

ANNEX 1

ITALIAN MULTI-ANNUAL PROGRAMME (2007-2013) EXTERNAL BORDERS FUND

MEMBER STATE: ITALY

FUND: EXTERNAL BORDERS FUND

RESPONSIBLE AUTHORITY: MINISTRY OF INTERIOR

PERIOD COVERED: 2007-2013

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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.

1.1.1 The national situation and the migratory flows affecting it

Due to its geographical position in the centre of the Mediterranean area, Italy is the destination country of relevant illegal migration flows, coming mostly from Africa, the Balkans and from Eastern Europe, as well as from the Middle and the Far East, from Indian sub-continent and even from Latin America.

Particularly affected by this phenomenon are the sea borders considering the total length of the coasts, which amount to 5.225 km, according to the art. 14, paragraph 6, letter b of the Decision 574/2007/CE or referring to the outer limit of the territorial Italian sea.

The extraordinary development, in the last years, of the air traffic represents for Italy, as for the other EU Member States, an additional risk factor as to illegal immigration, in particular through the main airports affected by intercontinental flights. We have to consider that the traffic volumes of the main international Italian airports, amounted last year in 32,947.304 arrivals, departures and transits at the Rome Fiumicino airport, 6,995,735 out of which coming from or bound for non Schengen Countries, and 23,441.006 at the Milan Malpensa airport, 10,360.708 out of which in relation to third Countries.

1.1.2 Description of illegal migratory flows

In the broader context of immigration, account should be taken of the phenomenon of illegal migration, that is the target of the continuous fight carried out by the police forces in general and the border police in particular. Illegal immigration by sea - which is favoured by the extension of national sea borders – concerns in particular Italy where many foreign nationals arrive on board of makeshift boats, coming mainly from the Horn of Africa and Western Africa.

Said phenomenon concerns in particular the Western coast of Sicily and, in particular, the Lampedusa island (Agrigento). The latter is the favourite destination of foreign nationals coming from Horn of Africa and Western Africa, but also from sub-Saharan Africa (e.g. Erithrea, Ethiopia, Nigeria, Ivory Coast) and Maghreb (Algeria, Morocco, Tunisia).

Most of the illegal migrants landing in Lampedusa come from Libya, while Egyptians and Algerians reach the Italian coasts of Calabria and Sardinia, respectively. In the first five months of 2008 the illegal migrants travelling by sea were mainly: Somalis, Nigerians, Tunisians, Moroccans, Ghanaians, Egyptians, Burkina bes, Erithreans, Ivorians and Togolesses.

The illegal migration flow to Calabria and Apulia decreased notably, while Sardinia, from the summer 2006, has been the destination place of an increasing number of Algerian illegal migrants. Thus, a new sea route used by the Maghrebi criminal organizations has been detected.

The phenomenon of illegal migration by sea, which decreased in the period 2005-2007, as shown by the following table, due to the cooperation relations started with the third countries of departure or transit of illegal migrants, increased notably during the first 5 months of 2008 (7.413 in 2008, compared to 3.538 of 2007).

Illegal migrants landed in Italy	2004	2005	2006	2007	2007 1 January – 31 May	2008 1 January – 31 May
Persons landed in Lampedusa, Linosa and Lampione	10.497	15.890	18.495	12.177	2.064	6.656
Persons landed in other places of Sicily	3.097	6.934	2.905	4.698	657	426
Persons landed in Puglia	18	19	243	61	0	18
Persons landed in Calabria	23	88	282	1.971	529	45
Persons landed in Sardinia	0	8	91	1.548	288	268
Total number	13.635	22.939	22.016	20.455	3.538	7.413

Furthermore, illegal migrants enter through harbours ensuring regular sea connections with other EU Member States applying the Schengen Agreements. Said phenomenon involves especially nationals of Kurdish origin who come to Ancona, Bari, Brindisi and Venice harbours, on board of ferries from the Patras and Igoumenitza Greek harbours.

Significant is the flow of migrants who, through the last external land border of Italy (with Switzerland, after the abolition of controls at the border with Slovenia), attempt to enter the Swiss Confederation after crossing Italy, which they reached illegally from Greece (to this regard, mention is made of the arrival of Turkish nationals and Iraqi nationals of Kurdish ethnic group, likely bound to Germany and Northern European Countries and Switzerland). Ad hoc cooperation initiatives with all neighbouring Member States (France, Austria and the same Slovenia) where undertaken in order to guarantee “moderate” controls, in the respect of general rules of Border Guard Code. ,“checks within the territory envisaged by art. 21 of the Schengen Borders Code”. Moreover, Joint Police and Customs Cooperation Centres were set up.

1.1.3 Illegal immigration flow. Considerations

Italian police forces are engaged in an intense prevention and counteraction activity based on strategies each time adapted to the origin of the flows, the routes followed and the chosen travel modalities. Control and surveillance activity is carried out also at ports, airports and land border crossing points.

Particular concern arises from the phenomenon of illegal migrants from Greece. In 2007, in fact, about 5,000 illegal migrants were detected - concealed inside commercial motor-vehicles - on board or immediately after the arrival of ships from Patras and/or Igoumenitza. There are grounds to believe that said illegal immigration flow constitutes a more large-scale phenomenon since in 2007 the competent French authorities – based on an ad hoc bilateral Agreement - requested the readmission in Italy of an almost corresponding number of Turkish nationals and/or Iraqi nationals of Kurdish ethnic group and Afghans (about 5,000) who allegedly reached the French territory after crossing Italy from Greece. It is necessary to note that also the recent joint sea operations conducted under the FRONTEX aegis pointed out the increase in the phenomenon of Kurdish and Turkish migrants who try to reach Europe (in particular Italy) by air.

To this regard, illegal migration flows by air involve mainly nationals from Africa and Southern America whereas those from China – though still relevant - registered a decrease in the first months of 2008. Said decrease is both due to the exploitation of the legal entry modalities by Chinese nationals who then remain on the territory in irregular position and possibly to the strengthened controls conducted by Chinese authorities during the Olympic Games.

Refusal of entry at air borders			
2005	2006	2007	2008 (as of 30 June)
6945	8281	4688	2022

Monitoring activity is constant and focused on arrivals from airports considered “at risk” as places of origin and/or transit of illegal migrants bound for Italy and other EU Member States:

- **Europe:** Moscow, Kiev, Istanbul, Tirana, Sarajevo, Belgrade;
- **Africa:** Accra, Lagos, Dakar, Nairobi, Addis Abeba, Casablanca and Cairo;
- **Asia:** Teheran, Amman, Dubai, Abu Dhabi, Bahrein, Karachi, Islamabad, Colombo, Bangkok, New Delhi, Kuala Lumpur, Singapore, Beijing, Hong Kong;
- **America:** Lima, Quito, Caracas, Avana, S. Domingo, Rio de Janeiro, S. Paulo, Bogotà.

Of course, the main modus operandi is represented by the use of forged or counterfeited documents. Another frequent method is the destruction of air tickets and travel documents during transit operations in order to avoid their refoolment to their place of origin. With a view to countering said phenomenon targeted “alongside” controls are carried out coinciding with the arrival of “risky” flights.

Illegal immigration by sea or through ports has been constantly and thoroughly monitored. However, it represents only the most visible aspect of illegal immigration in Italy. Actually, immigrants reaching Italy by sea represent only 10% of the whole phenomenon. Most part of illegal immigrants (70%) includes the so-called overstayers, i.e. foreign nationals who enter Italy legally (i.e., in possession of a valid visa and/or stay permit) and remain there illegally after the expiration of said permits.

Finally, an illegal migration flow from the Balkan area is also registered at the internal land borders with Slovenia. Most part of these migrants are Turkish and/or Iraqi nationals of Kurdish and Iranian ethnic group as well as nationals from third countries of Central and Eastern Europe, in particular Former Yugoslavia, Bosnia, Macedonia, Ukraine, Russia. Though the phenomenon is less considerable, also these borders are affected by an illegal immigration flow from Asia, Indian Sub Continent and Far East

As far as border controls with Switzerland are concerned, the adhesion of said state to the Schengen agreement will have the legal effect of transforming “external” borders into “internal” borders. This will lead to the abolition of fixed check points, the elimination of border activity at crossing points as well as to the reorganization of human resources in order to jointly patrol the border with back-up mixed teams (Italy/Switzerland) (the so-called security veil).

Cooperation will also be ensured by the Police and Customs Cooperation Joint Centre set up in Chiasso (CH) in 2003. Border activity at the Italian-Swiss border is characterized by readmission measures. In particular, in 2006 Switzerland submitted 402 readmission proposals, out of which 376 were accepted whereas in 2007 589 readmission proposals were submitted with 531 accepted.

1.1.4 Cooperation with third countries on immigration and legislative provisions on immigration experts (Immigration Liaison Officer)

The experience acquired in countering illegal immigration and the related crimes pointed out the need to establish relations of effective cooperation with the origin and transit countries of illegal immigration flows. In this connection, crucial is the role played by liaison officers seconded abroad both under a strategic and operational point of view. The contribution that can be offered by them to the strategies aimed to prevent said phenomenon was recognized by the legislator who, by Act No.189 of 30 July 2002, envisaged (sec. 36) the secondment by the Ministry of the Interior, in agreement with the Ministry of Foreign Affairs, to diplomatic and consular missions of senior officers of the Italian National Police (maximum 11 people) as immigration experts. In conformity with said Act and considering both geography and the considerable illegal immigration flows towards our country, three National Police senior officers were sent as immigration experts (Immigration Liaison Officer – ILO) to the Italian Embassies in Tripoli (Libya), Cairo (Egypt), and Belgrade (Serbia). Their presence contributed to strengthening the already operative network of Italian liaison officers in the African continent and Balkan area consisting of police senior officers with general competence (Slovenia, Serbia, Montenegro, Albania, Greece, Bulgaria, Romania) or with expertise in the fight against international drug trafficking (Hungary, Turkey, Morocco, Senegal). This kind of personnel is also present in some Asian countries (Middle and Far East and South America).

In this framework, a cooperation protocol between Italian Republic and Arabian Gran Giamahiria Libian Popular Socialist was signed on 29/12/2007 in Tripoli in order to tackle illegal immigration phenomenon. Moreover, a technical and operational agreement foresees the temporary assignment of 6 patrol vessels - supported by the Guardia di Finanza under the technical and logistic point of view - for training goals and the setting up of a Common Operational Centre headed by a Deputy Commander(a police officer of the Guardia di

Finanza) with the tasks of providing assistance and connection to the competent Italian Authorities.

1.1.5 National Authority for the management of border controls and for the coordination of the activities against illegal immigration at external borders

The Ministry of the Interior – General Directorate for Immigration and Border Police – is the competent National Authority for the management of border controls and for coordination of activities against illegal immigration at the external borders. The Ministry of the Interior, as already mentioned, in order to combat illegal immigration by sea is supported by the Navy and the General Headquarters of Guardia di Finanza and of the Italian Coast Guard.

1.1.6 Outline of the provisions on the organization of border police services

The Central Directorate for Immigration and Border Police – on which the Border Police depends – was set up by Act No. 189 of 30 July 2002 within the Ministry of the Interior-Department of Public Security.

The Border Police activity and organization are regulated in detail by the Ministerial Decree of 16 March 1989 - envisaging the organization of Border Police Offices - and further specified by the Decree of the Minister of the Interior of 16 June 1991.

Border Police have jurisdiction on well-defined territorial areas as well as on national ports and airports destined to civil international air and sea traffic. It carries out the routine border checks, in compliance with community provisions and implementing the relevant bi/multilateral agreements. It also contributes to the surveillance of the so-called blue and green borders, i.e., sea and land borders that are not permanently monitored by the police border officers (in other words, outside the official crossing points). It maintains relations with the corresponding authorities of neighbouring countries and implements the existing understandings, the relevant community provisions (Regulation of the European Parliament and of the Council No. 1931/2006 of 20 December 2006 containing rules on local border traffic at Member States' external land borders) as well as the provisions in force on visa. Finally, the Border Police enforce security measures for the safeguard of air and sea transport, in compliance with community regulations and the provisions of the competent international organizations (ICAO, IMO, CEAC, etc.).

In order to carry out said activities, the Border Police avail themselves of 5,485 border guards who are supported by the personnel of the Carabinieri Corps and Guardia di Finanza.

In particular, Border Police are present at 84 major ports and 47 major airports whereas Carabinieri Corps perform border tasks at 26 minor ports (Lampedusa, La Maddalena, Pantelleria) and 5 minor airports (Isola d'Elba, Albenga, Pantelleria).

Furthermore, Guardia di Finanza control 14 land border crossing points of I and II category at the border to Switzerland.

1.1.7 Nature and typology of border crossing points

The official border crossing points currently active amount to 207: 109 at sea border, 50 at air border and 48 at land border (Switzerland), as mentioned in Annex IV to the Schengen Handbook for Border Guards. Land border crossing points are subdivided, according to the type of traffic, into international or local crossing points of first or second category with full time or limited opening hours. Sea and air borders include also ports and airports dealing with commercial or tourist traffic (the so-called minor ports and airports).

1.1.8 Immigration Authority

The immigration authority is composed at central level by the General Directorate for Immigration and Border Police created by the Decree of the President of Republic 29/12/2003 and at the local level by the Provincial immigration authorities, functionally subjected to the mentioned General Directorate.

1.1.9 Location of border crossing points

The relevant map is enclosed



1.1.10 Measures adopted at border and foreign nationals removed in the three-year term 2005-2007

Foreign nationals refused at border								
2005			2006			2007		
Land border	Sea border	Air border	Land border	Sea border	Air border	Land border	Sea border	Air Border
10,505	1,886	6,945	10,395	1,591	8,281	3,579	1,127	4,688
19,336			20,267			9,394		

Removal orders issued against foreign nationals Detected in irregular position in Italy		
2005	2006	2007
83,809	92,029	54,140

1.1.11 Land borders

At present, the Border Police control 48 crossing points at the border with Switzerland through which Italian and Swiss nationals transit mostly for work reasons due to the fact that they carry out their activity in a place close to the common border. On the basis of a relevant bilateral agreement, a Police and Customs Cooperation Centre was established in Chiasso (Switzerland) where personnel of the two countries work to facilitate the readmission procedures relating to illegal foreign nationals found in the respective countries, coming directly from the other partner country. In addition, within said Centre, police information is exchanged for a more effective fight against transborder crime and safeguard of public order in the common border area.

Border Guards at land borders are 956.

1.1.12 Sea borders

The Border Police control 109 sea border crossing points at the relevant ports. The main sea border police offices are in Genoa, Venice, Ancona, Bari, Brindisi and Livorno. The sea traffic taking place in said ports is mainly intra-Schengen, except for some sea links – especially in summer – in some ports of call to which tourists flows are in general directed. In some of said ports (Genoa, Venice and Civitavecchia) - in particular, after the 11 September 2001 attack – a notable increase in cruiser traffic has been registered, as shown by the remarkable increase in the visa applications at the border by seamen and ship crew. Said traffic registered a particular increase at the port of Civitavecchia, due to its geographic proximity to Rome. Border police offices at ports of call are mainly dealing with the control of so-called pleasure-craft, commercial ships (Gioia Tauro, Livorno and La Spezia ports) and the seamen on fishing vessels who are in general third country nationals. Fishing is the main activity in several ports along the Adriatic costs (S. Benedetto del Tronto, Chioggia, etc.) and in Sicily along the south-west costs (Mazara del Vallo, Trapani, etc.).

Border Guards at sea borders are 1.155.

1.1.13 Air borders

The Border Police control 50 airports which manage international civil air traffic. The main border police offices are certainly those of Rome-Fiumicino and Milan-Malpensa. In fact, said airports manage most of the links to third countries, some of which are particularly affected by illegal migration (Nigeria, Algeria, China, etc.). Through the Rome Fiumicino and Milan Malpensa airports many foreign nationals transit in order to reach their final destination, i.e. a EU Member state or another third country. This determines the need for more accurate controls and frequent issuing of border visa.

Then, some third country nationals try to enter illegally Italy during the transit in said airports. In addition, mentioned should be made of the phenomenon of foreign nationals who destroy travel documents in order to stay in Italy.

Border police, who perform border controls, contribute also to the security activity on air transportation, in compliance with the relevant EU provisions and - in broader general terms - with ICAO provisions.

Border Guards at air borders are 3,098.

1.1.14 Outline of the provisions regulating the fight against illegal immigration by sea

As far as the considerable phenomenon of illegal migration by sea is concerned, the Italian Government is supported by the following organization consisting of the below-listed legislative provisions and/or administrative measures:

- Legislative Decree No. 286/1998, as amended by Act No. 189/2002;
- Interministerial Decree of 14 luglio 2003;
- Technical-operational Agreement of 14 September 2005.

The Interministerial Decree of 14 July 2003 entrusts the Ministry of the Interior – Department of Public Security – General Directorate for Immigration and Border Police – with the coordination of sea interventions as well as with the task of collecting and analysing information related to the counteraction of illegal immigration by sea. The various bodies and departments concerned communicate all information and data on vessels suspected of illicit trafficking in migrants to the a.m. General Directorate which coordinates the interventions of the air-naval units involved in the relevant surveillance and patrolling activities.

Specifically the Prefects, in their capacity as local authorities of the Ministry of the Interior, are responsible for the coordination of regional patrolling plans by guaranteeing uninterrupted sea and land surveillance; the Guardia di Finanza are responsible for the coordination of the activities of all national means that are on patrolling within 24 miles from the coast; the Navy is responsible for coordinating the activities of all means patrolling international waters beyond 24 miles from the coast; the Coast Guard is the authority responsible for the coordination of search and rescue activities (SAR).

Despite different tasks and responsibilities, all police forces - including the National Police, Guardia di Finanza and Carabinieri Corps contribute actively to the fight against illegal immigration in cooperation with the Navy and the Coast Guard.”

As already mentioned, all pieces of information are collected by the Central Directorate NCC for the analysis and coordination of the operational directives necessary to air-sea activities (Inter-ministerial Decree of 14 July 2003, sec.1, subs.3). It has to be noted that coordination activity does not interfere with the command chain of each body/agency since it is the body/agency conducting the activities that is responsible for them. In a near future the NCC will be equipped with an Information Integrated System to collect, process and disseminate data on the fight against illegal immigration by sea (known as S.I.A. – see Priority 2) and its staff increased with the participation of representatives of all actors (Navy, Guardia di Finanza, Coast Guard and Carabinieri Corps)

In conformity with the principle of an integrated border management, prevention and counteraction of illegal immigration by sea is carried out both thanks to an effective cooperation with illegal migrants’ origin and transit countries and strict border controls, also through the surveillance of international waters. Said activity is based on a complex operational system consisting of air and naval units of the Navy, the Guardia di Finanza and Harbour Offices (Italian Coast Guard), with the possible support of the air-naval means of the other police forces.

The Department of Public Security of the Ministry of the Interior (General Directorate for Immigration and Border Police), the Navy General Staff and the General Headquarters of the Guardia di Finanza, Carabinieri Corps and Harbour Offices signed the technical-operational Agreement based on which all coordination procedures to counter illegal immigration by sea were regulated. Furthermore, it envisaged an ad hoc technical panel made up of representatives of the various bodies and Headquarters concerned in order to assess the situation and take decisions – also at technical-operational level – relating to the counteraction activity at sea. This technical panel has also the task of adapting surveillance and control systems to the changed operational needs.

Planning and management of the activities at sea aimed at preventing and countering illegal immigration are in line with the objectives pursued by the European network of coastal patrolling - European Patrols Network - a two-phase pilot project by FRONTEX. In conformity with the FRONTEX guidelines, the Italian Government adopted a specific organization by setting up, at central level, a National Coordination Centre within the Ministry of the Interior that is responsible for coordinating sea and air forces engaged in patrolling activities against illegal immigration. Said counteraction is currently intensified by the Italian Navy Naval Squadron Headquarters (CICNAV) that avail themselves of the necessary organization for a permanent management of the activities. Five local operative coordination points were identified at regional level under the responsibility of specific regional Guardia di Finanza Headquarters.

According to the Decree of the Italian President of the Republic n. 662/1994, which ratifies the 1979 Hamburg SAR Convention, the Italian Coast Guard (ITCG) has been entrusted with the task of assuring the efficient organization of SAR services in the whole area of Italian responsibility, which extends far beyond the borders of the territorial waters.

However, the Italian Coast Guard while performing the tasks listed in next § 1.3.2. also contributes to border surveillance and illegal immigration control activities.

At central level, the ITCG Headquarters, through its own Operations' Centre heads the complex of activities with the aim of safeguard of human life at sea, with the help of naval, air and land components of the ITCG.

At regional level, the 14 Maritime Districts of the ITCG assure the coordination of maritime operations within their own jurisdiction, according to specific directives or instructions delegated by the Coast Guards Headquarters.

At peripheral level, the 265 remaining ITCG offices act as *Coast Watching Units*, arranging the intervention of air and naval assets located within their areas of jurisdiction and maintaining operative control, unless decides otherwise.

The ICTG naval assets (more than 500 units) are detached on 112 harbours along italian coasts. 6 long endurance, high speed patrol ships to be especially engaged on "all weather" off shore missions - 52 mt. length overall;

In the surveillance of the migration flows the Italian Coast Guard has performed, in 2007, 6.418 missions, intercepting 515 boats with 12,935 illegal migrants on board.

The implementation of said network is in line with the European Commission Communication of last 13 February concerning the setting up of "EUROSUR".

With a view to assessing the engagement deriving from the activities at sea against illegal immigration, data relating to the number and length of short and long-range patrolling operations carried out in 2007 are reported below:

Year 2007		
Sea borders	Number of operations	Length (in hours)
Long-range operations	3,177	40,777
Short - range operations	14,297	108,652
Total	17,474	149,429

1.1.15 National Authority for Visa issuing

The Ministry of Foreign Affairs acts as national "Visa Central Authority" according to art. 17(2) of 1990 Schengen convention.

The same Ministry's General Directorate for Italians Abroad and Migratory Policies is responsible for visa issuing abroad, through the Italian consular posts. The border police issues visa at entry crossing points and also participates actively in the consultation procedures, necessary for the issuing of visa by consular posts.

In this connection, the project for the NVIS set-up requires functional links between the Ministry of Foreign Affairs, of Interior and of Justice. The latter place an equal important role with regard to the preliminary consultations necessary for visa issuing. The latter and border controls are carried out by inquiring police and SIS database.

1.1.16 Visa policy

The Ministry of Foreign Affairs, as the National Authority for visa issuing, guarantees the application of the community rules, through the network represented by 190 consular posts abroad. This activity is carried out also considering the priorities established at domestic level for a better management of immigration issues. The Visa Centre of the Ministry of Foreign Affairs coordinates the procedures of visa issuing of all consular posts.

1.1.17 Visa issuing activity. Procedures

Visa issuing is a competence of the Ministry of Foreign Affairs, which takes place through its so-called “Rete Mondiale Visti” (“Visa Worldwide Network”, RMV) Information System (IS). RMV links the a.m. Ministry (National Visa Centre) with 190 consular posts (out of which 140 in third countries). In 2007 these consular posts dealt with approximately 1,500,000 visa applications, out of which 1,300,000 for Visa Schengen Uniform (VSU) and 200,000 for National Visas. In some geographical areas particularly affected by the migratory phenomenon, a sharp and rapid increase in visa applications was registered, with a consequent extra workload for the consular posts concerned.

A key tool in supporting Consular Post activities is the RMV Information System, connecting all Consular Posts to the national Visa Centre in Rome. This IS takes care of the full visa application workflow from data entry to sticker printing, handling tasks such as SIS queries and consultation with Schengen partners and national security authorities, when required.

A very important element for an effective and efficient visa issuing is represented by the human resources assigned to the consular posts, continuously involved in front-desk activities, document controls, sharing and comparison of collected information with local authorities and EU diplomatic missions.

The Ministry of Foreign Affairs is engaged now for an “up-to-date” of RMV to guarantee this system’s compliance with the VIS (Visa Information System). In this framework it was also set up also an international data transmission network (RIPA), to support the data exchange (including biometrics) between consular posts and the Ministry of Foreign Affairs, as required by VIS.

Following the decision to adopt a common visa management platform by all adhering countries, Italy - through the Ministries of the Interior and Foreign Affairs - started various activities to comply with the European provisions on the new modalities for European visa issuing and control. The two Ministries autonomously developed different solutions for the connection to the C-VIS central system through the National Interface: the Ministry of Foreign Affairs by implementing the Visa Worldwide Network and the Ministry of the Interior by realizing the **Section of the Ministry of the Interior Visa System** ((I-VIS).

Currently visa are managed autonomously by said Ministries except for visa issuing by border authorities. The Ministry of Foreign Affairs is completing the upgrading and modernization of its hardware and software architecture and telecommunications in order to interoperate with the new European visa system and SIS/version II. As already mentioned in the multi-annual plan, the Ministry of the Interior already started the realization of the software platform for

the European visa border management and control (I-VIS) and is going to conduct the official tests for the interconnection and cooperation with the C-VIS system.

The relevant activities are scheduled as follows:

Contract approval	May 2007
Start of the implementation activity	April 2008
End of development	October 2008
Pre-compliance test phase	23 September 2008
Envisaged e-compliance test phase	27 November 2008
Operational System testing – OST	February 2009
Provisional System Acceptance Testing - PSAT	April 2009
GO LIVE	29 May 2009

The I-VIS system will automate the visa issuing and control activities at Italian borders.

1.1.18 Visa issued by Consular Posts and by border police offices during 2005 - 2007

Italian consular posts abroad issued in the period 2005 – 2007, 2,889.187 “Visa Schengen Uniform”, 811,006 of which in 2005, 947,916 in 2006 and 1,130.265 in 2007.

The issuing of visa at borders increased during last years, in particular for seamen, determined by the increase of the maritime merchant activity and in particular of cruises traffic. During the last three years have been granted, in fact, 57.965 visa, 17.256 of which in 2005, 19.986 in 2006 and 20.453 in 2007.

1.1.19 Visa issuing activity: present situation

The Ministry of Foreign Affairs gives the utmost importance to the visa issuing activity as a tool of prevention of illegal immigration and devotes to it its best resources. Training is constantly updated for all kind of staff, both permanently or temporarily posted abroad.

At present, a total of about 600 staff is posted abroad only for visa processing, including diplomats, permanent local staff and temporarily hired personnel. Competences, access to RMV and decision-making roles are attributed according to rigid and constantly monitored internal organizational models, that depend strictly on the different levels of responsibilities, stemming from the general responsibility of the Head of Office / Consul.

If local staff is employed, they do not have access to relevant steps of the procedures in RMV, nor in the decision – making phase.

Consular premises in the area of VIS first roll – out are being renovated in order to upgrade them with regard to the VIS requirements.

1.1.20 Visa issuing activity: measures undertaken

In relation with the steep increase in the number of visa applications and visa issued (+ 77% on a three-year basis), new staff has been selected, trained and posted to those Consular posts

where the increased pressure is mostly concentrated (notably, Russia, Ukraine, China and India).

Illegal immigration is being coped with through a new approach to visa applicants who are now assisted with more information on procedures, costs and conditions to get a Schengen visa, but their application and their passports are being processed with an increasingly specific knowledge and know-how aimed at detecting fraud and false, in close contact with other local UE Visa offices, local Authorities and National immigration services.

1.1.21 Present situation regarding the infrastructures, equipments, means, communication systems and training activity of the border guards.

The premises where the offices of the Air, Sea and land Border Police are located are built upon public financing of the Ministry of Infrastructures and the Ministry of Transportation and Navigation (Port Authority – Airport Authority) as well as their renovation works. The Ministry of the Interior – Central Directorate for Technical-Logistic Services and Assets Management – also contributes to premises maintenance works. In order to carry out their activity Border Police avail themselves of the below-listed technical equipment:

- **31** night visors;
- Mobix – **2** vehicle scanning devices;
- **9** CO2 detectors;
- **9** heart beats detectors;
- **38** double-bottom detectors;
- **1** multi-sensor van;
- **SPAID** – **14** fingerprinting peripheral mobile sub-system
- **SIDAF** – **62** Automated and forged document detection system

For the maritime activities of border control the Central Directorate of Illegal Immigration and Border Police, uses permanently the air and naval means made available by Navy, Guardia di Finanza and Italian Coast Guard (details in the follow table).

Means and Equipments						
	Naval means		Air means		Motor vehicles	Other means
	OPV	CPV	Helicopters	Fixed wings		
Border Police					632	
Guardia di Finanza	65	136	18	14		4(*)
Italian Coast Guard	48	209	9	9		
Navy	30(**)	//	25	6		

(*) - Coast Radars (mobile)

(**) – out of which 8 Frigates

Illegal immigration is a crucial problem for regional and national security and constitutes a priority for the monitoring, prevention and counteraction activity. In fact, among the various interventions planned for this specific activity, the European Union – through the NOP

(National Operational Programme) “ Security for the Development of Southern Italy” – 2000/2006 – financed an ad hoc project to be implemented in a short time.

The project, included in measure II.1 of the programme, is based on two important contracts aimed at combating illegal immigration by sea. The first one envisages the setting up of a “Telecommunications Integrated System” (network infrastructure) and the second one an “Information System for data collection, processing and dissemination” (defined by the acronym SIA).

Said project - mainly destined to **Air/Sea Border Police Offices and Immigration Offices of the *Questure*** - involves also Carabinieri Corps, Guardia di Finanza, Harbour Offices and Navy that provide a strengthened and integrated cooperation in view of the operational goal.

In brief, the project is aimed at the following:

1. enhancement of an optic fibre transmission network owned by the Ministry of the Interior able to ensure high level connectivity (broad band, security and speed) and employing innovative data/voice communication systems (only for the offices located in southern Italy regions). The realization of said network - the technical content of which is protected by state secrecy - was entrusted to the company “Telecom Italia”;
2. acquisition of an information system for collecting, processing and disseminating data on illegal immigration by sea. The system guarantees the following:
 - exchange of a considerable information flow (data, images, voice and videos) among the bodies engaged in the fight against illegal immigration by sea;
 - acquisition and filing of all pieces of information in view of the subsequent monitoring and analysis phases aimed at supporting the Department in its strategic coordination activities.

The two systems - that are necessarily complementary - will enable the N.C.C. (National Coordination Centre), already established within the Central Directorate of Immigration and Border Police, to coordinate and manage information on vessels, boats, control operations at sea, etc., acquired by each Headquarters/Police Force through their own technical-operational structures in the sea stretch under their respective competence.

In compliance with EU directives, the project is only destined to the regions of Sardinia, Sicily, Calabria, Apulia, Basilicata and Campania. Therefore, the “server farm” for information collection and handling was activated at the multipurpose Centre of Bari and the backup at the National Electronic Centre of the Italian National Police in Naples.

Regular training and/or updating courses for border police personnel are carried out at the National Police Training Centre in Cesena that, as is known, signed a “partnership” agreement with FRONTEX. Said training centre was tasked with the basic training of border police personnel of all member States (Common Core Curriculum) and of the staff employed in the rapid intervention teams at the external borders of the European Union (RABIT). Said partnership also envisages the organization of training and/or specialized training courses at the Naval School of the Guardia di Finanza in Gaeta concerning operational techniques to counter illegal immigration by sea.

In this context, in the three-year period 2005/2007, 40 training courses for Italian border officers were organized at national level with the participation of 1,001 border police officers. Within FRONTEX 25% of the whole training activity developed by the Agency during the

current year was devoted to the organization of courses, with the attendance of 520 officers, out of which 234 at Cesena and 286 at Gaeta.

1.2 Measures undertaken by the Member State so far

1.2.1 National VIS system (NVIS)

As shown within the previous chapter, visa issuing and checking activities involve both Ministry of Foreign Affairs and Ministry of Interiors. Therefore, the national component of VIS system includes subsystems managed by both these organizations. The project to build this system is led by the Ministry of Foreign Affairs through a VIS National Project Manager (VIS NPM).

The Ministry of Foreign Affairs national VIS component is represented by an update of RMV information system. It includes all the local systems at the consulates abroad, the national visa database in Rome and the RIPA international network. The Ministry of Interior component (also called “I – VIS”) includes central and peripheral resources needed to issue visas at the borders, and check them both at the borders and within the national territory.

In order to comply with VIS architecture, it has been necessary to introduce a third sub-system, acting as a “front-end” to the central VIS, which needs to be unaware of the NVIS structure. This “front-end” national system (FE-VIS) will be designed and managed by the Ministry of Foreign Affairs, which is responsible for the national project. However, in order to meet its strong availability requirements, FEVIS will be hosted, under an ICT outsourcing contract, by a third-party company, together with the Italian VIS Local Network Interface (VIS LNI). FEVIS and LNI will then represent the interconnection structure linking the Italian systems to CS-VIS through sTESTA. In turn, national connectivity among FEVIS, I – VIS and RMV is provided by the national network for government bodies, Sistema Pubblico di Connettività (SPC).

Therefore the following actions are required in order to set up the Italian NVIS system:

- Upgrade the technological platforms of existing systems; this includes networks able to handle biometric data;
- Upgrade the existing system application software, in order to manage new VIS functions;
- Design and develop the FEVIS system;
- Equip consulates and border post with necessary hardware upgrades (mainly fingerprint scanning devices);
- train the system’s users.

It should be added that, in the context of NVIS development, a new application will be developed to allow consular and border posts to inquiry, before issuing visas, a database held at the Ministry of Justice. This is based on national law on visa, as well as on VIS Regulations provision for “national registry” consultation.

All the upgrades and the new components are currently being developed, in order to meet current EU Commission project schedule. A key milestone in this activity is represented by the beginning of “Connection Test” of NVISs with central system, scheduled to start by the end of september 2008. At the beginning of 2009, Italy will then participate to the first two

stages of the CS-VIS test (OST and PSAT test phases), which will lead to CS-VIS “go-live” in may 2009.

After that, the system deployment will begin, according to a calendar which still has to be decided according to VIS Regulation, but which will presumably last for two additional years.

1.2.2 Measures undertaken by Ministry of the Interior – Public Security Department – Central Directorate of Immigration and Border Police

- setting up the National Coordination Centre (NCC) – Operational Room for coordination and immigration control;
- implementing the integrated information system for the prevention and countering of illegal migrant trafficking, the network for the fight against illegal immigration based on the enhancing of the Inter-police network and an information system aimed at integrating the existing surveillance systems;
- implementing the Border Control System (BCS) according to legislative decree No 144/2007 for the transposition of EU Council Directive 2004/82/EC;
- setting up the integrated information system (Border Information System – SIF) to standardise technological tools at borders for identification and document checks;
- Implementing of the national Visa Information System (VIS) part supporting Ministry of the Interior’s activities (I – VIS);
- setting-up of the Eu.B.I.N. information system (European Border Information Network) for the information exchange on border management;
- implementing the MIPG-WEB Borders, an electronic recording and feeding system of other data banks;
- starting the directional information system for data monitoring and processing in the field of legal and illegal immigration (SMSI);
- guaranteeing secure access, by border police mobile posts, to the internal network of the Ministry of the Interior , the SDI and NSIS data banks, through the GPRS network.

Details concerning said projects are available in Annex A.

The Ministry of Foreign Affairs undertook new initiatives for:

- enhancement of consular activity through interventions supporting the consular cooperation and the fighting against the documentary fraud;
- improvement of RMV I.S. in order to improve the visa issuing process, mainly the productivity and efficiency of the system;
- upgrading of the RMV I.S. for VIS compliance;
- setting the common national infrastructure for VIS (FEVIS, sTESTA LNI);
- training of staff, in particular on application of related community rules on visa.

1.2.3 Further interventions realized by the member State

In addition to the measures adopted in more general terms, surveillance and control activities at external borders were carried out also through the National Operational Program – NOP “Security for the development of Southern Italy 2000 – 2006” addressed to the regions of Southern Italy “Campania, Basilicata, Sardinia, Apulia, Calabria and Sicilia”. Interventions aimed at border control were organized on the basis of a strategic vision of the migratory phenomenon, choosing a flexible approach in the fight against illegal immigration as well as border surveillance and control activities. Three different phases are envisaged:

- tracking of illegal migrants;
- management of illegal migrants;
- adoption of relevant measures to guarantee the holding and repatriation of illegal migrants in relation to their countries of origin and ethnic origin.

Measure II.1 of the NOP “ Strengthening of legality” allowed to achieve the objective of “stemming, as much as possible, porousness of the southern borders and of managing with solidarity and efficiency the problems deriving from a considerable flow of illegal migrants and asylum seekers”, by means of a system of integrated actions for the acquisition of technological infrastructures and the development of technologies to manage migratory flows.

In particular, some interventions were carried out to enhance control activities and communication systems, i.e.:

- acquisition of technologies for border controls: “portal system” implemented by the Carabinieri Corps General Headquarters;
- integrated mobile system to control the territories and areas adjacent to landing places (LINCE) implemented by the Carabinieri Corps General Headquarters;
- integrated mobile system to control territories and areas adjacent to landing places (WESCAM) implemented by the Ministry of the Interior – Public Security Department;
- integrated mobile system to control territories and areas adjacent to landing places (MOBIX), requested by the Ministry of Economy and Finance - Guardia di Finanza General Headquarters;
- integrated telecommunications system for the rationalization of data and information from naval forces that is necessary to facilitate coordination of land, naval and air means deployed in the countering of illegal immigration flows, requested by the Ministry of Economy and Finance – Guardia di Finanza General Headquarters;
- development of the migrants identification system by means of biometric technologies (peripheral AFIS);
- operational system to control sea borders in the fight against illegal immigration (SIA) , requested by the National Police, Guardia di Finanza General Headquarters and the Carabinieri Corps General Headquarters.
- Radar technological new allocation “Mobile Coastal Surveillance System” of the Guardia di Finanza General Headquarters in Calabria, Sicily and Sardinia for illegal migratory flows contrast.

<i>PROJECT</i>	<i>COSTS (in millions of euro) VAT included</i>	<i>NUMBER HUMAN RESOURCES TO TRAIN (estimation)</i>	<i>FINANCIAL PLAN</i>	<i>BUDGET HEADINGS</i>
<i>BCS</i>	95,580 (*) ----- 5,774 ----- 3,229	600	<i>since 2009 to 2018</i> ----- <i>year 2007/2008</i> ----- <i>year 2008 adaptation Systems CED Multi- agency (SDI and SIS)</i>	<i>National resources of the Ministry of Interior</i>
<i>SIA-BARI and network</i>	18,220	300	<i>Year 2007</i>	<i>National Operating Programme "Security for the development of Southern Italy 2000- 2006"</i>
<i>I-VIS</i>	8,898 ----- 1,445	700	<i>Year 2007</i> ----- <i>Year 2008</i>	<i>National resources of the Ministry of Interior</i>
<i>Eu.B.I.N.</i>	0,839	10-20	<i>Year 2006/2008</i>	<i>National resources of the Ministry of Interior</i>
<i>Movable assets to access to SDI/N- SIS</i>	2,742	5 trainers	<i>Year 2006/2007</i>	<i>National resources of the Ministry of Interior</i>

1.3 Total national resources allocated

1.3.1 Total amount of ongoing projects.

We report in succession the total amount of foreseen allocations, with specific indication of grants finalized to the realization of each project.

Total amount of national grants: M Euro 136,72.

(*) – Capitalized amount for a monthly rata of million € 0,885 for 108 rata (the service foresees the supplying of passengers lists of airlines).

1.3.2 Resources to counter illegal immigration by sea

The surveillance system of the national coasts consists of naval and air means made available to the Guardia di Finanza, Navy and Italian Coast Guard. Each of them is supported by different, currently not shared systems, such as C4I, satellite communications from naval units, data collection system (information management system for the assessment of information on the sea in order to know sea conditions), shore-based radars, VTS, AIS needed to carry out specific tasks.

High priority is given to the surveillance in the area of the channel of Sicily and in the Ionian Sea. The Central Directorate of Immigration and Border Police of the Ministry of the

Interior is responsible for the coordination of the activities implemented in the field of immigration by sea and for the acquisition and analysis of information relating to the missions of the involved agencies.

The Prefects, in their capacity as local authorities of the Ministry of the Interior, are responsible for the coordination of regional patrolling plans by guaranteeing uninterrupted sea and land surveillance.

The Guardia di Finanza are responsible for the coordination of the activities of all national means that are on patrolling within 24 miles from the coast.

The Navy is responsible for coordinating the activities of all means patrolling international waters beyond 24 miles from the coast.

The Italian Coast Guard is the Authority in Italy that, in accordance with IMO (International Maritime Organization) conventions, EU directives and regulations and national legislation, is in charge of:

- safety of navigation, including port and state control, in accordance with the national Law No. 647 on Dec. 23Rd, 1996;
- prevention and surveillance of illegal trafficking, including immigration, in accordance with the Legislative Decree No. 286/1998 mentioned in § 1.1.13;
- search and rescue at sea, in accordance with the Presidential Decree No. 662/1994 (which implements the Law No. 147/1989 ratifying the 1979 Hamburg Convention on search and rescue), which entrusts the Italian Coast Guard with the task of assuring effective organization and coordination of search and rescue at sea within the Search and Rescue Region defined therein (extending itself far beyond the territorial waters);
- port security as per EU directive 2005/65/EC on October 26th, 2005 of the European Parliament and Council, in accordance with Legislative Decree No. 203 on Nov. 6Th, 2007;
- maritime security as per SOLAS Convention chapt. XI, and in accordance with the Presidential Decree No. 184/2004;
- vessel traffic monitoring and provision of vessel traffic services¹, in accordance with the

In order to perform strategic control over the maritime traffic, the Italian Coast Guard manages the following integrated systems:

- ARES (Automated Reporting System), according to Hamburg international convention on search and rescue at sea, Italian Coast Guard implemented a ship positioning reporting system, mandatory for Italian vessels greater than 1600 gross tons sailing throughout the world. In the next future this system will be replaced by Long Range Identification and Tracking adopted within the framework of SOLAS convention.
- According to EU directives, all Italian fishing vessels with a length greater than 15 m are equipped with a system, called Blue-Box, that allows the continue monitoring during their fishing activities, acquiring continuously position course and speed. Actually the Blue Boxes are installed on 1850 fishing vessels. The centralized system is commonly known as VMS (Vessel Monitoring System) and is in line with the provisions of EU Regulations and Standards. In case of emergency, the transponder onboard transmits the exact position of the vessel consenting an immediate assistance. Moreover, within the VTS area of competence, all fishing vessels are also detected by the radar and in the near future by the AIS in accordance with the 3rd package of EU maritime regulation now under discussion.
- Vessel Traffic Service (VTS)

Law No. 51 on Mar. 7th, 2001, the Ministerial Decree on Jan. 28th, 2004 (see § 1.3.2), the Legislative Decree No. 196 on Aug. 19th, 2005, implementing the EU Directive 2002/59/EC of the European Parliament and of the Council, establishing a Community vessel traffic monitoring and information system;

- coordination and management of the Automatic Identification System (AIS) shore-based network, as per the above-mentioned EU Directive;
- coordination and management of the Safe-Sea-Net, the European network realized by the European Maritime Safety Agency (EMSA) for maritime traffic-related information exchange among Member States;
- monitoring of fishing, in accordance with the Law No. 963 on Jul. 14th, 1965. The Italian Coast Guard Headquarters also is the vessel monitoring centre which operates the vessel monitoring system (VMS), in accordance with the EU Regulation No. 686/1997 of the Council with the Presidential Decree No. 424 on Oct. 9th, 1998;
- protection of the sea and shore environment, in accordance with the Law No. 979 on Dec. 31st, 1982;
- enforcement of all national sea-related laws and regulations.

In the light of the above, it is clearly necessary to pursue a coordinated and integrated multi-agency approach.

In accordance with IMO Conventions and Regulations and with EU Directive 2002/59/CE, the Italian Coast Guard is implementing a National VTS program, which is split into different realization phases.

The aim of the system is to compile a maritime picture by combining the information coming from multiple sensors and reporting systems (i.e. AIS, VMS, ARES, Radar, CC TV, DF and Radio communications)

The first phase, which provides for 23 VTS centers using a total of 31 radar sensors - mainly distributed along the coasts of southern Italy and of Liguria and North Adriatic Sea, is being completed.

A second realizing phase has been contracted and is currently under deployment. In this phase more than 50 radars and 16 VTS centers will be provided by 2010.

A third realizing phase is under design in order to achieve a further improvement of radar sensors performances through the implementation of fully-coherent radars, in addition to those developed under the previous phases.

The purpose of this program is to establish in Italy a vessel traffic monitoring and information system, with a view to enhancing safety and efficiency of maritime traffic. It allows the surveillance of maritime traffic, to improve their response in case of incidents, accidents and dangerous situations at sea - including search and rescue operations - and to contribute to a more effective prevention and detection of pollution by ships.

- Automatic Information System (AIS): according to the SOLAS Convention all passenger ships and merchant vessels greater than 300 tons when in international voyage and 150 tons when in national voyage have to install on board an Automatic Identification System (AIS), which automatically transmits several information regarding the ship and its voyage (identity, position, course, speed, port of destination, type of cargo, etc).

Italian Coast Guard has realized an AIS receiver ground network based on about 50 unmanned remote base stations installed in order to consent the maximum VHF coverage along the whole Italian coastline (up to 100 nautical miles). The program ran according to the provision of EU Directive 2002/59/EC.

All information are centralized in a national centre where they become available for different users, including local VTS.

2. ANALYSIS OF REQUIREMENTS IN THE MEMBER STATE

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

Introduction

At the national level, the strategy for a correct external border management and for the fight against illegal immigration can be summarised as follows:

Illegal immigration by sea draws particular attention both as regards the number of illegal migrants from African coasts and the number of migrants losing their life in the Channel of Sicily due to small boats shipwreck.

To this regard, the national unit of the European Patrol Network (E.P.N.) was developed and implemented with the participation of the Immigration Service of the Ministry of the Interior, the Navy, Guardia di Finanza and Coast Guard. Moreover, the sea surveillance integrated system will be developed by purchasing radars for sea traffic control.

As far as border police activity is concerned, various projects were started aimed at computerising document checking, such as for example the Border Information System project (SIF) to provide local offices with optic readers able to screen documents and passports containing persons' biometric characteristics. In this connection, high priority was given to the development and setting up of the Visa Information System (VIS) in order to improve the assessment of visa applications, checking and identification of visa applicants by taking their biometric data.

Following the Slovenia's adhesion to the Schengen Agreement and in view of Switzerland's incoming entry into the same area of free movement of people, land border services with said states have been reorganised in order to guarantee a high standard in the fight against illegal immigration. To this regard, bilateral operational agreements have been concluded and envisage the employment of joint patrols for the surveillance of land borders among the States, too. Therefore it is necessary to increase vehicle fleet with adequate vehicles to be used for mountain road patrolling.

In the framework of the strategies aimed at combating illegal immigration, particular attention is paid to the phenomenon of overstayers, i.e. the illegal presence of foreign nationals who enter Italy legally and remain there also after the expiry of their visa or stay permits. In order to fight against said phenomenon it is necessary to strengthen the activity of immigration offices of the *Questure* – the local police offices – especially of those located in the cities of Northern Italy where a higher demand for manpower to be employed in agriculture and industry sectors is registered. This can be achieved also through the enhancement of the network infrastructures that now are not adequate to support the data flows envisaged with the activation of the new projects (SIF – VIS).

A. Countering of illegal immigration by sea

With a view to optimizing border management specific initiatives are necessary to increase the surveillance of waters, such as development and implementation of the EPN national components that will be included in the European Surveillance System.

A more effective control of immigration flows requires a full knowledge of the area at issue and a better knowledge of the maritime situation that can be gained only through an integrated approach of all national agencies involved.

The setting up, installation, enhancement and modernization of the Italian shore-based radar network and the creation of an environment of information sharing on surveillance of the blue borders managed by the Central Directorate of Immigration and Border Police of the Ministry of the Interior, are essential in the context of the measures aimed at dealing with the new asymmetric threats that characterize the current international scenario. Said structure becomes an extremely necessary prevention tool in order to guarantee surveillance of sea borders in conformity with EU guidelines.

The requirement for implementing said national surveillance system should be combined with a plan to implement a national intelligence capability in the field of surveillance and reconnaissance (ISR), by introducing a new generation of navigational radars that can automatically recognize and classify targets by means of updated technologies (*Inverse Synthetic Aperture Radar – I-SAR*), thus creating an important tool to contribute to the monitoring and surveillance of the EU sea borders.

In order to exploit all possible national synergies, all authorities at stake are ~~should be~~ involved in the setting up of said surveillance system under the coordination of the Ministry of the Interior.

The goal is to improve the effectiveness of the maritime surveillance system at national level by capitalizing on all available systems and envisaging synergies to harmonize future developments. All these activities should optimize the general capability by reducing inefficiencies, avoiding overlapping and maximizing advantages both in the national and community interest.

Finally, the goal is to have a comprehensive and constantly updated data base - available within one system only - obtained through the collection, merging and analysis of all the information useful to carry out the tasks deriving from each peculiar responsibility, wherever available.

Said system will avail itself of modern technologies with a view to rescuing lives at sea and countering illegal immigration.

B. Development of training activity

The maritime surveillance system is constituted by personnel and aero-naval technical means for the coast control as well as by technological systems of detection (radar sensors, tlc infrastructures) and implicates the need to plan consistent programmes of training/professional training for the personnel belonging to the public authorities involved in the abovementioned surveillance activities (Italian Navy, Guardia di Finanza and Coast Guard)

In this context, there is the necessity to develop a programme of common and shared know-how in the field of the air and maritime cooperation and rescue at sea as well as the

promotion of foreign language courses (e.g. Arabic) to improve the assistance and help to immigrants.

C. Enhancing visa issuing procedures

The RMV I.S. needs to be restructured with a twofold objective: to implement the VIS programme while at the same time increasing the users' productivity in order to cope with the increasing number of visas issued.

This requires, first of all, the adjustment to the new functions required by VIS.

Further functions can be added to the VIS in order to enhance Consulates productivity. The relevant software will require a total re-engineering of RMV technological platform, which dates back to 1997. Since then, several functional adjustments have been made but the platform is now obsolete and unable to guarantee the VIS functions. The new hardware needs must be satisfied in order to guarantee the additional functions of the IS: in this regard, special attention should be paid to the purchase of the devices necessary to get fingerprints from visa applicants, since the total cost involved is quite high, also taking into consideration the number of Consulates to be equipped with said devices (190). Considering that Italy has chosen to equip every counter with fingerprint scanning devices, and that we have some 600 counters worldwide, we will need this number of devices. Due to the demanding hardware requirements for the PC associated with the fingerprint scanning devices, we will also need an equal number of new workstations. In addition, given the amount of resources required by web-based applications, a requirement for more powerful workstations for data entry should be taken into account.

Finally, in order to allow the operators to use the new "tools", a training course should be organised for the Consulates' personnel. This course should be focussed on the new RMV functionalities, as well as on the recent law provisions regulating visa issuing.

D. Implementation of the common visa policy, consular activity and local consular cooperation

In order to enhance the primary importance of the collaboration among MS, it is a necessary priority the promotion of common visa policy in each consular jurisdiction and reinforcement of the cooperation between Member States to improve the harmonization of the procedures currently in use for visa request examination in the consular outposts within the framework of an optimized sharing modality of "best practices". Therefore, efforts should be addressed towards

facilitating the adoption of common procedures in order to harmonize the requirements and prescribed conditions for the acquisition of visa requests, including the

elaboration and regular updating of the instruction manuals which report prevalent examples of falsified documents and the elaboration and regular updating of manuals containing information on characteristics and safety features relative to local travel documents issued by the host State, provided with specimen or, at least, colour photocopies.

E. Checks within the territory (art. 21 of the Schengen Borders Code)

With a view to ensuring the organizational and functional requirements of the border police offices located close to the Italian-Slovenian border the Central Directorate of Immigration and Border Police drew up an operational plan for the reorganization of the offices concerned (Tarvisio, Gorizia and Trieste), based on the following points:

- maintain a smaller number of police officers in order to prevent crimes from being committed as a result of border control abolition;
- guarantee the implementation of the Schengen Borders Code which envisages the possibility to organize controls near the borders, provided that they do not lead to the reintroduction of border checks;
- ensure continuity to border patrolling, including joint patrolling, by employing mixed teams to implement bilateral agreements signed or agreed upon with the Slovenian police, as already done with France and Austria, and as it will be done on the occasion of Switzerland's entry into the Schengen area;
- transform border offices into local offices mainly competent for territory control.

In this connection, it is particularly important to provide border police with surveillance technical equipment and ad hoc vehicles for the patrolling of the border areas.

In particular, patrolling activity of land borders in Northern Italy is aimed at countering the phenomenon of overstayers mostly registered in the cities of Northern Italy where there is a higher number of industries, farms and businesses.

For this reason, said local offices will also be equipped with ad hoc network infrastructures (optic fibre) able to support the data flows deriving from the application of the SIF and VIS systems.

Particular attention is paid to the communication network infrastructure currently used by the National Police offices, including the Border Police offices.

Said network is objectively insufficient both as regards its architecture and band availability. They were, in fact, created for a simply structured traffic (only inquiry activity) with very limited volumes since they aimed almost exclusively at text format processing.

Today, due to technology development and the introduction in daily police activities of considerable multi-medial content, it is necessary for all the network users to have a more adequate band capability (broadband) available in order to prevent a service downgrading with a negative impact on the relevant activities.

Thanks to the EU financing (NOP-Security 2000-2006 Programme) said objective was reached for the regions of Southern Italy where the previous network (rented from the public network) was replaced by the optic fibre network based on a proprietary right. Under an organizational, technical and functional point of view it is obvious that the same working potentialities are to be extended to the regions of Central and Northern Italy.

In fact, bridging this technological gap as well as the availability of a high speed network will allow all border police offices and *Questure* to operate more effectively with I-VIS and SIA programmes for the management of illegal immigration.

F. System interoperability for computerized border management.

In order to realize effective systems to control illegal immigration it was considered necessary to maximize the efficiency and interoperability of information systems to fight against illegal immigration and improve border control, taking into account the need of achieving the right balance of the objectives related to law enforcement and protection of the individual's fundamental rights. In this context, particular attention was paid to border security by drawing up an integrated border management model which envisages an increased use of technologies, also with regard to the control of third countries' nationals entry and exit. With a view to achieving the a.m. objectives the projects of the Border Information System (SIF) and the Visa Information System (VIS) – National Section were set up.

The Border Information System has the aim of supporting border police activities in their front-line document checks by integrating traditional and electronic technologies for travel document reading.

Checked documents will be traditional and electronic international passports (EP), Italian electronic permits of stay (EPS), the Schengen visas, crew members' documents and the Italian identity card.

The station to be installed for front-line border controls will be small-sized and made up of a personal computer, an optic scanner integrated by a RFID and "contact" chip reader

This system will allow information to be automatically acquired from the document and various controls to be carried out. The relevant outcomes will be submitted to the passport expert for the subsequent assessment.

The main document control functions of the SIF system are the following:

- scanning of the document data page and image visualization (visible, ultraviolet and infrared). The system will give the possibility to automatically recognize the document version and to compare it with the relevant specimen acquired from the SIDAF databank of the Forensic and Science Police Service;
- Check of the ICAO band;
- Reading of the information stored in the electronic documents and checking of its validity also by accessing the SSCE of the Forensic and Science Police Service and CVCA/DV databanks;
- Automated checks of suitability between the ICAO and electronic data;
- SDI/SIS previous records control through automatic acquisition of personal details from the document;
- Control of biometric data taken from electronic documents (photograph electronic visualization and fingerprint checking). Fingerprints can be checked on the Italian electronic permit of stay whereas as regards the electronic passport it is necessary to access the CVCA/DV – ICAO PKD system.

In order to combat illegal immigration high priority was given to the development and setting up of the Visa Information System (VIS), i.e. a common system for visa information exchange among member states. It represents one of the key initiatives within the national policies aimed at promoting stability and security.

After its realization (a first roll-out phase is expected to be started at the end of 2008) the VIS will significantly contribute to the achievement of a common visa policy, to a better consular cooperation and consultation among the competent central authorities.

Following the VIS coming into operation, the improved checking of visa applications (which, inter alia, envisages consultation among central authorities), the better checking and identification of visa applicants – through the acquisition of biometric data - , will also contribute to the states' internal security and to the fight against terrorism which represents an horizontal objective as well as a fundamental element of the common visa policy and of the fight against illegal immigration.

The VIS system will be obviously applied only in relation to third countries' nationals who are subject to visa obligations.

Said system will concern data exchange on the so-called Schengen Uniform Visa, i.e. visas allowing their holders to freely enter or move within all Schengen member States, including national visas for long-term stays.

2.2 Operational objectives of the member states, designed to meet their requirements.

(Obj/A) - Development and implementation of the national components of the EPN

As to the “Integrated Maritime Surveillance”, the objective is to exploit the surveillance activities carried out by naval and air means. This surveillance, along with the coastal radar network and many other information sources make up the “integrated maritime surveillance system” including:

- A vessel traffic monitoring and information system (and relevant systems), in accordance with the international and national legislation (Vessel Traffic Service, Automatic Identification System network, Long Range Identification and Tracking, ARES, Vessel Monitoring System), all managed by the Italian Coast Guard.
- Data provided by other Italian government agencies which are institutionally linked to the maritime sector, such as the State Police, the Guardia di Finanza, the Carabinieri Corps, the Navy and the Italian Coast Guard.

In order to set up an information sharing environment the following objectives must be met:

1. modernization of the coastal radar network, through the updating of the existing stations and the creation of new ones, thus increasing the national surveillance capacity along:
 - southern Italian maritime border;
 - Sicily channel
 - south - west Sardinia;
 - Ligurian sea;

- Ionian sea;
 - Adriatic sea;
2. acquisition of advanced technologies for automatic target classification and recognition, such as the *Inverse Synthetic Aperture Radar (I-SAR)* which can be updated both with the existing and future radars.
 3. optimization of the existing communication systems managed by different agencies, for a synergic action aimed at:
 - a. receiving, correlating, conflating and disseminating the data coming from the different systems and sensors available.
 - b. integrating different data and information coming from the various systems and sensors available. (routes, pictures, satellite images, radar images, etc.)
 - c. generating an ad hoc image.
 4. improving the quality of radio information as well as the capacity between naval and air means and land-based operative centres. Upgrade and enhance command & control systems.
 5. upgrading the VTS radars at Southern Italian borders by replacing the existing equipment along the coast.
 6. increasing the maritime patrol capacity of naval and air assets in those areas mostly affected by illegal immigration flows .
 7. acquiring technology and logistic support for the air-naval fleet, as well as improving and upgrading means and equipment thus extending their operational life and duration in the operative areas.
 8. acquiring air, naval and land assets in order increase the national surveillance capacity in those areas mostly affected by illegal immigration flows.
- **(Obj/B) - Implementation, at national level, of joint training in some specific fields of all personnel involved**

As stated in the *Integrated Maritime Policy for the European Union document issued by the Commission in 2007*, the enhancement and optimization of maritime surveillance capacity is important in order to face the challenges and threats posed to maritime traffic safety, in particular, and to safety, in general.

All relevant training activities can be exploited in this field, by providing the naval crews with the knowledge necessary to perform manoeuvres in complete safety, in all weather conditions and in the vicinity of all kinds of vessels, as well as carry out inspections aboard vessels or rescue operations and re-establish the safety conditions for the transfer of the vessel involved to the nearest port.

The content of the training courses for Schengen Visa consular operators is articulated in two main modules: the first is focused on the theory and on the current legislation on Visa and border issues, the second is devoted to practice and actual operations on the relevant informative systems.

The first module is focused on the Schengen Agreement, on the working of the Visa Schengen Uniform (VSU), on the correct application of the VIS (data protection, data reception and secure data exchange), on the national legislation on border, migration and visa matters, on front desk activities and communication skills, document control (with specific reference to the ability to recognise fake and forged travel documents) and on the working of the Schengen coordination mechanisms among member states either at Bruxelles and at local level in the different posts abroad.

The second module is specifically focused on the computer skills which are necessary to operate the software and hardware involved in the issuing visa procedures.

- **(Obj/C) - Adjustment of the Rete Mondiale Visti (RMV)**

In order to meet Consulate requirements, the Rete Mondiale Visti (RMV) set up by the Italian Ministry of Foreign Affairs for the issuing of visas shall achieve the following main objectives. They are all to be considered as included within the Fund's Priority 4; many of them, in addition, will be included within this priority's Specific Priority 2 ("investments linked to the Visa Information System (VIS)") and then eligible for the 75% financing. Bullets including interventions related to SP2 are specifically identified within the list.

- restructuring of the RMV technological environment, by creating a new platform based on specific elements such as Oracle RDBMS, SOA, J2EE, and a web-based user interface, which can be regarded as technological prerequisites for setting up VIS environment (SP2);
- functional improvement of RMV software applications through: new functionalities required by the VIS regulation; interactive portal for visa applicants in order to lighten visa processing workload for CPs; interconnection with other national systems which can facilitate the processing of visa requests (e.g.: the database of the Ministry of Justice which can guarantee a more exhaustive information as to criminal records relating to visa applicants) (SP2);
- improvement of new forms of consular co-operation, such as "co-location" and CACs, which are deemed necessary in order to face the challenges posed by the introduction of biometrics;
- providing support to the RMV management services at central level; in addition, *outsourcing* to foreign suppliers is required for those IT services which cannot be effectively ensured by the national government agencies involved in the process. This includes "housing" and/or "hosting" and/or "business continuity" services for those services/devices requiring a high SLA; enhancement of the network between the consulates and the central system in order to streamline VIS procedures (SP2);
- adjustment of the technology platform both in consular posts (new workstations, local servers, software systems) and at central level (improved data rooms, new central servers and system software); this includes the purchase of devices for the acquisition of fingerprints from visa applicants as well as special equipment for effectively processing visas at consular posts, e.g. passport readers and devices for the detection of false documents (SP2);
- drawing up of a specific training programme for the personnel of consular posts, based on e-learning techniques and mainly focussing on the RMV functionalities and the legal basis regulating the issuing of visas (VIS Regulation, visa code) as well as other aspects which are

regarded as fundamental prerequisites to guarantee the correct application of the VIS (data protection, data reception, etc.) (SP2).

These actions will need to be put in place taking into account the following points.

- Technological platform restructuring efforts will need to start at the beginning and will presumably last for the whole Fund timeframe, as they involve various interventions on central and consular system hardware and system software, user workstations, and network.
- New application functions needed by VIS will need to be ready by the CS-VIS “go live”, with some key central functions already available by the start of testing (September 2008). Other interventions, not strictly related to the support of VIS functions, may be postponed to the following years. Software maintenance (MAC) will be needed during the whole Fund timeframe;

VIS deployment at the Consular Posts will start with the roll-out in the first region (presumably within 2009) and will then go out for about two years. We plan to distribute the VIS-enabled software to Consular Posts as soon as (technically) possible, i.e. within one year since the end of roll-out in the first region. Distribution of fingerprint scanning devices will go on with a more gradual approach, driven by budget constraints. We then foresee a first purchasing to allow roll-out in the first one or two regions; this will then be followed by a large tender for the main part of CPs.

- **(Obj/D) - Adjustment of the Network for the Transmission of data regarding border controls.**

The Italian National Police pays particular attention to the technical initiatives and projects aimed at effectively managing and monitoring the sensitive issue of immigration control, in particular illegal immigration. This goal is achieved by adopting increasingly advanced technologies, working procedures and application solutions developed in this specific field for border police offices.

However, though said development undoubtedly leads to the enhancement of the operational efficiency threshold as well as of the achievable results, account has also to be taken of the economic and technical resources necessary for these new tools to effectively perform their work.

In police activity technological development is clearly oriented to the adoption of products and operational procedures where images, videos and sounds acquire a significant and very often diriment value (visas, stay permits, passports, police checks, etc.). This derives from the possibility that “objects” - once considered too complex - today can be easily transformed into elementary electronics and, as such, easily integrated and made available in the most common databases.

In the light of such a technological background, both projects and institutions have to support said innovations by constantly upgrading communication network systems and structures.

For this reason, the adoption of a broadband transmission network employing the technology offered by optic fibre is the structural objective to be achieved in any form and way. It represents, in fact, the most effective and secure tool to sustain present and future throughputs that will be inevitably generated by the a.m. programmes.

The Ministry of the Interior has been and is strongly engaged in this clear and ambitious goal both at technological and economic level with a view to setting up in the short and medium term a national proprietary right-based optic fibre network allowing all all border police offices, all police offices (not border police) carrying out border police activities where there are no border police stations and all the immigration offices within the *Questure* (State Police provincial headquarter) to develop their activities harmoniously and effectively.

These are the logic and operational presumptions for the partial use in the period 2007-2013 of the EBF resources for the progressive development of an optic fibre network in the regions of Central and Northern Italy. Said initiative, together with the extension of the SIA and I-VIS programmes to the Immigration offices of the *Questure* and of the border police in the a.m. regions, can provide concrete and significant advantages to institutional activities, including illegal immigration control.

The best project-related practices already experimented with the “NOP Security” Programme as well as the throughput analysis for each office suggest the adoption of the same organizational-technical model which, in a first stage, will satisfy the needs of the “cluster” seats (where traffic from neighbouring cities converges) and progressively involve also the other offices.

The same administrative-procedural model utilized for the networks in the regions of Southern Italy will also be adopted. The relevant project and technical content of the network was subject, by formal procedure, to state secrecy classification and the operational implementation was entrusted to the company “Telecom Italia” based on a specific and exclusive multi-annual agreement concluded between the Ministry of the Interior and said company.

The Ministry of the Interior, by special decree issued on 16th March 1989, founded the Border Police defining its organization, the tasks, the operational extents and the human resources to be assigned to the new offices. These were set up in the territory areas (ports, airports and/or maritime border areas) in which the foreigners’ rush was stronger, this causing the need of a more effective control as regards the bigger risk of illegal immigration. In the same decree the “Border Police functions” were extended to many other Police Offices so to constitute a *net* for a more effective and widespread borders’ surveillance and control. At present this is the organizational structure of the Italian Police which has the task to control borders and contrast illegal immigration.

This is the organizational model considered when planning the broadband net being all the Border Police activities (control of ports, airports and borders in general) considered as 25% of the total traffic run by State Police nets.

As regards the Central and Northern Italy regions the total financial commitment for the setting up of the optic fibre network – which is expected to be completed in five years – is estimated 420,00 million Euros. As the border control activity represents 25% of the total activity of the State Police, consequently we confirm that the EU co-financing we intend to

ask for this activity, for the complete programme 2007/2013, is estimated 52,5 million Euros.

- **(Obj/E) - Integration of data control, gathering, processing and distribution systems**

As already mentioned, the Border Police has two information systems at its disposal (see annex), in order to ensure more effective border controls: the “Border Information System” (SIF) and the “Visa Information System” (VIS).

The first level of border control is carried out by querying the SIF system or checking the travel documents through both a previous search of the SDI databank (Investigation System) and the verification of the authenticity of the documents. In the case of nationals of a country subject to the visa obligation, a further control is carried by searching the VIS system.

The second level of control is carried out by querying the VIS system (linked to the Ministry of the Interior- I-VIS), as well as the databanks of the SIS, SDI and the Criminal Records Office (databank of the Ministry of Justice). Moreover, biometric queries are made through the national AFIS (Automatic Fingerprint Information System).

In addition to the above systems, other systems are used like the SIA-BARI (Anti-Immigration Information System) or the new integrated system for the gathering, processing and distribution of data regarding the fight against illegal immigration by sea. This system aims at feeding a constant flow of information among all the bodies involved in the fight against said form of immigration, through a shared “environment” for the monitoring and exchange of information.

In order to achieve effective institutional results, the Border Police shall therefore enhance and complete the existing infrastructures as well as adopt new automatic systems to support Office activities. In other words, the following is required:

- adoption of front-office workstations equipped with devices and apparatus for fingerprint acquisition and travel document reading;
- adoption of back-office workstations which include, in addition to the above devices and apparatus, digital cameras and printers to print the photos and data from visa stickers;
- setting up a broadband private data network (see the proposal regarding the optical fiber network) linking border checkpoints with the central systems;
- adjustment and enhancement of the I-VIS system through the setting up of a telematic control room (Visa National Focal Point) for proactive automatic checks on name lists made available to carriers and agencies operating at national ports and airports to obtain visas at borders. Said control room will make it possible to coordinate and

support Border Police Offices as well as ensure a “structural” exchange of information among border control points;

- setting up alternate sites for “disaster recovery/business continuity”, dedicated to the VIS system of the Ministry of the Interior;
- setting up systems enabling secure and quick checks;
- creation of WEB links enabling aliens to make on-line statements or requests, regarding administrative matters;
- enhancing and extending the use of the SIA(Bari) system in all border sites;
- endowing the SIA (Bari) system with an autonomous data acquisition capacity in relation to illegal immigration;
- integration of the SIA (Bari) system with similar systems used by other Member States or FRONTEX, in order to share information at international level.

With reference to the afore mentioned steps, the relevant technical details are provided:

- increase in data network capability
 - 1) increase in the transmission band capacity of the offices and calculation centres through:
 - introduction of optical fibre rings between border offices and calculation centres
 - updating and renovation of the offices LAN networks
 - contract development of the present providers’ level of service
 - increased opportunity to use the local networks by means of radio technology (wi fi, WiMax) in order to extend data interconnection within all the border offices
- supply of stations for fingerprint taking and document reading for visa issuing (and checking) at the border

Configuration, equipment and quantification of stations:

VISA station configuration:

1) Visa border and border check

1 Personal computer	1 Finger Print Live Scanner	1 Document reader	1 Scanner
1 Photo Camera	1 Sticker Printer	1 generic Printer	

2) Territory check

Personal computer	Finger Print Live scanner
Documents reader	Generic Printer

Other services

1. Project Management
2. Set up and deployment
3. five years 24X7 maintenance
4. help desk and call centre
5. quality service assurance

- Quantity

Number of VIS station	Authority type	VIS station type
796	Border post	Visa border and border check
208	Border post	Portable visa border and border check
200	Territory check authority- Immigration offices	Territory check – Immigration Offices

- ❖ Go live I-VIS system with current ICT asset.
- ❖ I-VIS integration with pre-existing systems of border document check (SIF)
- ❖ Software adaptation of the two systems enabling border stations to query the central C-VIS databank, through the SIF and I-VIS systems, in order to integrate all the checks onto a single operation by the operator. These checks include the following:
 - e-passport and visa authenticity check
 - SIS data bank check
 - National databanks check
- ❖ SIF system software and hardware adaptation in order to capture 4-finger fingerprints instead of the current dual finger system.
- ❖ Operational introduction to biometric visa check
- ❖ Operators training
- ❖ I-VIS integration with document forgery detection systems (SIDAF)
- ❖ Improvement of the system in order to increase detections
- ❖ I-VIS integration with expert systems (SMSI –DSS)
- ❖ Implementation of application co-operation in order to acquire visa control and issuing data
- ❖ I-VIS integration with other control and alert information systems (MIPGWEB, BCS, Eu.B.I.N.)
- ❖ Implementation of application cooperation in order to disseminate and share information regarding border checks.

- **Obj. F: Increase in and modernization of technical equipment**

“In view of a more effective control at air, land and sea external borders, with particular reference to border areas other than the authorized check points (blue and green borders), vehicle fleet for the patrolling of said border areas is expected to be increased. The new vehicles will allow the operational activities of the patrols employed in illegal immigration countering to be increased, thus reducing illegal entries and, at the same time, facilitating the transfer of illegal immigrants detected to detention and reception centres and those for asylum seekers. The aim is to purchase 90-100 all-terrain vehicles particularly fit for monitoring activities in coast and mountain areas, and 20/25 vehicles for the patrolling of airports boundaries and ports’ internal areas.

The above-mentioned means of transport will be allocated taking into account that Italian Border Police is divided into 9 Area Offices that coordinate the air, land and sea Border Offices at an inter-regional level.

The Head Manager of each Border Police Area will subsequently allocate these means to each Border Office on the basis of the evaluation of risks concerning the flows of illegal migration and the overall amount of passenger traffic.

Furthermore, as regards an improved counteraction of illegal immigration using forged or counterfeited travel documents, it is necessary to purchase adequate equipment for forged document detection to be placed at the authorized border check points.

Said equipment, together with the one used by border police to detect illegal migrants in containers or on board motor-vehicles within passenger and merchant ships, will make it possible to enhance detection of immigrants who attempt to enter the EU territory illegally.”

3. STRATEGY TO ACHIEVE THE OBJECTIVES

The following strategy is put forward to achieve an integrated border management which requires joint and coordinated use of control mechanisms instruments in order to tackle the illegal migration flow towards EU.

The strategy underpins several crucial elements:

It includes the measures adopted by consular posts in the third countries through the application of visa issuing rules, in the respect of the European policy and through the adoption of technologies and network foreseen by the community instruments in force.

An important element of the integrated border management is represented by the controls at land, sea and air borders. To this regard, the measures proposed concern the implementation of sea surveillance system in accordance with the aims pursued by the pilot projects ongoing at EU level.

To achieve this goal specific initiatives have been suggested in order to realize a control and surveillance system through the use of mobile and fixed surveillance systems, technologies for the detection of false documents, equipments for a better and deep control of transport means and, in general terms, the means for a more efficient fight against illegal immigration in the safeguard of human life and in the respect of human dignity.

In latest years the activities related to countering illegal immigration, surveillance and patrolling of the External Borders have significantly intensified. The vast majority of these activities (around 90%) carried out by the Italian Coast Guard, inevitably forces them search and rescue interventions, due to the migratory phenomenon context.

It also requires the training and updating of human resources.

In light of the above reasons, Italy has chosen to implement actions under all five strategic priorities established by the European Commission Decision of 27 August 2007

Priority 1: Support for the further gradual establishment of the common integrated border management system as regards the checks of persons at the surveillance of the external borders.				
Key possible action	Cross reference basic act	Indicators for the key possible action		
		Output	Outcomes	Impact
<p>1. Purchase and introduction of new, up-to-date technology to improve the technical equipment used to detect false or falsified documents, and purchase of other devices such as night viewers or pulse detectors.</p> <p>“With reference to obj F – In order to combat illegal immigration at external borders a programme of technical equipment purchase to detect forged documents will be implemented, in agreement with the Forensic Science Police Service of the Public Security Department.”</p>	Article 4.1.b)	Enhancement of Police’s activities to detect forged documents.	Strengthening the fight against illegal immigration, through the implementation of measures to conduct fraud detection operations.	Increase of borders’ security.
<p>2. Acquisition of new motor-vehicles (also cross-country) to improve police officers’ mobility and to secure the control of illegal immigrants transported.</p> <p>“With reference to obj F-</p> <p>In order to enhance counter-immigration patrolling services at coast and mountain areas other than the authorized fixed check points, it is necessary to increase the number of car patrols responsible for said checks. In this</p>	Article 3.1.a): general objective: efficient organization of border control (checks and surveillance)	Enlargement of the fleet of cars owned and increase of surveillance services to implement the measures of immigration control.	More effective operational initiatives in order to reduce intrusions at the external borders and avoid difficulties when transporting people.	Security level raising and improvement of Schengen controls. (target to catch up within 2013)

<p>connection, a project was implemented for the purchase of 90-100 all-terrain vehicles, and 20-25 vehicles for the usual patrolling activities.</p>				
<p>3. Integration of monitoring and administrative operative data-gathering systems which relate to travellers' categories and to the development of control operations at the frontiers. “With reference to obj E Said action has to be seen within the general framework of objective E since it will allow data on illegal immigration and border control to be collected at the National Coordination Centre. Said Centre will then disseminate information to other departments involved in illegal immigration countering activities.</p>	<p>Article 4.1.c)</p>	<p>Implementation of instruments and contribution to improvements in efficiency and quality of measures. Creation of a DSS (Decision Support System) for a more successful decision-making due to the monitoring of immigration flows and frontier offices' activities.</p>	<p>Completion of the legal and illegal immigration statistical systems and monitoring of the operating and administrative data which regard external borders.</p>	<p>Increased awareness of the on-going situation at the external borders. Easing of decision-making and information-sharing among member States. (target to catch up within 2011)</p>
<p>4. Extending the Border Control System (B.C.S.) to travellers crossing sea and land borders. , according to the E.U. Directive 2004/82. “With reference to obj D – The BCS system - Border Control System – concerning the early acquisition of air and sea transport passengers' data allow “an advanced virtual border” to be realized in order to enhance the efficiency of control services at</p>	<p>Article 4.2.a)</p>	<p>Acquisition of equipment and services to secure the control of people transported, both to sea and land terminals.</p>	<p>Completion of the national infrastructure in order to manage alert actions at the border offices and stop frontier intrusions.</p>	<p>Security level raising and improvement of Schengen controls at the sea and land terminals. (target to catch up within 2011)</p>

authorized points.				
5. Enhance communications capability, effectiveness and reliability between Administrations, operational centres and air/naval/land assets involved in operational plans. Relates to obj A points 3,4,6.	Article 3.1.a): general objective: efficient organization of border control (checks and surveillance)	<p>Creating a common information sharing environment for the maritime surveillance by integrating all existing reporting and monitoring systems in sea areas into a broader network, thus allowing border control authorities to take advantage of the combined use of these various systems.</p> <p>Build up cross connections between agencies own networks to allow adequate data/information exchange, in terms of bandwidth capabilities, by fiber optic links.</p> <p>Implementation of fiber optic branch of existing networks.</p> <p>Improve the overall radio communications reliability and capability between naval/air assets and Operations Centres.</p>	<p>Providing the authorities responsible for border control with more timely and reliable information to detect, identify, track and intercept those attempting to enter the EU illegally, thereby reducing the number of illegal immigrants crossing the external borders of the EU undetected.</p> <p>Grant to authorities responsible for border control and SAR ops communications between naval, air, land and operational centres.</p>	<ul style="list-style-type: none"> ➤ provide the common technical framework for streamlining the daily cooperation and communication between national authorities ➤ support the authorities responsible for border control in reaching full situational awareness at their external borders and in increasing the reaction capability of their law enforcement authorities. ➤ Increase border surveillance and life safeguard at sea

1. – from 2007 to 2009
2. – from 2007 to 2008
3. – from 2008 to 2009
4. – from 2007 to 2009
5. – Coast Guard by 2013

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				
Key possible action	Cross reference basic act	Indicators for the key possible action		
		Output	Outcomes	Impact
1. Acquisition of technologies, logistic support and services to transform the NCC into a single co-ordinating centre of borders. Extension of SIA project to the Central and Northern Italy's regions.	Article 4.2.a)	<p>Completion of the infrastructure for the NCC and for the national borders' surveillance systems for a better and consistent control of external borders.</p> <p>Creation of a new instrument, in order to</p>	<p>Communication connection with the other national systems which control borders.</p> <p>Communication connection and collaborative efforts with other member States and with Frontex, in order to</p>	<p>Strengthening security at the borders.</p> <p>Better integration and presentation of the information of alert coming from all the national borders, from Frontex and from other member States. Better information</p>

<p>Upgrading and enhancement of the access network (and related maintenance services) to the optical fibre of the Ministry of Interior's network.</p> <p>“With reference to obj D An effective countering of illegal immigration has to be based on an efficient network between the national coordination centre (NCC), the border police offices and the immigration offices of the Questure (National Police Offices at provincial level). The SIA network (Counter-Immigration Information System) will allow operational information to be exchanged at central and local level as well as statistical data for their subsequent analysis to be collected. Considering the significant amount of data it is necessary to enhance the network infrastructure of the border police and the immigration offices of the Questure to be realized by extending the optic fibre network to said offices located in Central and Northern Italy.</p>		<p>develop common policies and procedures on immigration. Improvement of transmission performance for the offices which control frontiers and land.</p>	<p>develop common policies on immigration. Development of the national component for the surveillance of external frontiers and for the information-sharing among frontier offices and other Organizations.</p>	<p>dissemination to all the Authorities and offices cooperating in controlling external frontiers and illegal immigration (target to catch up within 2013).</p>
<p>2. Establishment or upgrading fixed stations national surveillance capabilities, which cover all of the external borders and enable 24/7 the dissemination of information among all involved Authorities that are involved in the National Coordination Centre in the Ministry of Interior- Relates to obj A point</p>	<p>Article 4 (1) (b) development an application of measures necessary to improve surveillance systems at sea</p>	<p>Upgrade and modernize the Italian Coastal Radar Network. Enhance the maritime traffic monitoring systems capability, effectiveness and reliability. Acquire the capability to classify and recognize targets automatically within coastal radar network.</p>	<p>Increase the overall national intelligence, surveillance and reconnaissance capability based on fixed radar assets, Increase and optimize the use of air/naval assets with a view to prevent and tackle illegal immigration carried out by sea, increasing lifeguard, safety and safety of life</p>	<p>Increase border surveillance and life safeguard at sea.</p>

1,2,5.		Enhance the VTS radar performance in the Italian Southern border. (see § 1.3.2).	at sea capability at sea as well.	
3. Acquisition and system technology upgrading of air, naval and/or land assets and related technologies- Relates to obj A points 3,4,6,7,8.	Article 4 (1) (b) developm ent an applicatio n of measures necessary to improve surveillan ce systems at sea	Increase the number of air, naval and land assets available for operation plans. Improve naval communication systems with satellite equipments in order to improve the naval capabilities to transfer high data rate information (multimedia data, images, video, etc) . Upgrade the operational capability of already existing air, naval and land assets. Install on board, appropriate assets and/or technologies useful to conduct specific mission.	Enhancement of the operational capability of border surveillance and safety of life at sea operations Sensitive reduction of the time necessary for the intervention of the operational means.	Increase border surveillance and life safeguard at sea.

1. by 2013

2. by 2013, Coast Guard by 2013;

3. by 2013, Coast Guard by 2013.

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

The purchase of passport readers and machines suited to help detect false documents is a top priority to be mainly addressed by the annual programs 2007 and 2008, the participation in the Local Consular Cooperation, which is already a current practice, could be enhanced through the following annual programs.

Key possible action	Cross reference basic act	Indicators for the key possible action		
		Output	Outcomes	Impact
1. Participating in the Local Consular Cooperation : 1) Promoting the "Common Visa Policy" in each consular jurisdiction and reinforce the cooperation between	Article 4.4.f)	Number and scope of locally shared best practices, N. of procedures established jointly, as stated in Chapter 2.1.	Mutual support in visas issuing, prevention of visa shopping phenomenon, fight against illegal immigration, as stated in Chapter 2.1.	Equal and fair treatment of visa applicants. Improved fight to illegal immigration and fraud, as stated in Chapter 2.1.

<p>Member States to improve the harmonization of the procedures currently in use for visa request examination in the consular outposts within the framework of an optimized sharing modality of "best practices";</p> <p>2) Facilitating the adoption of common procedures in order to harmonize the requirements and prescribed conditions for the acquisition of visa requests;</p> <p>3) Elaboration and regular updating of the instruction manuals which report prevalent examples of falsified documents;</p> <p>4) Elaboration and regular updating of manuals containing information on characteristics and safety features relative to local travel documents issued by the host State, provided with specimen or, at least, colour photocopies.</p>				
<p>2. Purchase of passport readers and machines suited to help in false documents detection. Countries in which Embassies/Consulates are in special need to be equipped with anti-forgery tools: Afghanistan, Albania, Algeria, Bangladesh, Camerun, China, Colombia, Congo, Dominican Republic, Eritrea, Ethiopia, Ghana, India, Iraq, Ivory Coast, Kenya, Lebanon, Libya,</p>	<p>Article 4.2.c)</p>	<p>Supplying Consular Offices with necessary equipment for the forged documents and passport's detection, as stated in Chapter 2.1.</p>	<p>Detecting forged documents, as stated in Chapter 2.1.</p>	<p>Improvement of quality control documents and strengthening the prevention of illegal immigration, as stated in Chapter 2.1.</p>

Morocco, Nigeria, Pakistan, Peru, Philippines, Senegal, Sri Lanka, Sudan, Tunisia, Turkey, Ukraine, Uganda, Zambia, Zimbabwe, Yemen.				
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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.				
Key possible action	Cross reference basic act	Indicators for the key possible action		
		Output	Outcomes	Impact
<p>Purchase of ICT devices and development of the software intended for the issue and examination of visas at border offices. The offices involved in the project are the Border Police offices (see annex 4 to the Schengen Border Code) as well as the immigration authorities (State Police)</p> <p>“With reference to obj E”</p> <p>In order to make the VIS national system fully effective it is necessary to extend visa control stations to border police offices (see annex 4 to the Schengen Border Code) as well as to the immigration authorities located in the Questure (National Police offices at provincial level).</p>	Article 4.2.d)	Availability of workstations, for border Police offices, to issue visas and to control visas issued abroad. Extension of the same workstations to the immigration authorities (State Police).	Development and better operativeness of the VISAS’ national system.	Improvement of the VISAS’ national system. Implementation of instruments and measures adopted. (target to catch up within 2010).
1. Strengthening and integration of the national information systems as regards borders and visas.	Article 4.2.d)	Better performance when controlling electronic documents at frontier offices and immigration offices at	Interoperability of the information systems supporting the border office activities and the fight against illegal	Improved security protection at the frontier gateway. (target to catch up within 2013)

<p>It is necessary to specify that the 200 stations to be endowed with VIS system are located at all immigration offices and the offices with border police tasks, under sub.1 point.</p> <p>In any case the two systems will remain separated.</p> <p>“With reference to obj E</p> <p>The SIF system allows electronic and traditional travel documents to be checked and SDI national and SIS-Schengen European data banks to be queried. Said system will also make it possible to check traditional and biometric visa by interfacing with the VIS system, thus ensuring interoperability between the two systems.</p>		territorial level.	immigration.	
<p>2. Development and maintenance of the SIS-II application system. Investments for technological infrastructure updating.</p>	Article 4.2.d)	Improvement of the new SIS-II and integration with the existing National System. Upgrading of technological structure. Enhancement of security and reliability of the running of the system.	Better performance of the system. Extended functionality and operational rendering of SIS II at National level	Better integration of the immigration control processes at consular posts and borders.
<p>3. Visa application software development and maintenance. Relates to obj C. The whole objective will be reached using the mentioned action with the exception with the part related to training.</p>	Article 4.2.d)	New and improved RMV application functions.	Ability to implement national VIS system, with additional functions designed to improve users’ productivity and consular cooperation.	VIS implementation and visa software enhancements (target to catch up within 2013)

Most of the actions relates to Specific Priority 2 and a contribution of 75% is requested.				
4. Visa system management; includes purchasing of networking and ICT outsourcing services for supporting RMV. Relates to obj C. The whole objective will be reached using the mentioned action with the exception with the part related to training. Most of the actions relates to Specific Priority 2 and a contribution of 75% is requested.	Article 4.2.d)	Improved SLAs and performances, where necessary through outsourcing of selected IT services.	Ability to implement and run national VIS system; improvement of RMV usability	VIS implementation and management (target to catch up within 2013)
5. Acquisition of IT hardware equipment and system software for VISA activities of consular posts, including fingerprint live scanning equipment needed to issue VIS visas. Relates to obj C. The whole objective will be reached using the mentioned action with the exception with the part related to training. Most of the actions relates to Specific Priority 2 and a contribution of 75% is requested.	Article 4.4.d); 4.4.g)	Availability of new hardware and system software, including fingerprint scan readers required by VIS.	Ability to implement and run national VIS system.	VIS implementation (target to catch up within 2013)

1. from 2007 to 2010

2. by 2013

3. from 2010 to 2013

4. by 2013

5. by 2013

6. by 2013

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. (see annex B)

Traditional and e-learning training programme for consular staff on Schengen EU legal instruments, with a special reference to the Schengen Border Code, VIS and Visa Code, are to be addressed by the AP 2007 - 2011

Key possible action	Cross reference basic act	Indicators for the key possible action		
		Output	Outcomes	Impact
<p>1. Arrange training for the border police operators on working effectively with the new technological instruments. The training will comprise matters relating to Common Core Curriculum, international, European and national legislation on Border Police</p> <p>Targeted interventions to improve languages learning and broaden the knowledge of the Schengen EU legal instruments.</p> <p>We plan to carry out 12 training courses per year; at each course 40 trainees will participate. Each course will last 30 days on average.</p> <p>“With reference to obj B</p> <p>The development of the European legislation and of the technological system for border controls implies the need to organize professional refreshing courses for the staff in charge of document checks. In particular, reference is made to the guidelines contained in the Common Core Curriculum as well as to targeted language training courses on EU languages and the main languages of third countries concerned.</p>	Article 4.3.a)	<p>Development of better practices and collaborative efforts among frontier operators.</p> <p>Development of e-learning services.</p> <p>Implementation of the training programme addressed to frontier police operators.</p>	Improvements in efficiency and quality of services.	<p>Strengthening the capacity of the State Police to benefit from the technologies.</p> <p>Information-sharing with special emphasis on the use of new VISA devices and procedures (target to catch up within 2013)</p>
2. Training programme based on traditional e-	Article 4.3.a)	Traditional training and e-learning tools,	Improved usage of RMV in compliance	VIS implementation improved level of

learning tools for Consular Post and border personnel on Schengen EU legal instruments, with a special reference to the Schengen Border Code and Visa Code.		accessible for CP employees, on VIS Regulation and VISA Code.	with the VIS Regulation	controls ad security (target to catch up within 2009)
3. Purchasing and upgrading of concerned training systems and simulators to trainee naval crews for boarding any kind of boat/vessel and intervening to restablish safe conditions to sail. Systems and simulators are to be installed in formation and training Centres for Navy and Coast Guard officers, Petty officers and crews. Quantity and sites in which to install systems and simulators are under evaluation. Relates to oby B	Article 4.3.a)	Purchasing suitable systems/simulators/equipments and improving the existing ones, either in their hardware or software capability, maximizing also the use of virtual environment (VE) technology, providing a wide range of simulations at the trainees worksites.	Ensuring the crews can perform the skinless to manoeuvre safely and to intervene onboard any kind of vessel in distress, within any weather condition.	The training systems shall be capable to train up more crews member of the national agencies surface patrol vessel, trough a wide range of operational scenario.
4. Specific courses in the field of air – naval cooperation (technique and/or operative philosophy), first aid at sea, pursuit, boarding, searching and foreign language courses (English or Arab), to fight the illegal immigration flows. Special courses, for the Police Forces will be organized in the field of counterfeited document. Relates to oby B.	Article 4.3.a)	Specific courses for the Italian Authority and for the foreign officers to build up a common specific knowledge at sea, in particular to share best practices or police experiance.	A sensible increasing of the skills at sea.	Increase knowledge base for border guards

4. COMPATIBILITY WITH OTHER INSTRUMENTS

The strategy of the multi-annual programming of the External Borders Fund is compatible with others supporting instruments of interventions carried out to contrast the constant growth of migration flows toward Italy, and especially it can be integrated with measures already implemented about borders control and about the fight against illegal immigration.

Investments and funds planned by European Union on policies related borders control shows how this matter has become relevant.

There are a lot of investments for infrastructures, equipment and training oriented to guarantee an effective management on external borders control (terrestrial and maritime).

Policies about border control, already included in the current programming period of Structural Fund (2000-2006), doesn't obtain the same relevant role into the new programming period (2007-2013), precisely in the National Operational Programme (NOP) "Security for the development - Convergence Objective 2007-2013", that regards the management of migratory impact.

External Borders Fund for the period 2007-2013, as part of the General programme "Solidarity and Management of Migration Flows", turns out as a complementary instrument compared to others instruments regarding this specific matter.

Actions foreseen by External Borders Fund in any case present field of intervention super imposable and contrasting with intervention established by NOP "Security for the development - Convergence Objective 2007-2013".

It's important to note that EBF is finalized to the development of quality and productivity of border control and to the fight against illegal immigration. Nevertheless, NOP "Security for the development - Convergence Objective 2007-2013", that is exclusively direct to the 6 Regions – Convergence Objective (Calabria, Campania, Sardegna, Puglia, Basilicata and Sicilia), not only provides for the development and the security of railway, harbour, highway and telecommunications networks, but also it promotes the implementation of initiatives about migratory impact management.

Concerning this matter, "migratory impact management" can be explained as an indispensable strategy to defend immigrants against criminality allurements and against the exploitation of workers, and as a procedure for the integration of immigrants.

Therefore, the purpose of this Fund is to define a larger knowledge about the phenomenon of immigration and to improve quality of control through technological systems that could encourage the concentration and the diffusion of infrastructural intervention.

In choosing the projects to be included in the Annual Programme, the Responsible Authority, in association with the Drafting Group, will perform the adequate checks in order to guarantee to avoid cases of double financing of the same projects by Community Funding.

As for the coordination with other Ministries and national authorities, the control of the national borders is exclusive competence of the Ministry of Interior, which supervises and coordinates all the authorities which cooperate to carry out this task. The responsible administration will make sure, in case of future eventual risk of overlapping or duplication of funding, that the activities of the different Ministries or authorities will be duly coordinated.

5. FRAMEWORK FOR IMPLEMENTATION OF STRATEGY

The publication of the programme

The Responsible Authority of EBF, as indicated by art. 21) lett. h) of the Decision of the Council 2007/574/CE, wants to ensure the largest diffusion of information concerning the Multi-annual Programme.

To guarantee a fair visibility to the purposes that EBF want to achieve, the Responsible Authority will give publicity to the Multi-annual Programme by means of informative instruments easily accessible such as technological instruments (for ex. Internet sites of EU, Ministry of Interior, Ministry of Foreign Affairs, Ministry of the Navy, Guardia di Finanza, Capitaneria di Porto and Arma dei Carabinieri) or through traditional instruments (for ex. *brochures, newspapers etc.*).

In particular, the Responsible Authority has charged the “External Relations Office” of the Department of Public Security, competent for the activities related to communication, with the task of creating a website entirely dedicated to the External Borders Fund and its publicity.

The Responsible Authority ensures the observance of obligations concerning information publicity of the intervention financed through EBF concerning:

- transparency of information concerning opportunities of financing that EU and National Government can provide to final beneficiaries;
- diffusion of projects results and enhancement;
- the role of the EU in the implementation of the General Programme “Solidarity and Management of Migration Flows”.

5.2 The approach chosen to implement the principle of partnership

Taking into account the objectives and the different competences pursued by the External Borders Fund and the different degree of Administrations involvement, on the specific rules which define the different role in the border control activity in the fight against illegal immigration by land, sea and air borders and, before, at the moment of visa issuing to avoid to misuse of them, the Ministry of Interior, as Administration responsible for the management of financial resources allocated by the European Border Fund to Italy, established a *Drafting Group* composed by the Ministry of the Interior, the Italian Navy, the Guardia di Finanza, Italian Coast Guard, Ministry of Foreign Affairs and Carabinieri Corps in order to ensure the participation of institutional actors in the process of planning and identification of macro intervention of projects covered by the Multiannual Programme, to promote homogeneous and shared addresses on control of external borders and to fight illegal immigration.

The Drafting Group is a advisory collegial body, composed of the representatives of the authorities that the Italian law (Interministerial Decree of 14 luglio 2003) designates as responsible for the external borders control (Ministry of Interior, Guardia Costiera, Marina Militare, Guardia di Finanza, Foreign Office), it meets regularly in order to cooperate with the Responsible authority in writing, and then implementing, the Multiannual and Annual Programmes and is constantly informed and consulted on the status of the implementation of the Fund.

As in the External Borders Fund the Responsible Authority acts as executing body on a regular basis, the designated Audit Authority will report on his activities and strategies, to a body outside the Ministry of Interior, competent in the field.

6. INDICATIVE FINANCING PLAN (*)

6.1 Community Contribution

6.1.1 Table

<i>Multiannual Programme - Draft Financial Plan</i>								
<i>Table 1 - Community Contribution</i>								
<i>Member State : Italy</i>								
<i>Fund: External Border Fund</i>								
<i>(in 000' euros current prices)</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>TOTAL</i>
<i>PRIORITY 1</i>	<i>2.306</i>	<i>1.050</i>	<i>900</i>	<i>1.200</i>	<i>2.590</i>	<i>4.845</i>	<i>6.316</i>	<i>19.207</i>
<i>PRIORITY 2</i>	<i>19.268</i>	<i>13.467</i>	<i>12.894</i>	<i>14.200</i>	<i>18.812</i>	<i>27.349</i>	<i>39.702</i>	<i>144.826</i>
<i>PRIORITY 3</i>	<i>0</i>	<i>0</i>	<i>621</i>	<i>367</i>	<i>367</i>	<i>367</i>	<i>367</i>	<i>2.089</i>
<i>PRIORITY 4</i>	<i>1460</i>	<i>1285</i>	<i>4.344</i>	<i>4.425</i>	<i>3.450</i>	<i>3.500</i>	<i>4.275</i>	<i>22.739</i>
<i>PRIORITY 5</i>	<i>190</i>	<i>190</i>	<i>1.545</i>	<i>1.593</i>	<i>1.840</i>	<i>2.524</i>	<i>3.665</i>	<i>12.413</i>
<i>Ass. Tecnica</i>	<i>1.686</i>	<i>1.161</i>	<i>1.528</i>	<i>908</i>	<i>1.127</i>	<i>1.608</i>	<i>2.264</i>	<i>10.282</i>
<i>TOTAL</i>	<i>24.910</i>	<i>17.153</i>	<i>21.832</i>	<i>22.693</i>	<i>28.186</i>	<i>40.193</i>	<i>56.589</i>	<i>211.556</i>

6.1.2 Comments on the figure /trends

The budget amount expressed herein is for the complete realization of each project.

The data should be changed in accordance with monitoring of migration flows and with European Commission forecasts.

6.2. Overall Financing Plan

6.2.1 Table

<i>Multiannual Programme - Draft Financial Plan</i>								
<i>Table 2 - Overall financing</i>								
<i>Member State : Italy</i>								
<i>Fund: External Border Fund</i>								
<i>(in 000' euros current prices)</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>TOTAL</i>
<i>Community contribution</i>	<i>24.910</i>	<i>17.153</i>	<i>21.832</i>	<i>22.693</i>	<i>28.186</i>	<i>40.193</i>	<i>56.589</i>	<i>211.556</i>
<i>Public cofinancing</i>	<i>22.119</i>	<i>15.197</i>	<i>21.832</i>	<i>22.693</i>	<i>28.186</i>	<i>35.193</i>	<i>49.589</i>	<i>194.809</i>
<i>Private cofinancing</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
<i>TOTAL</i>	<i>47.029</i>	<i>32.350</i>	<i>43.664</i>	<i>45.386</i>	<i>56.372</i>	<i>75.386</i>	<i>106.178</i>	<i>406.365</i>
<i>% Community contribution</i>	<i>53,0%</i>	<i>53,0%</i>	<i>50,0%</i>	<i>50,0%</i>	<i>50,0%</i>	<i>53,3%</i>	<i>53,3%</i>	

() the cost related to financial years 2009-2013 has to be considered in general terms with possible modifications according to the future strategies and the new priorities.*

ANNEXES

Annex A – Detailed description of section 1.2

- The Ministry of the Interior – Public Security Department, Central Directorate of Immigration and Border Police - has taken the following initiatives:

a) National Coordination Centre (NCC)

A National Coordination Centre (NCC) – an Operational Room to coordinate and enforce immigration measures – has been set up at the Ministry of the Interior. All information (data, images, communications) from previously selected sources will be collected at said Centre and in this way it will be possible to draw up analysis reports necessary to assist the “technical coordination panel” - consisting of representatives from the various police forces, the Navy and the Headquarters of Harbour Offices - all involved in sea monitoring activities and in combating illegal immigration by sea.

b) SIA-BARI

The implementation of the integrated information system (SIA BARI) to prevent and combat migrants trafficking was started. Said system is designed to collect, standardize and circulate the data held by the agencies (the Navy, Harbour Offices, Guardia di Finanza, the Carabinieri Corps and State Police) involved in sea monitoring activities and in combating illegal immigration by sea. The system is also used to analyze the collected information and assist the a.m. technical coordination panel.

The project envisages to implement:

- a virtual anti-immigration net based on the enhanced “Interpolice net”(optical fiber infrastructure and access) for the regions of Southern Italy to which PON funds are allocated (QCS 2000-2006). The net is necessary to interconnect the central and local offices of the Guardia di Finanza, the Harbour Office, the Carabinieri Corps and the Navy involved in information exchange;
- a information system to harmonize the existing monitoring systems (VTS, AIS, C4I, VMS...) already used by the various agencies. The aim is to obtain a picture of sea traffic in order to combat illegal immigration by sea and make it available to all agencies involved.

The processing systems will be set up in Bari, at the premises of the Multi-Function Centre, of the Headquarters of the Guardia di Finanza, Harbour Offices and the Navy and at the Maritime Directorates of Harbour Offices.

c) BCS - Border Control System

The Border Control System (BCS) is also being set up according to legislative decree No 144/2007 which adopts EU Council Directive 2004/82/EC. This Directive obliges air carriers to collect and transmit the information on transported persons who travel through the border cross authorized by the Italian State.

Thanks to this information system it will be possible to automate police checks of passengers departing from, transiting through or arriving at non-Schengen countries and report possible risk situations of passengers and flights to Italy to border police posts and to the authorities envisaged in the anti-immigration operational room (NCC).

In particular, the system envisages acquisition of the boarding lists of flights at risk, upon request of Border Offices, at check-in closure, as well as real time checking of passengers in the multi-agency database (SDI and N-SIS systems).

In case of hit and on the basis of the result obtained, the system conveys the alert to the competent office (border police offices, central offices, NCC at the Ministry of the Interior).

In case of hit, the whole boarding list is kept in special records for a maximum of 6 months.

Moreover, the system envisages interfaces and research tools on historical data for investigative purposes for six months.

d) “Border Information System” (SIF)

In particular, in view of an optimum carrying out of the institutional activities it was held necessary to equip border police offices with two separate information systems.

The first is called “Border Information System” (SIF) and was conceived to standardize the technologies used to identify foreign nationals and check their documents. First of all, thanks to said system it will be possible to check (also electronic) passports, electronic residence permits and biometric visas (actually, it will be possible to scan the page containing passport data, to display the graphic pattern of said documents and match simultaneously the original peculiarities of the same – specimen, automatic query of SIS). Subsequently, it will be possible to query VIS, AFIS and the other domestic databases.

e) Visa Information System (VIS)

The Visa Information System (I-VIS) of the Ministry of the Interior is still being gradually implemented and completed in the framework of the national (N-VIS) and European (C-VIS) common systems in order to improve the fight against fraud and checks at border passes within and outside member states. Moreover, it will contribute to prevent the threat against domestic security and help identify the State responsible for processing asylum applications. In particular, at the border it will allow a more rapid processing procedure and a more careful assessment of visa issuing motivations. This will be also reached by comparing biometric data with those held by the European and domestic databases. In this connection, it is envisaged to acquire biometrics equipment for border and local police offices .

It is important to outline that the local police offices must use this since they have immigration functions and the obligation of controlling third countries’ nationals to whom a visa has been issued.

Currently no systems or resources are available supporting activities concerning visas at the border. The I-VIS System, although supplying functions and capabilities to comply with the European decisions on control and issue of visas at the border, will exploit the infrastructures and resources presently employed for other activities at police offices. This concerns ICT infrastructures, hardware and integration with other systems. In the second phase of the

European VIS system, i.e. when biometrics will become an official tool to check visas, it will be necessary to equip offices with ad hoc stations aimed at collecting fingerprints and improve data transmission networks based on the increased needs. Moreover, at an advanced phase, it will be necessary to integrate the I-VIS system into the current information resources and office automation, in particular as regards the other systems used to control documents (passports and electronic permits of stay, identity cards), systems to detect forged documents, as well as statistical, analysis and early warning systems. The necessary steps will be the following:

- increase in data network capacity
- supply of stations to collect fingerprints and read documents visa issuing at the border
- I- VIS go live system with the current ICT system
- I-VIS integration with the pre-existing systems used to control documents at checkpoints (SIF)
- Operational introduction of biometrics for visa control
- I-VIS integration with systems used to detect forged documents (SIDAF)
- I-VIS integration with monitoring systems and statistics (SMSI) as well as development towards decision-making systems (DSS)
- I-VIS integration with other control and warning information systems MipgWeb, BCS, Eu.B.I.N.)

f) Eu.B.I.N. (European Border Information Network)

Thanks to the implemented Eu.B.I.N. (European Border Information Network) information system – used to exchange information on border management and to support operative, management and decision-making activities at EU external borders – it is possible to exchange communications and rapid alert forms agreed upon between the contact points of the network.

g) MIPG-WEB Borders (Criminal Police Investigation Form)

This computerized system (MIPG-WEB Borders) will allow computerized recording of all paper documents and special records will be set up to feed directly the other law enforcement databases. The system will also supply data to process the relevant statistical information.

It is important to outline that the local police offices must use this since they have immigration functions and the obligation of controlling third countries' nationals to whom a visa has been issued.

Currently no systems or resources are available supporting activities concerning visas at the border. The I-VIS System, although supplying functions and capabilities to comply with the European decisions on control and issue of visas at the border, will exploit the infrastructures and resources presently employed for other activities at police offices. This concerns ICT infrastructures, hardware and integration with other systems. In the second phase of the European VIS system, i.e. when biometrics will become an official tool to check visas, it will be necessary to equip offices with ad hoc stations aimed at collecting fingerprints and improve data transmission networks based on the increased needs. Moreover, at an advanced phase, it will be necessary to integrate the I-VIS system into the current information resources and office automation, in particular as regards the other systems used to control documents

(passports and electronic permits of stay, identity cards), systems to detect forged documents, as well as statistical, analysis and early warning systems. The necessary steps will be the following:

- increase in data network capacity
- supply of stations to collect fingerprints and read documents visa issuing at the border
- I-VIS go live system with the current ICT system
- I-VIS integration with the pre-existing systems used to control documents at checkpoints (SIF)
- Operational introduction of biometrics for visa control
- I-VIS integration with systems used to detect forged documents (SIDAF)
- I-VIS integration with monitoring systems and statistics (SMSI) as well as development towards decision-making systems (DSS)
- I-VIS integration with other control and warning information systems MipgWeb, BCS, Eu.B.I.N.)

h) SMSI (Monitoring and Statistical Information System)

The directional information system is in its starting phase to monitor and draw up statistics on both legal and illegal immigration (SMSI), to acquire data on the safety and operative situation of air and sea borders and on the drawing up and circulation of the relevant statistics (reports, morning reports etc.). Thanks to the system it is possible to rationalize and improve the current process of acquisition, processing and interrogation of data from various sources - among which the MIPG-WEB - also by means of numerous communication channels.

i) S.D.I. (Investigation System)

The SDI investigation system aims at establishing a multi-agency system (or a system which can be used by the various law enforcement bodies) based on one databank fed by information transmitted according to standardized procedures. The system replaced the previous CED databank.

l) S.I.D.A.F. (Information System on Genuine and Forged Documents)

The Information System on Genuine and Forged Documents (SIDAF) is a databank of images and descriptions of the security features of identity and travel documents of numerous third countries, too. About 900 different kinds of documents were entered in the system and it also contains the various counterfeiting methods detected by the Italian and European law enforcement bodies. (more than 1,000 files on counterfeiting). Moreover, the system has a number of interconnected desks to exchange information and images:

- 70 first level SIDAF desks, out of which 36 at border police offices;
- 6 second level SIDAF lab desks to analyse in detail the counterfeiting cases registered during first level border checks;
- a central unit, coordinated by the Science and Forensic Police Service, which is responsible for entering new data and validating data on counterfeited documents.

SIDAF can link with a similar EU system named FA.DO. (Faux Documents).

m) P.S.E. (Electronic Residence Permit)

Since the end of 2006 the Ministry of the Interior has been responsible for issuing the electronic residence permit to foreign nationals residing in Italy. This document will allow to control foreign nationals, after checking their fingerprints (biometric data) which are contained in it.

n) S.I.S. 2

In the framework of the initiatives taken by the European Union Council for a technological “up-to-date” of the Schengen Information System, the Ministry of the Interior is going to draw up a new SIS system, named SIS II, and to organize the new structure at the “*polo interforze*” within the Department of Public Security of the above mentioned Ministry.

The technological infrastructure, purchased in 2006, maintains its operational capacity for all police activities which needs the SIS use. This infrastructure guarantees at the same time the connection to the central system (CS-SIS) for the necessary sharing of information with the other Member States which use the SIS system.

The architecture of the a.m. system is expected to develop in the next months, thus offering increased assistance to border guards in order to respond to new operational requests and to give, at the same time, more reliability by envisaging a new alternative “disaster recovery” infrastructure.

ANNEX B – TRAINING COURSES FOR SCHENGEN VISA Consular operators.

The content of the training courses for Schengen Visa consular operators is articulated in two main modules: the first is focused on the theory and on the current legislation on Visa and borders issues, the second is devoted to the practice and the actual operating of the relevant informative systems.

This module is focused on the Schengen Agreement, on the working of the Visa Schengen Uniform (VSU), on the correct application of the VIS (data protection, data reception and secure data exchange), on the national legislation on border, migration and visa matters, on front desk activities and communication skills, document control (with specific reference to the ability to recognise fake and forged travel documents) and on the working of the Schengen coordination mechanisms among member states either at Bruxelles and at local level in the different posts abroad. Due to the continuous changes of these issues, all operators will attend specific courses meant to increase and improve their professional background:

Specifically focussing on the computer skills necessary to operate the software and hardware involved in the issuing visa procedures. In particular this training is concentrating on the NVIS (the national Visa Information System for Schengen visa issuing), on using the equipment for the acquisition of biometric data, for the printing of the visa stickers, on the National Information System that is connecting all the national institutions and enforcing agencies involved in the migration process and other relevant computer related issues.

- The participants

The Diplomatic Institute organizes three main kind of courses:

1) **(Basic)** Pre-Posting Visa Training, intended specifically for consular operators, consular officers and head of consular offices who are in the process to be posted in a consular post abroad. These courses are intended to give a first basic training enabling the operators to be efficiently operative as soon as they will reach their post abroad. The Institute organizes two Pre- Posting Visa training course per year for the duration of two weeks each, usually attended by 20 people.

2) **(Master)** Updating Visa Training, meant specifically for head of Visa Offices and head of consular offices who are currently posted in the 25/30 front – line Embassies / Consulates (such as Alger, Beirut, Belgrade, Canton, Chisinau, Istanbul, Kiev, Havana, Lima, Moscow, Mumbai, Lagos, Dakar, Casablanca, New Delhi, Beijing, Sarajevo, Shanghai, Skopje, Teheran, Tirana, Scutari, Valona, Tunis etc.). These courses are organized in order to continuously update and enhance the professional skills of the consular operators dealing with Visa issuing procedures in a particularly difficult environment. The content is mainly devoted to analyse and apply the Schengen and national legislation, to the security implications of the Visa issuing process and to the cooperation with the relevant enforcing agencies. Particular attention is given to the implication of minor protection issues and the fight against human trafficking. The Institute organizes one two weeks updating Visa Training course per year, usually attended by 25 people specifically coming to Rome from the consular posts located mainly in Africa, Middle and Far East, the Indian sub-continent, the Balkans and even from Latin America.

(Master – abroad) Trainers from Rome are also sent abroad for regional training sessions of three days attended by the visa operators from the consular offices operating in a specific region (ex. Maghreb or ex USSR). These local training sessions are particularly efficient being able to focus on specific issues related to a specific region. The Institute is planning to cover two region per year with training sessions of three days each attended on average by 30 – 35 people.

- The tools of implementation

All the training activities above mentioned are implemented through a mix of traditional class learning sessions and new e-learning techniques that the Diplomatic Institute, in cooperation with the other relevant national offices, is busy further developing. On the internal web site of the Ministry for Foreign Affaires is already available a collection of all the relevant national and European legislation concerning consular and Visa and a manual for the operators of the RMV. An electronic interactive training CD is also in the process of being finalized.

- Financial Estimation

- 1) Pre-Posting Visa Training – 20.000 Euro per course. 40.000 per year
- 2) Master Visa Training – 35.000 Euro per course 35.000 per year
- 3) Master Visa Training abroad – 45.000 Euro per course 90.000 per year
- 4) **Total per year 165.000**