**SUPPLEMENTARY INFORMATION TO THE BMVI PROGRAMME** (25 Jan 2022)

**SPECIAL TRANSIT SCHEME (STS)**

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| The resources allocated to Lithuania for ensuring the smooth functioning of the STS will be used for the compensation of foregone fees and for additional costs, which result directly from the specific requirements of implementing the operation of the STS.  STS support concerns hardware and software upgrades, staff training, staff costs, upgrading facilities and equipment, including vehicles, and additional operating costs. The funding priorities and indicative actions build on the actions carried out under EBF 2007-2013 and ISF 2014-2020.  STS authorities: MFA, SBGS, the Police Department under the Ministry of the Interior (PD), the Public Security Service under the Ministry of the Interior (PSS), the Information Technology and Communications Department under the Ministry of the Interior (ITCD) and the Identity Documents Personalisation Centre under the Ministry of the Interior (ADIC).  **Upgrading of FTD/FRTD issuing and delivery systems**  Application of the STS for trips  Over 1,500 transit trains pass through the territory of Lithuania every year.  Since 2016 to 2019, on average 388,735 applications for FRTD and 14,815 applications for FTD per year were submitted by the citizens of the Russian Federation.  Administration of STS  A team of 115 diplomats, civil servants, IT specialists, special couriers, and others in the diplomatic missions of Lithuania and in the MFA administer STS.  Infrastructure and technical equipment  The Facilitated Transit Document Information System (FTDIS) consists of infrastructure connecting the institutions according to the “star” principle linking MFA, Lithuanian Embassy in Moscow, and Consulates General of Lithuania in St. Petersburg and Kaliningrad. The data centre of the Embassy of the Republic of Lithuania in Moscow has a communication line with the CSC system.  After the evaluation of the application of the Schengen acquis in 2018, it was recommended to upgrade FTDIS and related systems’ software and hardware in the MFA and diplomatic missions, among others, to follow the recommendations of the 2018 Schengen evaluation. FTDIS was upgraded in 2019.  The staff is equipped with mobile phones and laptops for secure communication, verification and processing passenger information.  There are 10 apartments for employees implementing STS at the Lithuanian Embassy in Moscow, the leisure premises for employees issuing FRTDs in transit trains at the Consulate General in St. Petersburg and administrative premises at the Representation in Kaliningrad and Moscow.  There are also cars for the transfer of special couriers to and from the train station to the diplomatic missions or the hotel. Following the national rules on depreciation, some of these vehicles will need to be replaced.  The STS support is planned to:   * implement a pilot project on a digital visa under STS (new FTDIS should be fully compatible with eFRTD and eFTD); * upgrade FTDIS and related systems’ software and hardware in the MFA and diplomatic missions * upgrade desktop computers and laptops, printers, scanners, document shredders and other office equipment; * change mobile communication equipment (purchase support services for telephone stations owned by diplomatic missions in case of need, new telephone stations, landline and mobile phones for STS employees); * upgrade the apartments and the leisure premises of the Lithuanian Embassy in Moscow, administrative premises at the Lithuanian Embassy in Moscow, the Consulate General in Kaliningrad and the Consulate General in St. Petersburg; * upgrade the workplaces in the premises of the MFA; * create jobs and administrative premises at the Consulate of the Republic of Lithuania in Sovetsk; * renew the systems of protection and conditioning of the service stations and commutation premises in MFA and diplomatic missions; * replace depreciated vehicles.   **Ensuring and development of the control over the persons travelling with FTD/FRTD**  STS passengers’ control  Border guards carry out checks on Russian citizens travelling in transit through Lithuania with FTDs at Tverečius, Lavoriškės, Šumskas, Medininkai, Šalčininkai, Raigardas, Kybartai, Ramoniškės, Panemunė and Nida road BCP, and the inspection of persons on the basis of FTD/FRTD is carried out at the Kena, Kybartai and Vilnius rail BCPs.  In 2019, the SBGS checked 699,218 travellers with FRTDs and 245,423 travellers with FTDs at Lithuanian border control points. The number of travellers checked has hardly changed in the last five years.  Passengers with FRTD’s are not allowed to disembark from the train. The average time for crossing the territory of Lithuania by train is 4 hours and 37 minutes. FRTD is valid for 6 hours.  It is necessary to improve the quality of wireless communication that will help to increase the number of checks on passengers travelling with FRTD’s. During the period from 2021 to 2027, It is planned to renew the wireless connection at the Kena and Kybartai railway BCPs.  It is appropriate to upgrade the FTD/FRTD subsystems for verification of passengers travelling with Kaliningrad transit documents. Employees working in the SBGS structural units and employees performing STS functions will use the upgraded equipment.  Control and prevention of the facilitated transit regime  To ensure proper control of persons travelling with FTD/FRTD and to prevent unauthorized crossing of the EU external border near the Kena and Kybartai BCP it is necessary to upgrade the video surveillance systems.  To control the train traffic in transit between the Kaliningrad and the rest of Russia through Lithuania, it is necessary to replace the equipment installed in the transit train. With the help of a GPS device, the movement of a transit train can be monitored in real time from a remote workplace.  To ensure the control of transit trains passing through Lithuania, it is necessary to change the transit train monitoring equipment, acquire the appropriate software licenses and transit train monitoring software.  **Strengthening the response capacity to ensure the smooth transit of Russian citizens**  **SBGS**, while implementing STS, ensures the monitoring of the 227 km long railway section and the protection of BCP’s and their accesses at the external borders.  Vehicles  Border guards must be provided with means of transport to prevent and respond to breaches, monitor the transit section, control 13 BCP’s accesses and carry out rapid control on 10 road BCPs and 3 railway BCPs.  Measures for border surveillance  To ensure a rapid response to possible violations or prevention of violations, detect illegal border crossers, monitor their movements, border guards have to be equipped with day and night vision devices and thermal imaging binoculars.  Means of communication  SBGS officials must be provided with technologically advanced means of communication. In accordance with the pro rata principle, it is planned to acquire radio communication terminals.  Service dogs  To strengthen the SBGS units that work with dog, it is planned to purchase service dogs and their care equipment. The dogs will be used for the search of persons, weapons, explosives and drugs.  **PSS** has deployed its forces in Vilnius (55 officers) and Kaunas (90 officers). The PSS ensures a rapid response to incidents and assists SBGS and PD. PSS eliminates events such as blocking of the train tracks, removes obstacles, prevents illegal immigration, searches for refugees and responds to other events that violate the transit procedure through Lithuania. Persons who violate the transit procedure are detained and transferred to other law enforcement authorities.  During the last 5 years, PSS performed 265 rapid response cases, of which 159 events were related to STS.  To perform the assigned tasks, PSS shall renew part of the vehicle fleet and their storage facilities; provide officials with personal protective equipment and radio terminals. The hardware will be upgraded on a pro rata basis.  **Training of the staff implementing the STS**  Due to the constant change of police, border guards and consular officers, it is planned to continue introductory training on the functioning of the STS, the Schengen acquis, as well as to teach how to deal with emergencies, to organise regular language courses, to teach about communication and IT systems interoperability, training of service dogs and other specialised training.  As helicopters are regularly used to accompany and supervise the transit of STS trains and only licensed specialists have the right to perform maintenance of helicopters, mechanical parts of their engines and avionics, it is planned, with the funds of STS, to cover a part of the training of SBGS aviation specialists based on pro rata principle.  Training, including the acquisition of training equipment, should be provided to MFA, SBGS and PD staff.  **Additional operational costs**  **Additional operational costs of MFA**  MFA expects to incur the following operational costs that directlyrelated to STS and are necessary for the smooth, continuous provision of consular services:   * covering costs of consular staff, civil servants, IT specialists and other staff implementing STS; * communication costs; * rent and maintenance of premises, office equipment, special clothing, printing of FTD questionnaires and FRTD personal data sheets, processing, storage and shredding of documents related to FRTD issuance in transit trains and other general costs necessary for the implementation of STS; * maintenance costs of 3 vehicles; * costs for travelling by rail, road (bus) and taxi; * accommodation costs in Kaliningrad, Minsk, Moscow and St Petersburg (hotels); * costs for the development and maintenance of the information and accounting systems used for STS; * costs related to renting and acquiring licenses for software used by systems.   **Additional operational costs of SBGS**  The SBGS incurs the following additional operating costs while implementing the STS: staff costs, administration and operation costs of equipment, systems and vehicles. In accordance with the STS procedure, the SBGS   * use a video surveillance system with an alarm system, portable mobile object monitoring devices to monitor transit trains crossing the state border, computer software, aircrafts which are used to accompany the transit trains from the state border to the BCP along the railway, when the monitoring system is not working or is partially not working or when operational information about threats is received in the transit train according to the STS procedure; * perform border control of transit trains crossing the state border and the Russian citizens who are travelling on them; * use service dogs if necessary; * carry out border control of road vehicles crossing the state border and citizens of the Russian Federation travelling on them with FTDs on 9 road BCPs; * patrol with the help of SBGS cynologists with their service dogs at border barriers and BCPs that are deployed at the state border with the Republic of Belarus and the Russian Federation border sections. * perform non-systematic patrols at the internal borders of Lithuania with Poland and Latvia to ensure that the Russian citizens arriving in Lithuania with a FTD do not violate the STS procedure and do not enter the territories of Latvia or Poland illegally; * prevent and resolve STS incidents; * conduct criminal intelligence related to STS; * transport persons who violated STS to the office or other premises for procedural actions.   The SBGS has prepared and approved the methodology for calculating, declaring and compensating the additional operating costs of the STS projects in 2014–2020. The share of the operational costs of the SBGS to be financed by the STS is based on the percentage of Russian citizens crossing the border using FTD or FRTD, as compared to the total number of foreigners crossing the state border in a given year. The additional operational costs of the STS projects in 2021-2027 will be calculated also by the methodology.  **Additional operational costs of PD**  Participating in the implementation of the STS, the Lithuanian Police (PD) carries out the prevention of transit violations, responds to reports of possible transit violations and prevents them, promptly and efficiently solves possible transit incidents, identifies persons detained for transit violations, strengthens police activities at the EU external borders.  PD and AB “Lietuvos Geležinkeliai” have signed an agreement on the use of a video surveillance system on the transit railway section Kena–Vilnius – Kaunas – Kybartai. PD undertakes to reimburse the Company for the costs of maintenance and development or modernization of the video surveillance system or part thereof under the conditions of the cost calculation methodology.  The costs of police activities, which should be reimbursed by the STS funds, include:   * maintenance of police officers who ensure STS (salaries, social security contributions); * the maintenance costs of the vehicles; * vehicle rental; * maintenance, development or modernization of a video surveillance system at the transit railway section of Kena-Vilnius-Kybartai.   The police costs attributable to STS activities were calculated according to the Methodology for calculation and declaration of Simplified cost option for operational costs of projects of ISF (PD methodology).  It is planned that the additional operating costs of the STS incurred in 2021–2027 will be calculated according to the same principles of the PD methodology.    **Additional operational costs of ITCD**  A nationwide digital mobile radio communication network (DMRCN) meets the requirements for critical communication network, which currently consists of about 240 base stations connected by data transmission lines to the DMRCN central infrastructure. DMRCN was upgraded in 2019 to meet security requirements, to ensure the necessary availability and interconnection with other networks and systems. It ensures reliable radio communication at the EU's external borders (about 99% coverage using portable radio terminals) and satisfactory (about 90% coverage using car radio terminals in part of the territory) radio communication throughout the rest of the country. The main recipients of DMRCN services are the police and SBGS, as well as other recipients.  Each year, the extent to which DMRCN services are provided in the performance of STS functions is calculated according to the established methodology.  It is planned that in 2021–2027, 11.54% will be reimbursed for the purchase of DMRCN services and the salaries of 6 employees involved in the provision of DMRCN services.  **Additional operational costs of PSS**  It is planned to reimburse the costs of operation and maintenance of the vehicles purchased with STS funds and involved in events related to STS incidents.  **Additional operational costs of ADIC**  To ensure a smooth transition from a paper FRTD/FTD sticker to a digital FRTD/FTD it is planned to purchase FRTD stickers (average utilization 230,000 FRTD’s per year), forms for affixing the visas (average utilization 220,000 forms per year) and FTD stickers (average utilization 16,000 FTD per year) until a project on a digital visa under STS is implemented. |