding Mission of June 2000 noted the need for a general upgrading of the equipment aboard AFM aircraft and patrol vessels in order to improve their surveillance and communications ability.

In light of this, a number of sectors have been identified where substantial technical upgrades are necessary in order to ensure a continued and credible ability to interdict individuals attempting to enter Malta illegally by maritime routes. Among these are the improvement of night operating capabilities, upgrading of communications facilities, provision of a fast interception craft, training regarding the most efficient use of the coastal radar chain and the training of personnel in underway boardings. Further training will address the need to establish an efficient intelligence gathering and collation system.

A second general area which is being addressed refers to the task assigned to the AFM of providing security at Malta International Airport. While a substantial portion of this task is related to counter-terrorism and general security, a need for training these personnel in those aspects of their duties which apply to illegal entry has been identified.

3.2 Linked Activities

- Training sessions for immigration officers and members of the AFM were provided by the ‘Centre des Etudes Européennes de Strasbourg’ between the 2nd and 6th October 2000 on Asylum and Border Control.
- Training similar to the above was again provided between 3rd and 7th December 2001.
- 42 AFM personnel received training on the Identification of Forged Documents during 2 half-day seminars run by UK Immigration officers on 27th and 31st May 2002.
- 22 AFM personnel participated in a Border Control course run by Spanish Guardia Civil instructors between 27th May and 6th June 2002. The course addressed various legislative and operational issues as well as providing an in-depth insight into the modus operandi of the Guardia Civil.
- The above activity will be followed by a full-scale practical exercise in border control to take place in Malta in the month of September 2002.
- 4 AFM Officers have proceeded on a study visit to Spain between 8th and 21st July 2002 in order to examine the operational procedures and specialist equipment used by the Guardia Civil in maritime border control operations.
3.3 **Results**

- Maritime border control operations will be in line with the best practices as set out in the EU Schengen Catalogue.
- AFM air and maritime assets will be all-weather and day/night capable in regard to Migrant Interdiction Operations (MIO).
- The AFM will make more efficient use of intelligence gathered both by organic sources as well as external providers thereby allowing more efficient targeting of operational resources.
- Operational personnel will be familiar with the legislative aspects of the Schengen Acquis and better able to screen documentation with a view to identifying possible counterfeit items.
- Operational personnel will be familiar with the operation and 1st-line maintenance of newly procured equipment and able to use all items as an integral part of operations.
- Airport Security personnel will be aware of those aspects of their task directly related to illegal entry and better able to prevent such entry as well as conversant with the procedures necessary for handling suspect individuals.
- Both Operational and Command elements will be conversant with their roles in all phases of Migrant Interdiction Operations (MIO).

3.4 **Activities**

3.4.1 *Institution Building (Training)*

The following training courses will be undertaken with a view to attaining the results outlined in 3.3 above:

- **Name:** Inspection of routine ship’s documents by inspection teams  
  **Location:** Malta  
  **Duration:** 4 days  
  **Participants:** 24
- **Name:** Waterborne boarding of vessels underway  
  **Location:** Malta  
  **Duration:** 2 days  
  **Participants:** 12
- **Name:** Intelligence gathering, collation and dissemination  
  **Location:** Malta  
  **Duration:** 5 days  
  **Participants:** 10
- **Name:** Use of coastal radar chain in border protection  
  **Location:** Malta  
  **Duration:** 2 days  
  **Participants:** 10
- **Name:** Training of Airport Security personnel  
  **Location:** Malta  
  **Duration:** 5 days  
  **Participants:** 15
- **Name:** Training in use and operational support of FLIR  
  **Location:** Malta
3.4.2 **Equipment**

The procurement of equipment will cover the needs outlined in para. 3.1 above and includes the following general items:

- Forward Looking Infra-Red (FLIR) system for installation aboard one of the AFM’s BN-2B Islander aircraft.
- Fast interception craft complete with 3 x 250hp outboard motors.
- Digital imaging equipment.
- Portable communications equipment
- Night vision equipment
- Law enforcement equipment.

These will further supplement the equipment already scheduled for purchase under Phase I of the project.

4. **INSTITUTIONAL FRAMEWORK**

In view of the importance of this project and related initiatives being undertaken by the Maltese authorities, the Minister for Home Affairs appointed an *ad hoc* Project Team in November 2000 to plan, manage and oversee the implementation of all matters pertaining to the adoption of the Schengen *Acquis*.

The Project Team is chaired by the Assistant Commissioner of Police responsible for immigration and has, as members, representatives from the Office of the Prime Minister, the Ministry for Home Affairs and Environment, the Ministry of Foreign Affairs, the Ministry of Justice and Local Government, the Ministry of Finance (Customs Department) and the Armed Forces of Malta. This broad representation ensures the effective co-ordination of all activities and initiatives related to the adoption of the *Acquis*.

Furthermore, the Project Team is accountable to a permanent Steering Committee of the Malta Police Force which is chaired by the Minister for Home Affairs and Environment and has membership extended to the Permanent Secretary for Home Affairs and the Environment, the Commissioner of Police, the Assistant Commissioner of Police for Strategy and Planning and a Managing Consultant from the Management Efficiency Unit in the Office of the Prime Minister. The purpose of the Steering Committee is to oversee operations of the Project Team and provide it with appropriate strategic policy direction.

For this phase of the project, due to the preponderance of AFM involvement in Phase II of the project, the Maltese Project Leader will be nominated by the AFM. Captain Andrew Mallia, AFM has already been appointed in this capacity.
All the activities outlined in section 3.4 will be under the direct management and supervision of the Project Team.

5. **DETAILED BUDGET**

<table>
<thead>
<tr>
<th>EU Funding</th>
<th>Total</th>
<th>National co-financing</th>
<th>Total budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Institution Building</td>
<td>-</td>
<td>567</td>
<td>433</td>
</tr>
<tr>
<td>Investment</td>
<td>-</td>
<td>567</td>
<td>433</td>
</tr>
<tr>
<td>Institution building (training)</td>
<td>-</td>
<td>-</td>
<td>50</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>-</td>
<td>567</td>
<td>483</td>
</tr>
</tbody>
</table>

6. **IMPLEMENTATION ARRANGEMENTS**

6.1 **Implementing Authority**

Office of The Prime Minister (OPM)

_Contact Person:_

Mr Charles Polidano, Director
Strategy and Planning at the Office of the Prime Minister
Auberge de Castille, Valletta, Malta
Tel: (+356) 21 228 028 Fax: (+356) 21 246 362.
E-mail: charles.polidano@gov.mt

6.2 **Twinning Light**

The Institution Building component will be implemented through a twinning light arrangement following the specific Commission’s guidelines “Procedures for twinning light”.

6.3 **Non-standards aspects**

None.

6.4 **Contracts**

A supply contract/s for the procurement of the required equipment will be concluded in accordance with the procedures laid down in the “Practical guide to EC external aid”.

7. **IMPLEMENTATION SCHEDULE**

7.1 **Start of tendering:** January 2003
7.2 **Start of Project Activities:** April 2003
7.3 **Project Completion:** April 2005
8. **EQUAL OPPORTUNITY**

Government of Malta is an equal opportunity employer.

9. **ENVIRONMENT**

N/A

10. **RATES OF RETURN**

N/A

11. **INVESTMENT CRITERIA**

11.1 **Catalytic Effect**: The Pre-Accession Funds contribution will help in strengthening the operational capabilities and international collaboration in border control.

11.2 **Co-finance**: National co-finance contributions will serve to directly co-finance equipment procurement and training.

11.3 **Additionality**: Not Applicable

11.4 **Readiness**: Training and Procurement have already commenced as part of the first phase of the Project. Furthermore all operational platforms on which equipment is to be installed are available.

11.5 **Sustainability**: Relevant government policies ensure sustainability. The operational costs of the technical means will be met out of public funds.

11.6 **Competition**: Services and equipment will be procured in line with the relevant regulations.

12. **CONDITIONALITY AND SEQUENCING**

- The provision of co-financing from Maltese sources.
- Deployment of the necessary human resources to follow up the decision and activities identified by the Project Team.

**ANNEXES**

I Logframe Planning Matrix

II Implementation Time Schedule

III Cumulative Contracting and Disbursement Schedule

IV Reference to Feasibility Reports
### Logframe Planning Matrix for: Border Control Project

**Logframe Planning Matrix**

<table>
<thead>
<tr>
<th>LOGFRAME PLANNING MATRIX</th>
<th>Programme number: 4573/09</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Strengthening Malta’s capacity in border control - Phase II</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Programme number:</strong></td>
<td><strong>Contracting period expires:</strong> November 2005</td>
</tr>
<tr>
<td></td>
<td><strong>Disbursement period expires:</strong> November 2006</td>
</tr>
<tr>
<td></td>
<td><strong>Total Budget 2003:</strong> 1,050,000</td>
</tr>
<tr>
<td></td>
<td><strong>EU contribution 2003:</strong> 567,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>INTERVENTION LOGIC</th>
<th>OBJECTIVELY VERIFIABLE INDICATORS</th>
<th>SOURCES OF VERIFICATION</th>
<th>ASSUMPTIONS AND RISKS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>WIDER OBJECTIVE</strong></td>
<td>To strengthen Malta’s administrative and operational capacity to implement the Schengen Aquis related to border control</td>
<td>Border control and management systems compliant with recommendations proposed by General JHA Fact Finding Mission and the provision of the Schengen Acquis.</td>
<td>EU Commission documents, EU Regular Reports, Statistical Reports</td>
</tr>
<tr>
<td>IMMEDIATE OBJECTIVES</td>
<td>INTERVENTION LOGIC</td>
<td>OBJECTIVELY VERIFIABLE INDICATORS</td>
<td>SOURCES OF VERIFICATION</td>
</tr>
<tr>
<td>-----------------------</td>
<td>---------------------</td>
<td>----------------------------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>• To upgrade the technical capabilities of available aircraft and patrol vessels needed to conduct surveillance and interdiction operations in the area of border control.</td>
<td>• The number of training programmes organised.</td>
<td>• A Training Plan</td>
<td>• Availability of expert instructors</td>
</tr>
<tr>
<td>• To upgrade the communications facilities of land-based/sea-borne assets and special teams involved in the reinforcement of border control.</td>
<td>• The number of officers actually trained.</td>
<td>• Attendance of officers for training</td>
<td>• Availability of human and financial resources</td>
</tr>
<tr>
<td>• To provide training to personnel in the operation and maintenance of new technical systems to be adopted in the area of border control.</td>
<td>• The availability of technical equipment.</td>
<td>• Armed Forces of Malta Annual Departmental Report</td>
<td></td>
</tr>
<tr>
<td>• To train operational teams in tactics necessary for the execution of border control operations</td>
<td>• The results of subsequent training exercises.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• To upgrade Malta’s operational capability in high-speed interdiction.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• To train personnel in the security of air entry points.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RESULTS</td>
<td>INTERVENTION LOGIC</td>
<td>OBJECTIVELY VERIFIABLE INDICATORS</td>
<td>SOURCES OF VERIFICATION</td>
</tr>
<tr>
<td>---------</td>
<td>-------------------</td>
<td>-----------------------------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td></td>
<td>• Maritime border control operations will be in line with the best practices as set out in the EU Schengen Catalogue.</td>
<td>• Training programmes are developed for all officers concerned</td>
<td>• Commission Evaluation Reports</td>
</tr>
<tr>
<td></td>
<td>• AFM air and maritime assets will be all-weather and day/night capable in regard to Migrant Interdiction Operations (MIO).</td>
<td>• Officers certified as knowledgeable and competent in the handling and maintenance of procured equipment.</td>
<td>• Status reports by the Project Team to the Malta Police Force Steering Committee on the progress of the implementation</td>
</tr>
<tr>
<td></td>
<td>• The AFM will make more efficient use of intelligence gathered both by organic sources as well as external providers thereby allowing more efficient targeting of operational resources.</td>
<td>• Capabilities and procedures will reflect the best practices as set out in the EU Schengen Catalogue</td>
<td>• Equipment in place and operational</td>
</tr>
<tr>
<td></td>
<td>• Operational personnel will be familiar with the legislative aspects of the Schengen Acquis and better able to screen documentation with a view to identifying possible counterfeit items.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Operational personnel will be familiar with the operation and 1st-line maintenance of newly procured equipment and able to use all items as an integral part of operations.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Airport Security personnel will be aware of those aspects of their task directly related to illegal entry and better able to prevent such entry as well as conversant with the procedures necessary for handling suspect individuals.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Both Operational and Command elements will be conversant with their roles in all phases of Migrant Interdiction Operations (MIO).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ACTIVITIES</td>
<td>INTERVENTION LOGIC</td>
<td>OBJECTIVELY VERIFIABLE INDICATORS</td>
<td>SOURCES OF VERIFICATION</td>
</tr>
<tr>
<td>------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>• Training in the inspection of routine ship’s documents by inspection teams</td>
<td>• Improved efficiency in Migrant Interdiction Operations (MIO) executed by AFM assets</td>
<td>• Equipment installed, commissioned and performing to specification</td>
<td>• Tender documents</td>
</tr>
<tr>
<td>• Training in the waterborne boarding of vessels underway</td>
<td>• AFM personnel aware of the effect of the Schengen Acquis on their operations</td>
<td></td>
<td>• Evaluation reports</td>
</tr>
<tr>
<td>• Training in intelligence gathering, collation and dissemination</td>
<td>• Procurement of the following equipment:</td>
<td>• Equipment installed, commissioned and performing to specification</td>
<td>• Operational tests</td>
</tr>
<tr>
<td>• Training in the most efficient use of coastal radar chain in border protection</td>
<td>– Forward Looking Infra-Red (FLIR) system for installation aboard one of the AFM’s BN-2B Islander aircraft.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• The training of Airport Security personnel</td>
<td>– Fast interception craft complete with 3 x 250hp outboard motors.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Training in use and operational support of airborne FLIR</td>
<td>– Digital imaging equipment.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Professional pursuit boat handling training</td>
<td>– Portable communications equipment</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Procurement of the following equipment:</td>
<td>– Night vision equipment</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Professional pursuit boat handling training</td>
<td>– Law enforcement equipment</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Implementation Time Schedule - Border Control Project

**CRIS REF. 4573/09**

<table>
<thead>
<tr>
<th>2003</th>
<th>2004</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q1</td>
<td>Q2</td>
<td>Q3</td>
</tr>
<tr>
<td>D</td>
<td>T</td>
<td>T</td>
</tr>
</tbody>
</table>

D = Design; T = Tendering and Contracting; I = Implementation; X = Closure
## ANNEX III

### Cumulative Contracting and Disbursement Schedule – Border Control Project

<table>
<thead>
<tr>
<th></th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Q1</td>
<td>Q2</td>
<td>Q3</td>
<td>Q4</td>
</tr>
<tr>
<td><strong>Contracted</strong></td>
<td>-</td>
<td>-</td>
<td>100</td>
<td>200</td>
</tr>
<tr>
<td><strong>TOTAL Disbursed</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>50</td>
</tr>
</tbody>
</table>
ANNEX IV

REFERENCE TO FEASIBILITY REPORTS


3. Report by experts sent to Malta by the DG enlargement (January 2001)