**SUPPLEMENTARY INFORMATION TO THE NATIONAL PROGRAMME ISF OF LITHUANIA** (20 July 2015)

**SPECIAL TRANSIT SCHEME (STS)**

**Section 2: Baseline situation**

Since 1 July 2003, the citizens of the Russian Federation - while traveling between mainland Russia and the Kaliningrad oblast of the Russian Federation - may receive a Facilitated Transit Document (FTD) or a Facilitated Rail Transit Document (FRTD) instead of visas. The Special Transit Scheme (STS) is functioning on the basis of the Council Regulations (EC) 693 and 694/2003.

A determined transit route with FRTD’s is the 227-kilometer railway line Kena–Vilnius–Kaunas–Kybartai. The average time needed to cross the territory of the Republic of Lithuania by train is 4 hours and 37 minutes. The FRDT is valid 6 hours.

The FTDs restrict the transit period by a vehicle to 24 hours, however, it does not regulate any transit routes. Although the FTD is valid only in the territory of the Republic of Lithuania, a car or truck from the Russian Federation may run long distances in 24 hours within the territory of the Schengen area.

The Ministry of Foreign Affairs (MFA) of the Republic of Lithuania - upon cooperation with the MFA of the Russian Federation and the Russian Railways Company - created an efficient operating system of acceptance for applications, aiming at to avoid additional inconveniencies for the passengers. In addition, a FRTD delivery system in trains has been installed. The check of personal data within the databases of the Lithuanian police is executed in an efficient way.

The State Border Guard Service (SBGS) created and is constantly developing the control mechanism over the transit passengers, checking of travel documents and FTD's/FRTD’s, created special software for the passengers’ databases and ensures monitoring of the transit passenger trains within the territory of the Lithuanian Republic. In order to ensure smooth and quick travel document checks of passengers traveling under the STS, additional 184 staff positions (border guards) were established.

The activities of the Lithuanian police aiming to ensure the implementation of the STS was supplemented with new functions (prevent violations of the transit regime, detect violations and respond to them, etc.).

**STRATEGY TO ACHIEVE THE OBJECTIVES**

**A. INVESTMENT IN INFRASTRUCTURE**

With the infrastructure established and developed, equipment purchased and installed, our future needs are mainly related to habitual, recurrent additional costs such as the replacement of equipment, staff costs, training and maintenance costs. According to national rules on depreciation, equipment is supposed to be replaced after being used for 5-7 years on average (4 years for ICT equipment, 5 years for other type of equipment, including means of transport, 7 years for radio terminals and relay stations). In case of new technological solutions available, the upgrading of the systems we use for insuring functioning of the STS will be considered.

**National objective 1: Upgrading of FTD/FRTD issuing and delivery systems**

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| 1.1 | **Upgrading hardware and software of FRTD IT system** *(beneficiary: MFA)*Server and data storage upgrades are planned for the MFA, the Embassy in Moscow, the Consulate Generals of the Republic of Lithuania in St. Petersburg and Kaliningrad, as well as for the main data storage at the MFA, servers for the Embassy in the Russian Federation for communication with the Express System of Russian Railways, domain controller servers, back-up systems. These measures are required to ensure a reliable and stable operation of the information system and respecting deadlines for issuing FRTD’s and FTD’s including back-up systems and fast recovery upon system failures. |
| 1.2 | **Upgrading communication equipment for FRTD IT system** *(beneficiary: MFA)*Upgrading communications hardware (telephony hardware, routers) is planned at the MFA and at diplomatic missions including the installation of network security solutions. |
| 1.3 | **Replacement of outdated computers, laptops, printers, MRZ scanners, office equipment** *(beneficiary: MFA)*Periodic upgrade (replacement) of outdated personal computers of desktop workstations and laptops (for local and courier workstations). Of key importance in the missions is the acquirement of MRZ scanners, printers (for printing inserts, passenger lists and other documents), multifunctional devices, document shredders and other office equipment used for processing FRTD’s and FTD’s, thus ensuring the reliability of the document issuing system. |
| 1.4 | **Renew administrative, living and leisure premises of the staff serving the FTD/FRTD system** *(beneficiary: MFA)*The FRTD’s for citizens of the Russian Federation, who are granted a right to travel by transit trains, are issued at the Embassy of the Republic of Lithuania in Moscow, in the Consulate General in St. Petersburg and the Consulate General in Kaliningrad (hereinafter – the diplomatic missions). The competent representatives of the Republic of Lithuania (diplomats and special couriers) deliver already printed FRTD’s to the Russian citizens in a transit train in case they have valid travel documents (tickets), valid personal documents confirming the identity of the persons and when the Republic of Lithuania does not refuse the travel of these persons by a transit train. Aproximately 67-75 employees are directly assigned to the implementation of the STS work in the diplomatic missions of the Republic of Lithuania in the Russian Federation.LT consular officers providing the issuance of FRTD‘s for Russian citizens in the trasit trains while performing their duties during the shift need to spend a night in Kaliningrad awaiting for the departure of their shifted train. Therefore they need to be accomodated at the hotel. In some seldom cases the hotel accomodation is necessary for these consular teams if the trains arriving from Kaliningrad to Moscow or St.Petersburg (No. 30, 148 and 80) is scheduled to depart back to Kaliningrad only on the next day.The hotel accomodation is also necessary for diplomats and civil servants of MFA who are being sent to  LT Embassy in Moscow or CG‘s in Kaliningrad  or St.Petersburg for a special missions directly related to the implementation of STS.In 2014-2020 the following work is planned: * The renovation of three apartments in the Embassy of the Republic of Lithuania in Moscow, which were renovated in 2010 under the AP 2009 – performance of routine repair works, replacement of the furniture, the conditioning system, household appliances and electronics, the bathroom and toilet equipment, curtains and etc.
* The replacement of the conditioning system (mounted under the Special Kaliningrad Transit Programme 2005) in the administrative premises (Moscow), since only one of the three conditioning devices is working properly and it’s not enough to ventilate the premises, since it does not posess a natural ventilation.
* The upgrade resp. replacement of outdated air conditioners in the FTD/FRTD server premises (Moscow), to ensure the reliable and stable functioning of the equipment. The electrical installation in the FTD server room is not powerful enough for the new power supply and the new power line will be extended from the main electrical inlet to the FTD/FRTD server room.
* The renovation of the administrative premises (premices, furniture and etc) in the Consulate General in Kaliningrad, which were renovated under 2012 AP. In addition, upgrade resp. replacement of outdated air conditioners in the server rooms.
* The renovation of the leisure premises (furniture etc.) in the Consulate General in Sankt Petersburg for staff issuing FRTD in the trains, which were renovated under 2013 AP. Leisure premises were installed in order to ensure the proper rest of couriers and diplomats issuing the FRTD in trains in St. Petersburg. After long working hours spent on the train, the staff members can not only rest here, but also can take a shower, watch TV or cook.
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| 1.5 | **Replacement of vehicles serving special couriers and diplomats between a railway station, a hotel and/or the diplomatic missions in Moscow, St. Petersburg and Kaliningrad** *(beneficiary: MFA)*The transportation of diplomats and special couriers from trains to the diplomatic missions and back, and, in case of overnight, transportation to a hotel and from a hotel to the railway station must always be ensured. Considering this need as well as the street conditions and the heavy traffic in Moscow, St. Petersburg and Kaliningrad, diplomatic missions there must renew the vehicles regularly. In total three transport cars procured for the Lithuanian Consulates General in Kaliningrad, St. Petersburg and the Embassy of the Republic of Lithuania in Moscow under the AP 2007-AP 2008 of the EBF should be replaced. |
| 1.6 | **Replacement of mobile communication devices** (for STS implementing staff) *(beneficiary: MFA)*In order to ensure communication between special couriers, traveling diplomats traveling, the MFA and SBGS a regularly replacement of mobile communication devices (telephones, etc.) is planned. |

**National objective 2: Ensuring and development of the control over the persons traveling with FTD/FRTD by rail and other means of land transportation, detection and identification of violators of the facilitated transit regime**

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| 2.1. | **Procurement of the border check equipment for the first-line and the second-line of control** *(beneficiary: SBGS)*Persons transiting under FTDs are checked at vehicle border crossing points. For checking of travel documents and FTDs (including entry exit dates in order to ensure that the transit duration is not exceeded), border guard officers use VSATIS terminals as well as document check and examination equipment of the 1st and, if needed, of the 2nd line of control. The equipment for checking the FTD travelers needs to be renewed: UV light sources, border stamps, magnifiers and other document examination equipment at the 1st line of control shall be renewed during the 2014-2020 period, and the devices used for person identification, travel document verification and vehicle inspection at the 2nd line of control – equipment also need to be replaced. |
| 2.2 | **Procurement of portable devices for checking travel documents of the FRTD passengers** *(beneficiary: SBGS)*It is planned to upgrade computers and scanning equipment sets used for the verification of travel documents in trains. |
| 2.3 | **Replacement of hardware and software for border guards** *(beneficiary: SBGS)*Considering the depreciation rates of the computer-based equipment purchased for STS needs through the EBF, a gradual replacement of hardware and software used for border checks of FRTD/FTD travellers is necessary during 2014-2020. |
| 2.4 | **Upgrading of FTD/FRTD subsystem of the information system VSATIS** *(beneficiary: SBGS)*State-of-the-art technology–based application servers and software for VSATIS STS subsystem will be purchased. It will ensure reliable border checks of FRTD/FTD passengers at the BCPs. |
| 2.5 | **Wi-Fi installation at the Kybartai Railway BCP** *(beneficiary: SBGS)*A determined transit route along the 227-kilometer railway line Kena–Vilnius–Kaunas–Kybartai is used for the purpose of FRTD travelers. Border checks of trains and FRTD travelers are carried out, when the trains stop at Kena and Kybartai rail BCP’s.Currently, at the Kena BCP, a Wi-Fi network is used by border guards that carry out border checks on board of transit trains.The principle of the operation of the Wi-Fi network is as follows:Two Wi-Fi controllers HP MSM Premium Mobility, which are interconnected and make a ”team”, i.e. in case of failure of one controller all functions are automatically taken over by the other, are installed at the SBGS Headquarters in Vilnius. At Kena BCP, 16 wireless computer communication stations HP MSM-466 with antennas HP Outdoor 6dBi/2.4GHz are installed, which are designed for outdoor use at in any weather condition; 7 switches Cisco IE-3000, which are also designed for outdoor use in any weather conditions, are installed in locked boxes. The equipment is powered using Power-over-Ethernet technology, allowing not to use an additional high-voltage line.The border guards carrying out border checks at Kybartai BCP, which is located close to the border, use a mobile operator network for communication. Since the currently used mobile communication standards are insufficient to meet the needs in respect of checking of inbound and outbound transit, it would be desirable to install a WI-FI network for communication.The technological solutions and capacity of wireless communication to be used at the Kybartai BCP are as follows: as per detail design, a specified number of wireless communication stations with antennas both designed for the outdoor use in any weather conditions will be installed. The equipment will operate on the basis of Power-over Ethernet technology. As the duration of stops of transit trains is limited, in time Wi-Fi communication would very much help to shorten the duration of checks of FRTD travelers, and consequently a bigger number of FRTD travelers would undergo border checks during the same period of time. |
| 2.6 | **Replacement of the STS domain controller and other software** *(beneficiary: SBGS)*Considering the depreciation rates of computers purchased under the Special Kaliningrad Transit Programme 2004–2006, the renewal of the domain controller and other software, as well as the purchase of Windows server licenses etc. are necessary during 2014-2020. |
| 2.7 | **Improvement of the Kybartai Road BCP** **infrastructure** *(beneficiary: Directorate of Border Crossing Infrastructure)*The Directorate of the Border Crossing Infrastructure, implementing the STS within its competence, performs the construction and the reconstruction of the Kybartai road BCP infrastructure, and carry out the maintenance and the replacement of the installed the border inspection equipment. The existing infrastructure is not convenient for an increasing transport volume via this BCP. The main border inspection infrastructure of the incoming transport is equipped in the departure direction. For the mentioned reason, the border inspection procedures of the transport means and the persons crossing the border is time consuming. In order to speed up the transport volume crossing time of the passengers (including the persons travelling with FTD), it has been decided to reconstruct and reorganise the Kybartai road BCP infrastructure. In 2013, 368,870 cars crossed the Kybartai road BCP, of which 224,232 cars were registered in non-EU countries, and 42,251 Russian citizens were travelling with FTD.According to the project proposals, an indicative cost of the reconstruction of the Kybartai road BCP (including the preparation of the technical design) amounts to 5.8 Million EUR. The work will be partly funded from the State budget. The expected work areas are: the reconstruction of the road pavement and the traffic lines in the BCP territory, the enlargement of transport parking places, the reconstruction of the traffic management system and the replacement of outdated equipment, the reorganization of the border inspection sites etc. The specific work, financed by the State budget and by the STS programme, will be separated and identified during the preparation of the technical design of the Kybartai road BCP reconstruction. The reconstructed Kybartai road BCP infrastructure will not only increase the transport volume and shorten the border crossing time, travelling, but will also improve the working conditions of the SBGS and other border checking officers. |
| 2.8 | **Installation of additional base equipment for the DMRCS** *(beneficiary: ITCD)*A lot of base stations of DMRCS are installed in the STS route Kena–Kybartai, which ensure a proper cooperation between the border, police, public safety forces and the law enforcement institutions. Installing additional base equipment (base stations, repeaters, command control centers and their workstations, telecommunications equipment) along the rail stretches Kena–Kybartai is integral part of a smooth STS.  |

**National objective 3: Development of the electronic control system of transit trains proceeding from the Russian Federation to the Kaliningrad Region of the Russian Federation and back through the territory of the Republic of Lithuania**

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| 3.1 | **Replacement of the roof-mounted equipment on trains** *(beneficiary: SBGS)*In order to control the transit movement of trains between the Kaliningrad Region and the rest of the Russian Federation through the territory of the Republic of Lithuania, it is necessary to replace the equipment, which is mounted on the roof of a transit train upon its arrival at the Lithuanian BCP and is dismantled upon leaving the territory of the Republic of Lithuania. The GPS device for monitoring of the movement of transit trains under STS is designed to receive GPS signals and transmit them to the application server. The device enables on-line monitoring of the transit train movement from a remote working place. The movement of transit trains is monitored by the SBGS and the police officers. |
| 3.2 | **Replacement of hardware and software for monitoring transit trains** *(beneficiary: SBGS)*It is necessary to upgrade hardware of geographic information systems and software licenses, as well as to purchase servers and update maps’ licenses. |
| 3.3 | **Upgrading of video surveillance systems at the Kybartai BCP and Kena BCP** *(beneficiary: SBGS)*It is planned to upgrade the existing the video surveillance systems installed at the Kybartai and the Kena BCPs. Due to the fact that the vicinity of the BCPs is the most vulnerable section of the border in terms of illegal entry and taking into consideration geographical character of the locality (densely populated vicinity of the Kybartai BCP and limited visibility due to vegetation at the Kena BCP) , there is need to extend the surveillance systems at both flanks of the Kybartai and Kena BCPs, 1,9 km and 1,5 km, respectively. The access to the surveillance system is limited to the authorized users of the closed Telecommunication Network of the Ministry of the Interior (VRTT).  |
| 3.4 | **Installation of video surveillance systems at Kaišiadorys, Naujoji Vilnia and Vievis Rail Stations** *(beneficiary: JSC “Lithuanian Railways”)*In order to further strengthen the control of the transit trains on the line Kena-Vilnius-Kaunas-Kybartai, and based on experience of the Special Kaliningrad Transit Programme, it is suggested to install video surveillance systems in other objects of the line, where video surveillance cameras are currently absent or their number is insufficient to ensure full control of transit trains. During 2014-2020, video surveillance systems are proposed to be installed in the railway stations of Kaišiadorys, Naujoji Vilnia and Vievis. All the installed surveillance systems will be connected into a common Kaliningrad Rail Video Surveillance System used by JSC “Lithuanian Railways”. According to the Memorandum of Understanding with Lithuanian Railways video information is passed to the Transport Police operation centres in Vilnius and Kaunas, which are responsible for the co-ordination of train control and management of common police forces in emergency cases. |

**National objective 4: Improving the reaction capability of patrol units for the smooth functioning of transit by Russian citizens**

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| 4.1 | **Replacement of vehicles for border guards, mobile teams of territorial police units, community police officers, the Public Security Service** ***for the SBGS:*** Implementing the STS, the SBGS ensures the surveillance of a 27 km railway section and the protection of the BCPs and their approaches at the external borders. The border guard officers must be supplied with cars and off-road vehicles, which are necessary for the implementation of service tasks in the BCPs of Kena and Kybartai railway, Lavoriškės, Medininkai, Šalčininkai, Raigardas, Kybartai, Ramoniškės, Panemunė and Nida and the approaches thereof. The officers must be supplied with minibuses, which are necessary for the implementation of service tasks in the BCPs of Kena, Kybartai railway, Lavoriškės, Medininkai, Šalčininkai, Raigardas, Panemunė and Nida, the transportation of the shift officers. The officers must be supplied with four-wheel motorcycles, which are necessary for ensuring of the security of the approaches of the BCPs and the prevention of irregular migration.All above mentioned vehicles are used to respond to the offences detected by the surveillance system prevent violations occurring at the installed alarm systems, respond to violations, survey a transit railway section, control approaches to 8 BCPs and quickly control the SBGS in 8 road BCPs and 2 railway BCPs. It is necessary to replace 94 outdated and old vehicles by new ones in the period 2014-2020.***for the Police Department:***The following is planned: replace vehicles for mobile search teams of territorial police divisions (33 units), community police officers in territories including the main land transit routes (65 units), minivans (6 units), vehicles for convoys (3 units), vehicles with vehicle control equipment and radios (16 units) as well as procure unmanned aerial vehicle with thermo vision device and high resolution camera (4 units). In total 104 vehicles should be provided with additional equipment (PCs with GPRS equipment, telemetric equipment, photo cameras, expert cases, bulletproof vests, flameproof overall, tires deflation device (spikes), thermo vision device and other equipment according to the police officers functions). ***for the Public Security Service (PSS):*** The PSScooperates with the SBGS and the Lithuanian Police and officers thereof perform special police tasks for the ensuring and restoring of public order in such cases when the local police forces are insufficient or the security of transit passengers or public order is in danger. A part of the PSS staff (about 80 officers) is allocated to perform STS tasks. They have passed special training courses on the FTD/FRTD scheme, training on search of hiding persons in the terrain, training on special tactics for the restoration of public order.The incidents such as the blockage of train railing (barriers, barricades), upon violation or planning to infringe the procedure of transit through the territory of the Republic of Lithuania and other actions for the expression of the discontent or demanding additional privileges, are liquidated by the PSS. Seeking to strengthen the response to the Kaliningrad transit offenses as well as providing help to the SBGS in case of extraordinary situations, the PSS has formed two squads. Kaunas squad ensures transit range Kybartai-Kaunas-Kaišiadorys, Vilnius squad ensures Kaišiadorys-Vilnius-Kena transit range. Both squads respond expeditiously in case there is an unexpected train stopping and they block the territory thus preventing escape and throwing of prohibited items out of the train. In case of an escape, a search is organised expeditiously.In order to ensure that issues of border control and irregular migration are addressed smoothly and curb various incidents, the PSS should replace vehicles acquired under the STS part of the EBF. The ISF support will be used for the replacement of 16 cross-country pick-up vehicles with special equipment used to carry out searches in watery terrains and 9 armored minibuses. The funding for the PSS will be used to serve the purposes of the staff involved in the implementation of the STS.  |
| 4.2 | **Replacement of helicopters equipment** *(beneficiary: SBGS)*With a view of ensuring STS-related activities, it is planned to update the engines of helicopters to renew and to modernise the FLIR cameras, the rescue hoist, avionics and navigation systems of the helicopters, acquire an aviation fuel vehicle with the filling equipment and to apply service bulletins.Helicopters are used to control the movement of transit trains traveling from/back to the territory of the Kaliningrad Region of the Russian Federation through the territory of the Republic of Lithuania. |
| 4.3 | **Technical means for border surveillance and apprehension of illegal immigrants in high-risk areas** *(beneficiary: SBGS)*In order to prevent unauthorized disembarking or illegal border crossings, the SBGS officers at the BCPs carry out border checks of persons and vehicles traveling under the Special Kaliningrad Transit Scheme, conduct monitoring of transit trains within the territory of the Republic of Lithuania, carry our patrolling in the vicinity of BCPs through which FRTD/FTD holders enter or exit from the territory of Lithuania. In order to implement prevention/control actions, there is a necessity to upgrade and/or to further develop the existing systems, to replace various types of outdated equipment and devices as well as to ensure maintenance of the existing equipment.In order to facilitate and to ensure prompt responses to the violations of the STS regime, a fast and straight detection and detention of violators, to coordinate interoperability between the forces involved in the STS control activities for the purpose to achieve maximum effective results and to ensure maximum personal security of the officers, the SBGS needs to purchase:* night vision devices and thermal imaging cameras, which will be distributed among the units ensuring control over the STS;
* Fiberscopes, dioxide measurement devices for the newly established Rambynas BCP at the Lithuanian-Russian border. The Directorate of Border Crossing Infrastructure under the Ministry of Transport and Communication plans to fully complete the creation of the infrastructure by the year 2018. It is expected that the largest part of FTD travelers’ flow will cross the border trough the Rambynas BCP.
* Body armor, i.e. bullet-resistant vests, and ballistic helmets for border guards executing the control over the STS. It is planned to upgrade night vision devices and thermal imaging cameras.
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| 4.4 | **Acquisition of service dogs, dog training equipment and dog handling gear, minibuses and trailer (capable of driving on and off paved or gravel surface and equipped for transporting of service dogs), upgrading of dog training installations at dog training facilities as well as reconstruction of premises for keeping dogs** *(beneficiary: SBGS, Police Department, Public Security Service)*The institutions executing control over the STS perform different tasks, and therefore service dogs are needed in different missions. In order to strengthen the SBGS dog handling units, it is planned to acquire service dogs that will be used for the search of hiding persons, weapons, explosives and drugs, dog training equipment (electric collars, bite suits, bite sleeves, leg sleeves, etc.), dog handling aids (dog kennels and crates, dog collars, leads, harnesses, service dog vests, etc.), minibuses and trailers (capable of driving on and off paved or gravel surface) for the transportation of service dogs and to upgrade dog training installations at related facilities. Dogs and equipment purchased through the ISF STS component will be allocated only to those SBGS divisions, whose functions are directly related to the implementation of the STS *(dogs and equipment that will be purchased through the national objective 6 will be allocated to those units, which do not perform border guarding functions not directly* *related to the implementation of the STS).* *for the Police Department:*Within the territorial police units, the control of the areas including main transit roads is needed by enlarging the groups of officers with service dogs, which are able to help efficiently the mobile search by units of the police. The dogs must be trained and prepared for the search of violators of the procedure of transit by railway, i.e. trained to perform the search, chase and detainment of persons. In order to ensure the requirements of the STS will be used in 44 service dogs. Cars will be distributed to the 10 police headquarters (1-2 cars) and Lithuanian Police Forensic Science Centre.The following is planned: replacing off-road vehicles (21 units) specially fitted for the transportation of dogs to the place of an event and other equipment for dog handlers, purchase service dogs and to prepare them for the search of the violators of the procedure of transit by railway, search explosives of various types, as well to acquire their training and handling gear, cages. It is necessary to increase the number of dog training specialists.*for the Public Security Service (PSS):*The PSS, implementing the STS within its competence, strengthens the forces of the SBGS, suppresses riots and mass disturbances, liquidates extreme situations, takes part in searching for and detaining offenders. For these purposes, differently trained dogs must be used.8 dogs are planned to be acquired, trained properly and used to implement the STS. Proper housing and training places must be designed for service dogs as well as premises (up to 200 square meters) for the related veterinary procedures, treatment and prophylactic check up, for storing various odour traces, training service dogs with narcotic and psychotropic substances, explosives etc. A dog training pitch (up to 500 square meters) for service dogs has to be equipped with an obstacle course and special equipment: a dead wall, balance-beams, a sandpit, jump rings and ladder. A renovated kennel territory and a training pitch will provide better and more qualitative conditions for keeping and training service dogs. |
| 4.5 | **Acquisition of vehicle license plate recognition equipment** *(beneficiary: Police Department)*Acquiring automated vehicle license plate recognition devices is planned:* high resolution video cameras for reading vehicle license plates;
* data transmission equipment to transmit data via mobile data networks;
* data storages;
* computer workstations;
* software to process data;
* software development (links to other registers) to be able to automatically check vehicle licence plate data against police and other registers, also to be able to identify and check data pertaining to the owners of vehicles.
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| 4.6 | **Upgrading of the Unified Force Management System (VPVS)** *(beneficiary: Police Department)*Task: To further improve and develop the Unified Force Management System (VPVS) of all institutions participating in the implementation of the STS. The project for the management of the police forces launched by the Lithuanian Police from the Special Kaliningrad Transit Programme 2006 has been maintained and expanded to the management of all forces of the STS by the EBF (STS part) contribution. At the moment of complex extreme situation up to 4 institutions, including the SBGS, Lithuanian police, Public Security Service and the Fire and Rescue Department, which are guided by their laws and legal acts may participate. The VPVS is composed of the central server with software and digital map, telemetric equipment for the cars and a radio communication subsystem. The VPVS supports the executive officer in charge with the current information on the location of vehicles (patrol vehicles of the SBGS, Police, Public Security Service as well as the Fire and Rescue vehicles) and helps to make more effective decisions. The VPVS has three-level architecture, thus new users can easily be integrated by granting them access rights, if vehicles are equipped with special equipment (telemetry equipment, on-board computer with a mobile broadband device). Institutions participating in the VPVS shall independently manage their forces, however, flexible system of undercover information exchange may join forces of all institutions participating in an operation. As the Lithuanian Police and the SBGS are among the key implementers of the STS, they are prioritized for the VPVS expansion.It is necessary to ensure stable operations and the development of servers, the VPVS software and interfaces. Police units need to be reinforced by providing them with new and replacing outdated technical equipment helping to perform the planned tasks properly, qualitatively, efficiently and in a speedy manner. |
| 4.7 | **Modernising Signal Receiving and Processing Systems, 4WD vehicles and data processing software** (based on pro rata)*(beneficiary: Police Department)*The simplified entry of Lithuanian nationals to the Schengen Area states and nationals of these states to Lithuania as well as transit, encourages the movement of criminals, expands the scope of organised crime, increase the possibilities for international and domestic terrorism.Criminal intelligence activities will help enhance the effect of crime prevention. Active analysis of criminal intelligence information gathered with the help of special technical equipment will in real time allow identification of persons who cross the EU area by using the possibilities provided for transit to/from Kaliningrad Region and citizens of third countries and who may become involved in criminal activities, detect their links to organized crime and terrorist groups, other criminal trends, and take up relevant prevention and investigation measures. Satisfaction financial resources would help to implement border control measures and control measures in the area of free movement with a view to prevent illegal immigration and transnational crime within the Schengen Area. This would also strengthen abilities and capacities of the Police to control the movement of motor vehicles and individuals traveling in them within the territory of the Republic of Lithuania and beyond the external border of the EU as well as to collect information on criminal acts that are being or have been prepared and committed. In addition, this would allow to increase the efficiency of crime disclosure and control of the export (transit) of allegedly stolen luxurious vehicles from (and through) Lithuania. New and modern systems of signal receiving and processing: 2/3/4G network scanning equipment would enable us to expeditiously identify what gadgets of mobile connection are used by individuals transiting through the territory of the Republic of Lithuania and possibly committing criminal acts both in the territory of the Republic of Lithuania and abroad. This would help to enhance the abilities of the Police to control the movement of such individuals and their vehicles in the territory of the Republic of Lithuania and outside the EU external borders as well as to collect information on intended, conducted and committed criminal acts.Upgrading one Signal Receiving and Processing System already possessed and the purchase of one new mobile Signal Receiving and Processing System (together with 1 sport utility (4WD) vehicles and data processing software) is planned; additionally, one kit of equipment designed for stationary mounting in actual locations in order to ensure transit security (also with a motor vehicle).The criminal intelligence activities will be in line with the article 3.3 (b) of the ISF/B Regulation (related exclusively to border management and movement of people).With a view to ensure the appropriate implementation of the measure, it is purposeful to conduct this upgrading and acquisition twice: at the beginning of the period, i.e. in 2015-2016 and also carry out the same acquisition and upgrading at the end of the period, i.e. in 2020, considering amortisation of the technical equipment and the necessity to renew it.Due to the high importance of information provided by the mobile signal receiving and processing systems to other authorities not directly participating in the STS, the amount which makes 50 % of the total sum needed for the implementation of this action will be added as the national co-financing. |

**B. TRAINING OF STAFF ENSURING FUNCTIONALITY OF STS**

Regular training of staff directly implementing STS must be continued, as this is one of the requirements of the best practises of Schengen *acquis* implementation. Due to high turnover of police, border guards and consular staff, newcomers must be trained in order to be able to implement the STS.

It is planned to continue to conduct introductory courses on the operation of the STS, the Schengen *acquis*, legal acts for granting of asylum, special training on how to act in extreme situations, courses on foreign languages as well as extensive training programmes for both the officials working in trains permanently and for those working in trains on Ad Hoc basis, mainly in “peak” season, etc.

The need for an ongoing training for the aviation personnel should be noted as helicopters are used regularly in escorting and surveying railway transit. They transmit data to land border guards about the detected illicit activities, including detraining, throwing smuggled goods from the train and others. Furthermore, they identify the places near the railway used for such illicit activities. Only specialists re-qualified in special training schools and granted licenses are allowed to perform technical maintenance of helicopters, maintenance of the mechanical part of engines and avionics thereof. The training provided to all staff will ensure safe flights, improved reaction capability to violations of the transit regime and efficient use of helicopters when ensuring a smooth functioning of the STS.

Specialised courses for dog handlers of service dogs are planned as well.

Training of staff should be provided for the MFA, the SBGS and the Police.

**C. ADDITIONAL OPERATIONAL COSTS**

**C01: Additional operational costs of the State Border Guard Service under the MoI**

* Salaries and employee benefits (social insurance, sickness allowance, etc. ) of the SBGS staff specifically implementing the STS (191 officers in 2014)

Border guards carry out checks on Russian citizens transiting in Lithuania with FTDs at the Lavoriškės, Medininkai, Šalčininkai, Raigardas, Kybartai, Ramoniškės, Panemunė and Nida road BCPs, and FTDs and FRTDs at the Kena, Kybartai and Vilnius railway BCPs (the FTD provides for multiple transit journeys in a 24-hour period, whereas the FRTD is for a single journey).

On arrival border guards make records of entry time in passenger documents and on departure they verify if the transit duration was not exceeded. VSATIS terminals, the 1st and the 2nd line document check and examination equipment is used to check FTDs.

The SBGS patrols carry out border surveillance between BCPs. To prevent transit regime violations by transit passengers traveling with FTDs and FRTDs patrolling cars, quadric-cycles, night vision devices, portable thermal imaging cameras, service dogs, radio communication equipment, video surveillance systems installed on the territory of BCPs and their vicinity are used. Helicopters of the SBGS Aviation Unit are used for both border surveillance and escorting transit trains moving within the territory of Lithuania.

FRTD holders’ transit time may not last longer than 6 hours. Passengers with FRTD are forbidden to leave the train. Border checks of trains and FRTD passengers are carried out when the trains stop at the Kena and the Kybartai railway BCPs. As transit trains also stop in the Vilnius Railway Station officers of this BCP also have to execute controls of transit trains and prevent unauthorized disembarking of FRTD passengers during the train stops at the Vilnius Railway Station.

Nationals of the Russian Federation incompliant with or having violated the STS regime of transiting the territory of the Republic of Lithuania (those who are not in possession of valid FTDs or FRTDs, travel documents or are traveling on board of other than transit trains, or who illegally disembark from a transit train in the territory of Lithuania), are taken off the train and later are either expelled from Lithuania by the next outgoing train or brought to the closest international BCP to be expelled from. For such individuals return tickets are bought to the station from which they had departed in Russia. All Russian nationals, who are removed from transit trains and who have to stay at the Kena or the Kybartai railway BCPs for more than 6 hours, are provided with food.

The SBGS officers checking STS passengers have proper premises with necessary workplaces installed.

In addition to the aforementioned staff costs the SBGS expects reimbursement of the following specific costs:

* Vaccination of officers against flue and tick-borne encephalitis, procurement of personal protection measures;
* Operating and maintenance costs of the existing and newly procured vehicles;
* Operating and maintenance costs of helicopters. The aim of flights is to ensure safe functioning of the Special Transit Scheme and to reduce the number of state border crossing violators to the minimum. Appropriate funding should be allocated for the performance of these flights and the technical maintenance of the aircraft (fuel, spare parts, operating material, etc.).
* Administrative costs at the Kena and the Kybartai railway stations (rent of premises, costs of utilities);
* Servicing of FRTD holders to be returned (meal allowance, first aid and return tickets);
* Communication services (cost of purchased telephone, cellular, and fax services; computer-related communications (e.g., Internet, connectivity, online); and other wired and wireless communication services; electricity);
* Maintenance costs of the video surveillance systems at the Kena and Kybartai BCPs;
* Maintenance costs of the train monitoring system;
* Procurement of uniforms for officers;
* Service dogs maintenance costs;
* Other expenses (maintenance and repair of equipment and inventory, purchase of office supplies, publicity of EU support, etc.).

**C02: Additional operational costs of the Ministry of Foreign Affairs**

* Salaries and employee benefits of consular staff, public officers and IT specialists processing FTD/FRTD applications at the Embassy in the Russian Federation and the Consulates-General in Kaliningrad and Saint Petersburg:
* **6 consular officers** in diplomatic missions, i.e. 2 consular officers in the Embassy to the Russian Federation, 2 in the Consulate General in St. Petersburg and 2 in the Consulate General in Kaliningrad. Those 6 ’consular officers’ are diplomats – they are „decision makers“, i.e. the officers authorising the issuance of FTD‘s and FRTD‘s. The maintenance includes remuneration (including wages for annual leave), social insurance, business trips, settlement allowances, rent of living space, children’s education, medical insurance, trips to Lithuania for leave, resettlement expenses and allowances, as well as consular officers’ maintenance expenses not listed above, but prescribed by legal acts in regulation of the action of diplomatic missions, and maintenance expenses prescribed by other legal acts as appropriate to be financed;
* **9 public officers** in diplomatic missions, i.e., 3 public officers in the Embassy to the Russian Federation (2 working with execution of FRTDs and FTDs, 1 managing financial issues regarding the STS), 3 in the Consulate General in St. Petersburg (2 working with execution of FRTDs and FTDs, 1 managing financial issues regarding the STS), 3 in the Consulate General in Kaliningrad (2 working with execution of FRTDs and FTDs, 1 managing financial issues regarding the STS). Those 9 ‘public officers’ are civil servants working at the diplomatic missions in concern and dealing with the technical procedures related to the issuance of FTD‘s and FRTD‘s (receiving of applications, initial check through the „black list“ etc.) or managing financial issues  regarding the STS. The maintenance includes remuneration (including wages for annual leave), social insurance, business trips, settlement allowances, rent of living space, children’s education, medical insurance, trips to Lithuania for leave, resettlement expenses and allowances, as well as public officers’ maintenance expenses not listed above, but prescribed by legal acts in regulation of the action of diplomatic missions, and maintenance expenses prescribed by other legal acts as appropriate to be financed;
* **4 IT specialists** in diplomatic missions, i.e., 2 IT specialists in the Embassy to the Russian Federation, 1 in the Consulate General in St. Petersburg, 1 in the Consulate General in Kaliningrad. The maintenance includes remuneration (including wages for annual leave), social insurance, business trips, settlement allowances, rent of living space, children’s education, medical insurance, trips to Lithuania for leave, resettlement expenses and allowances, as well as IT specialists’ maintenance expenses not listed above, but prescribed by legal acts in regulation of the action of diplomatic missions, and maintenance expenses prescribed by other legal acts as appropriate to be financed.
* Salaries and employee benefits of consular staff deployed in transit trains, public officers, IT specialists, drivers, filing clerks and special couriers to issue FTDs and FRTDs:
* **25 diplomats** (up to 23 diplomats constantly working in transit trains and 2 diplomats in the Consular Department, the Facilitated Transit Documents Division, who administrate the implementation of the STS) and **14 public officers** ( 4 in the FTD Department, 4 in the Finance Department, 1 in the Personnel Department, 4 in the IT Department and 1 in the Procurement Department) working in the Ministry of Foreign Affairs of the Republic of Lithuania;
* **50 special couriers** and senior special couriers working in the Consulate General of the Republic of Lithuania in Kaliningrad. The maintenance includes remuneration (including wages for annual leave), social insurance, medical insurance valid in the Russian Federation and in the Republic of Belarus, costs of business trips and service passports, costs for regular health checks, vaccination, etc. of STS staff of the Ministry of Foreign Affairs and the staff delivering, FRTDs, as well as maintenance expenses not listed above, but prescribed by legal acts in regulation of the action of diplomatic missions, and maintenance expenses prescribed by other legal acts as appropriate to be financed;
* **7 drivers**, transporting staff delivering FRTDs in trains to/from railway stations, as well as those transporting FRTDs/FTDs stickers from the Ministry of Foreign Affairs (3 drivers in the Embassy to the Russian Federation, 1 in the Consulate General in St. Petersburg, 3 in the Consulate General in Kaliningrad), as well as maintenance of **4 clerks** working in the Consulate General in Kaliningrad. The maintenance includes remuneration (including wages for annual leave), social insurance, business trips, rent of living space and medical insurance, as well as drivers and clerks’ maintenance expenses not listed above, but prescribed by legal acts in regulation of the action of diplomatic missions, and maintenance expenses prescribed by other legal acts as appropriate to be financed.

In addition to the aforementioned costs the MFA expects to incur other specific costs:

* Maintenance of premises, office equipment, other general expenses for the implementation of the STS in the MFA, Embassy of the Republic of Lithuania to the Russian Federation (Moscow), Consulates General of the Republic of Lithuania in Saint Petersburg and Kaliningrad;
* The costs related to execution of STS functions for individuals not working under the STS, however, executing tasks and services for implementing the STS, at the MFA, Embassy of the Republic of Lithuania to the Russian Federation (Moscow), Consulates General of the Republic of Lithuania in Saint Petersburg and Kaliningrad;
* The costs for travelling by railways, accommodation costs in Kaliningrad, Minsk, St. Petersburg and Moscow;
* The costs of maintenance of FTD information system and software for accounting work and rest periods of personnel working in trains, i.e., Oracle service agreements, contracts of maintenance of software for accounting work and rest periods of personnel working in trains and other expenses related to maintenance of information system;
* The costs for the staff of the Lithuanian diplomatic service, temporarily assigned to issue and/or deliver FRTDs in transit trains, also appointed for work in consular missions implementing the STS, as well secondments of personnel working in the MFA and implementing the STS;
* Information campaign on facilitated transit.

**C03: Additional operational costs of the Police Department under the MoI**

The specific costs shall be attributed to the following:

* The maintenance and service costs for the equipment that is used for the identification of persons according to the finger prints and for the authenticity verification of travel and vehicle registration documents;
* The maintenance costs for vehicles with a transport control systems. A transport control system is used for scanning, recognition and identification of vehicle registration numbers. The scanned registration number is compared with the database that is installed in the vehicle and contains data about drivers of Russian citizens’ vehicles, who travel by transit and passengers, who violated the order of facilitated state border crossing. The data transfer is carried out by using the equipment provided by mobile connection operators and by using GPRS, EDGE/3G (UMTS) connection;
* The maintenance costs of vehicles used by community police officers and by mobile groups equipped with GPRS, EDGE/3G (VPVS) connection. Portable computers are connected to the police databases. Police officers are able to check data of transit scheme violators in the police databases 24 hours per day;
* The costs of maintenance for and data transfer of the Unified Force Management System (VPVS) software and hardware;
* The maintenance costs for the Automated Fingerprint Identification System (AFIS);

The maintenance costs for the Lithuanian Police AFIS which was developed in 2009–2010 as a modern network of central unit, 11 remote workplaces, more than 200 portable one-finger scanners and 7 anti-vandal scanners with 3 years free warranty and maintenance service. All bodies of the Republic of Lithuania controlling the persons travelling by facilitated transit railway and other land vehicles: the MFA, SBGS and regional police authorities utilizing AFIS are able to effectively and promptly (within 1–2 minutes) establish, using the fingerprints, the identity of persons denied the FTD or FRTD or apprehended for a violation of the transit regime. According to the Memorandum of Understanding between the enterprises of the Republic of Lithuania “Lietuvos Geležinkeliai” and the Railroad Company of the Russian Federation the trains will stop for 40 and 35 minutes in Kena and Kybartai stations respectively when entering and leaving the territory of the Lithuanian Republic. In the event of necessity, the SBGS officer during this time must be able to perform the search in the AFIS estimating the passenger’s identity and deciding which subsequent actions should be undertaken.

The maintenance includes contracted preventive and corrective repair or replacement of failed software and components, the remedy of workflow and malfunctions, provision of software upgrades and enhancements.

* The maintenance of other transport means used to ensure the functioning of the STS;
* The costs of the dog food, care and medical treatments incl. vaccinations.

**C04: Additional operational costs of the Information Technology and Communications Department under the MoI**

In 2007, under the Schengen Facility, a nationwide Digital Mobile Radio Communication System (DMRCS) was designed and implemented. The implementation of the DMRCS has increased both the quality and the safety of voice communication, added data services such as Short Message Services and an IP packet data exchange (file and media transmission, connection to the national SIS and other search data bases). The DMRCS ensures a proper communication between the border guard and police patrols, frontier stations, BCPs and local police offices at the EU external border and across the determined transit route of a railway line Kena–Vilnius–Kaunas–Kybartai.

Aiming to ensure communication security and safety among the BCPs, frontier stations and police units operating at the EU external borders and on the transit route of a railway line Kena–Vilnius–Kaunas–Kybartai, the Telecommunication Network of the Ministry of the Interior (VRTT) was also created under the Schengen Facility.

The DMRCS network includes more than 230 basic radio communication stations of a single or two forwarding frequencies, located mainly at the EU external boarder and on the transit railway line Kena–Vilnius–Kaunas–Kybartai, whereas the rest is in the entire territory of Lithuania.

The VRTT covers more than 400 users (divisions and subdivisions of institutions under the Ministry of the Interior), of which approx. 20 are divisions of the Police and the SBGS, participating in the functioning of the STS. The VRTT encompasses different technologies: SDH, Gigabit Ethernet, E1, ISDN, radio relay, VoIP, analog FXS. Means ensuring the reliability of the VRTT include double equipment, ring structure of the network backbone and automatic switching of the equipment. Means ensuring security of the VRTT include specific hardware and software.

The DMRCS and VRTT include renting costs for locations of installation of DMRCS and VRTT telecommunication equipment and renting costs for communication lines, power supply, costs for related basic technical support and for acquiring data and voice transfer services.

Based on the principle of *pro rata*, the ITCD, as well as the manager and administrator of the DMRCS and the VRTT should be compensated for the expenses related to the functioning of the STS, such as:

* 27 locations on or closed to the Kaliningrad transit rail corridor for placing basic equipment of DMRCS and VRTT, leased from third parties (on the roofs of buildings and on a masts used for public mobile communications);
* 30 communication lines, intended for the connection of the main controller of the DMRCS with 30 locations for DMRCS base stations located on or closed to the transit railway line Kena–Vilnius–Kaunas–Kybartai, leased from third parties;
* power supply costs of base equipment of the DMRCS (38 base stations and part of the main controller of the DMRCS) located on or closed to the Kaliningrad transit rail corridor, providing DMRCS and VRTT services for the institutions operating in the territories of the Special Transit Scheme;
* technical support and costs for the functioning of base equipment of the DMRCS (38 base stations and part of the main controller of DMRCS) located on or closed to the Kaliningrad transit rail corridor, providing DMRCS and VRTT services for the institutions operating in the territories of the Special Transit Scheme;
* acquisition costs of VRTT data and voice transfer (including a link ensuring services’ reliability), provided to the 20 territorial divisions and 56 subdivisions of the SBGS and the Police Department, implementing the Special Transit Scheme (SBGS Vilnius Frontier District, SBGS Vilnius Railway Frontier Control Post of Vilnius Frontier District, a part of the territorial divisions of Police Headquarters operating in Vilnius, Kaunas, Marijampolė and Alytus Districts.

**C05: Additional operational costs of JSC “Lietuvos geležinkeliai”**

By Resolution Nr. 112 of 10 February 2010 and the Resolution No. 756 of 16 June 2010 of the Government of the Republic of Lithuania the ownership for the following has been handed over to JSC „Lietuvos geležinkeliai“ (Lithuanian Railways): the video surveillance system of Kaunas Rail Station, previously controlled by the Police Department, as well as the video surveillance system of the Palemonas railtracks, the video surveillance system of the Voke railway bridge, the video surveillance system of the Vilnius Rail Station, the video surveillance system of the Palemonas Rail Station. Thus, since 2011 the maintenance costs of the video surveillance systems in Vilnius, Kaunas, Palemonas and Lentvaris rail stations and Voke bridge have to be compensated for JSC „Lietuvos geležinkeliai“.

The costs as stated below should be covered for “Lietuvos geležinkeliai” in the financial years of 2014-2020:

* Operating costs of the video surveillance systems as installed in Kaunas Railway Station, Palemonas Rail Station, Vokė railway bridge, Vilnius Railway Station and Palemonas Railway Station under the Special Kaliningrad Transit programme 2006, which include the expenses of electric power consumed by those systems, their technical maintenance and the rent of radio lines;
* Costs for electric power consumed by the video surveillance systems installed in the Paneriai Railway Station, the Kazlų Rūda Railway Station, the Jiesia bridge set and the bridge crossing the river Šešupė under AP 2010 for the EBF.

The costs of electric power supply for the video surveillance systems include the costs required for video cameras as such, their heating during the winter season and the activation equipment. Costs for the technical maintenance of video cameras include the cleaning of camera cases, lenses, repair of the video cameras, the replacement of safety locks and other costs. The electricity costs of the video surveillance systems comprise the electricity costs necessary for video cameras, their heating during the winter and the activation equipment. The maintenance expenses for the video surveillance systems include the costs of cleaning the camera cases, repair of video cameras, safety fuse replacements, etc.

**C06: Additional operational costs of the Public Security Service under the MoI**

Maintenance costs pertaining to investments paid under the STS will be attributed to the additional operational costs of the PSS. Under the APs 2007 and 2008 for the EBF, the PSS has procured 10 minivans, 4 off-road trucks, 4 4-wheel motorcycles with trailers, 2 off-road vehicles with radio communication equipment particularly fitted for dog transfer, 1 off-road vehicle equipped as a mobile radio communication center and 4 service dogs used in cases of STS violations.

**C07: Additional operational costs of the Personalisation of Identity Documents Centre under the MoI**

Personalisation of Identity Documents Centre under the MoI is planning to purchase FRTD stickers (average utilization 270,000 FRTD’s per year), forms for affixing the visas (average utilization 260,000 forms per year) and FTD stickers (average utilization 20,000 FTD per year). FRTD and FTD stickers will be produced as defined in Council Regulation (EC) No 694/2003 of 14 April 2003 on uniform formats for Facilitated Transit Documents (FTD) and Facilitated Rail Transit Documents (FRTD) provided for in Regulation (EC) No 693/2003, forms for affixing the visas will be produced as defined in Council Regulation (EC) No 333/2002 of 18 February 2002 on a uniform form format for affixing the visas issued by Member States to persons holding travel documents not recognised by the Member State drawing up the form.