



ANNEX C1: Twinning Fiche

Project title: Improving the Detection Capacity of Turkish Customs Enforcement

Beneficiary administration: Republic of Turkey Ministry of Customs and Trade

Twinning Reference: TR 15 IPA JH 07 18 R

Publication notice reference: 158911

EU funded project

TWINNING INSTRUMENT

(It is recommended that the complete Twinning Fiche should not exceed 10 pages, excluding annexes)

1. Basic Information

- 1.1 Programme: Instrument for Pre-Accession Assistance (IPA) 2015, National Programme (indirect management with ex-post control), Financing Decision Number: IPA 2015/038-404 Turkey
- 1.2 Twinning Sector: Justice and Home Affairs (Home Affairs Sub-Sector)
- 1.3 EU funded budget: 1.000.000 €

2. Objectives

2.1 Overall Objective(s):

Proper protection of the future external borders of the EU through a modernised Turkish Customs Administration (MCT) to ensure that it is in a position to fulfil the tasks and obligations of an EU Member State Customs Administration.

2.2 Specific objective:

To strengthen the customs surveillance and control function of the MCT all across Turkish Customs Territory by increasing Coordination Centre's and maritime units' administrative, technical, intelligence and operational capacity in order to deal with both intended and committed offences more promptly and efficiently.

2.3 The elements targeted in strategic documents i.e. National Development Plan/Cooperation agreement/Association Agreement/Sector reform strategy and related Action Plans

The project is in line with the AP's and NPAA's priorities.

Accession Partnership Document of 2008 defines *“continuing efforts of Turkey to implement the National Action Plan on Asylum and Migration and accelerating efforts to set up an integrated border management system in line with the acquis, strengthening all law enforcement institutions and align their status and functioning with European standards, including through developing inter-agency cooperation, implementing the national strategy*

on organized crime and strengthening the fight against organized crime, drugs, trafficking in persons and money-laundering” and “continue efforts to implement the National Action Plan on Integrated Border Management including through the definition of a precise road map. Steps should be taken to establish the new border law enforcement authority” as priorities.

AP Document also lists one of the short-term priorities under “Customs Union” Chapter as “Strengthen the enforcement capacity of the customs administration, particularly regarding the fight against illegal trade and counterfeit”.

In 2013 Regular Progress Report (part 4.29, Chapter 29: Customs union), it is stated that “In the area of administrative and operational capacity, the Ministry of Customs and Trade further enhanced its customs enforcement capacity, in particular regarding maritime operations.”. Also, In 2014 Regular Progress Report for Turkey it is stated that in the area of administrative and operational capacity, Turkey continued to increase its customs enforcement capacity, in particular regarding anti-smuggling operations. Taking this positive evaluations and comments into account, MCT continues to seek new opportunities to increase its capacity to EU standards in such a way to deal with illicit trade and smuggling in maritime activities.

In 2015 Progress Report, it is stated that Customs enforcement against counterfeit goods improved further and the number of customs applications for seizures increased. The fight against piracy was strengthened through an encrypted laser code system which enabled more seizures. Yet, despite large-scale ex officio and complaint-based police raids, counterfeiting and piracy remain widespread, posing risks to public health and consumer protection and causing damage to the registered economy. Customs enforcement legislation needs to be further aligned with the acquis. Stronger political will is needed on IPR enforcement (p.41). Taking this evaluations and comments into account, MCT continues to seek new opportunities to increase its law enforcement capacity to EU standards to better deal with illicit trade and smuggling.

In 2016 Progress Report, it is stated that for enhancing Customs enforcement capacity in Turkey operations proceeded, especially in the field of against counterfeit goods and security. Customs enforcement against counterfeit goods further improved, with an increase in the number of seizures. However, despite continuous efforts, counterfeiting and piracy still

remain widespread, posing risks to public health and consumer protection. Turkey's legislation on customs enforcement needs to be further aligned with the *acquis*. More assertive political will on IPR enforcement is needed.

In the Indicative Strategy Paper for Turkey 2014-2020, it is stated that Turkey also needs to address shortcomings in **justice, freedom and security**. Its capacity to manage irregular migration and its fight against terrorism and organised crime are priority areas which require substantial reform. Reforms to integrated border management are required, including Turkey's adoption of necessary legislation, and Turkey's institutional capacity must be improved. Signing the EU-Turkey readmission agreement and the simultaneous start of the visa dialogue are the first steps towards visa liberalisation, which can give new momentum to EU-Turkey relations and bring concrete benefits for both (p.7). It is also stated that **Home affairs** is another key area for financial assistance, in particular developing a fully functioning integrated border management system, with appropriate migration management and asylum practices, given the migratory pressures experienced by Turkey and the EU. The fight against organised crime, including against trafficking in human beings, and the improvement of law enforcement also need to be further addressed, in line with negotiation chapter 24 on justice, freedom and security. Pre-accession assistance will be available to support a broader dialogue and cooperation framework between EU and Turkey. This will allow the EU and Turkey to address the full range of justice and home affairs policy fields and put in place steps towards visa liberalisation, in line with the visa liberalisation roadmap that was launched in December 2013 (p.11).

In Visa Liberalisation Roadmap under Block 2-Migration Management title, Turkey is addressed to fulfil a number of requirements in the area of border management.

In this regard, Turkey is to “carry out adequate border checks and border surveillance along all the borders of the country, especially along the borders with EU member states, in such a manner that it will cause a significant and sustained reduction of the number of persons managing to illegally cross the Turkish borders either for entering or for exiting Turkey.”

Besides, it should “take the necessary budgetary and other administrative measures ensuring the deployment at the border crossing posts and along all the borders of the country, especially on the borders with the EU member states, of well-trained and qualified border guards (in sufficient number), as well as the availability of efficient infrastructure, equipment

and IT technology, including through a more extensive use of surveillance equipment, in particular electronic means, mobile and fixed, video surveillance, infrared cameras and other sensor systems.” The Roadmap also states that Turkey should “enhance cooperation and information exchange between the staff and bodies in charge of border management, the custom service and the other law enforcement agencies, in view of enhancing the capacity to collect intelligence, to use human and technical resources efficiently, and to act in a coordinated manner.”

In 2007-2014 Strategic Plan of the Ministry, being an output of the 2009 Twinning Project, the Maritime Control Strategy Paper was adopted and the issues related to maritime activities in international seaports of Turkey were raised to the agenda of the Ministry. Currently, MCT’s main goal related to maritime controls is both to build upon the achievements gained by the previous twinning project and further improve its capacity in maritime controls.

Strategic Plan of Ministry of Customs and Trade (2013-2017) was prepared and approved by the Ministry of Customs and Trade. The Strategic Plan reads the main goals as “To check and control the goods in an efficient, easy and fast way”, “To carry out customs controls based on risk analysis” and “To take necessary administrative and structural measures for an efficient fight against smuggling”.

3. Description

3.1 Background and justification:

While the process towards the removal of the trade barriers undermined the relative importance of the revenue functions of customs, it brought to the foreground the “*protective*” role of customs in contributing to the health and security of the national economy, society and the environment. MCT fulfils its protective functions, on one hand, by controls and checks of goods, vehicles and passengers at the customs posts and, on the other hand, by surveillance throughout the customs territory to ensure that all the customs formalities have been completed in line with the *acquis*.

In this regard, Customs Enforcement Coordination Centre (CECC) has been reorganized and furnished with a view to achieving the above-mentioned functions. CECC which is

located at the main premises of Ministry of Customs and Trade in Ankara serves on a basis of 7 days / 24 hours. The main tasks of the Centre are:

1. To monitor all the tracking and surveillance systems of DG Customs Enforcement.
2. To notify and coordinate relevant units at local customs offices as well as other law enforcement agencies in case of a need for intervention in a case.
3. To keep in contact with the relevant units in order to carry out coordination of information exchange with foreign countries, and regional and international institutions.
4. To contact with the HQ and local customs offices with regard to the issues concerning the duties and responsibilities of DG Customs Enforcement during the out-of-office hours.
5. To monitor and manage mobile customs enforcement teams via Vehicle Tracking System.

CECC was established in 2003 as an essential component of GUMSIS (Custom Security Systems) Project, subordinated to the DG Customs Enforcement. After Customs HQ building had been moved to its new premises in 2013, Centre was located here, along with Customs Hotline Office, both having a controlled access. New venue was redesigned and its physical capacity was expanded in order to employ more officers and therefore to be more proactive and effective. CECC has had a 43 meter video wall which replaced the 19 meter video wall. By means of functional video wall monitors, five customs security systems which are mentioned below are effectively monitored by more than 30 officers.

1. CCTV cameras installed at 21 BCP's

By means of CCTV system, 285 IP cameras at 13 land BCP's, 2 inland customs offices and 2 seaports, and 275 cameras at 4 land BCP's could be monitored live and some of the cameras could be remotely controlled at the CECC.

2. Vehicle Tracking System (VTS)

Vehicles which are subject to transit regime are monitored throughout their journey (maximum 192 hours for the longest route and in the winter time) in Turkey by means of state-of-the-art rugged rechargeable high-security GPS/GSM units that are installed on them

only in seconds. Since 2010, after the system had been renovated through 2006 EU project, 47 cases which amounted to 50 million Turkish Liras have been revealed.

3. Oil Consignment Tracking System

Tanker trucks transporting crude oil, gas, diesel and jet fuel and travelling between Iraq and Mersin and Iskenderun seaports and vice versa have been monitored on a different system using the VTS software.

4. Vessel Tracking System

Automatic Identification System (AIS) and Navigational Aids Automatic Identification System (SOTAS), which are originally designed by the DG Coastal Safety subordinated to the Ministry of Transportation, Maritime and Communication could be accessed by the Command and Control Centre. System enables the supervision of all vessels in territorial waters of Turkey. In that regard, name of the vessel, IMO and MMSI numbers, arrival/departure notifications, list of the crew and passengers, stock information of the vessel etc. are acquired electronically. Besides, arrival/departure notifications of the vessels are registered electronically by the vessel agents on the Vessel Tracking System.

5. Radiation Monitoring System (RIS)

Pursuant to the MoU between MCT and Turkish Atomic Energy Authority (TAEK), data and alarms received from the portal radiation detectors installed at land BCP's, seaports and airports are monitored.

6. Data Management System for Vehicle and Container Non-Intrusive Inspection Systems

If required and based on specific criteria, secondary inspection has been carried out by the experienced X-Ray operators at the CECC on the images retrieved at the customs offices by scanning vehicles and containers.

In order to enhance the lately-expanded capacity with cutting-edge solutions and well-trained personnel, efforts have been going on supported via national budget. This twinning project combined with the service project comprised of software programs that aims to increase the command, control and coordination functions of CECC is expected to generate significant impact on operational capacity of CECC and MCT as a whole, and on the seizures conducted and deterrence accomplished.

In the field of maritime enforcement capacity enhancement, MCT has been making an appreciable effort in order to improve its control and surveillance capacity at the sea border crossing points. Since the highest volume of foreign trade is carried out through seaports, MCT has concentrated its capacity improvement activities at maritime operations starting with the twinning project in close collaboration with UK Border Agency and German Customs Administration and procurement of 10 patrol boats within the framework of 2009 IPA project. These two projects brought about new strategy, structure and opportunities for MCT, which resulted in the establishment of maritime units for vessel and container search, and a dedicated unit for maritime affairs at HQ and a special directorate named Istanbul Anti-Smuggling and Intelligence Customs Enforcement Directorate located at Haydarpasa Seaport of Istanbul. Furthermore, a twinning project titled “Improving the maritime customs surveillance capacity and operational procedures of Ministry of Customs and Trade-DG Customs Enforcement” and numbered “TR 13 IB JH 06” was awarded to the Spanish and French Customs Administrations Consortium.

As a decisive continuation of these two primary projects combined with the endeavors of MCT, it has been determined as a priority to support and enhance the container control capacity of DG Customs Enforcement. In this regard, a twinning contract comprised of three components which are “Training”, “Targeting” and “Searching”, and a supply contract comprised of the procurement of five (5) backscatter vans have been determined as the main elements.

In addition to the IPA projects, maritime control capacity of customs enforcement is tried to be improved by supplies provided via the national budget and capacity building activities carried out through bilateral relations with EU countries. With national budget, 8 vehicle and container scanning systems were provided and established in seaports. Also, within the scope of Letter of Intent and Memorandum of Understanding signed with the Kingdom of the

Netherlands, training activities focusing on sharing experience regarding maritime customs controls on specific topics were conducted.

MCT has made a certain level of progress in maritime operations. Nevertheless, there is one area that requires a certain expertise for carrying out maritime customs controls more efficiently **which is container control.**

There are a number of smuggling types, which are specified below, that can be carried out through using containers:

- A container can be presented as its customs formalities are already conducted, which is made by altering the container numbers, which is similar to changing the plates of the vehicles at land border crossing points.
- A container can arrive and leave the customs area by bypassing customs control and without recorded by the customs personnel.
- An undeclared good can be stored in specific places available for hiding in specific types of containers.
- A full container can be declared empty for enabling the container to leave the BCP without any control.
- Customs value could be declared higher than its original value to get a disproportionate Value Added Tax refund.
- As a form of organized crime, smugglers may engage in rip on/rip off smuggling.

There are also several reasons making seaports prone to illicit trafficking:

- Unlike land border crossing points and airports, seaports are large places where each and every corner cannot be monitored.
- In transportation of goods by sea, containers are the most commonly used instruments. Nevertheless, containers differ in type, each of which enabling smuggling of different illicit goods. To illustrate, some container types can be counted as follows:
 - Standard container
 - Open container
 - Platform container
 - Reefer container

- Tank container
- Bulk cargo container
- While the open containers are suitable for illicit human trafficking, reefer containers are convenient for rip on/rip off, which is a way of smuggling mostly applied for illicit trafficking of drugs. Reefer containers are used for transportation of perishable goods such as fresh fruits and vegetables. This type of containers have specific places where illicit goods like drugs, which are very light in nature but expensive in value, can be hidden. Besides, due to the cold weather conditions in reefer containers, smell spreads slowly, making it difficult for detector dogs to detect the smell of drugs.
- As a type of organized crime, rip on/rip off smuggling and seal manipulation is engaged in transshipment of goods through containers. Under normal circumstances, a container is sealed in the export country and opened by the receiver in the import country and a seal is used only once. Nevertheless, in case of rip on smuggling, these seals are broken and an illicit good is inserted in the container in the export country, and the seal is changed with a fake one. When the container arrives in the import country, it is opened again and the illicit good is handed by the smuggler, which is called as the rip off process. In such a case, illicit trafficking is completed before the container arrives in the customs control point.
- Seal manipulation is difficult to be detected as seals also differ in kind and each of them has their distinct ways of manipulation. For instance, they can be warmed up to get opened and frozen with the help of hydrogen, can be cut and curled with the help of a tool, can be opened with the help of a boiling water and pasted again.
- For carrying out the control of a container via vehicle and container scanning systems, they should be moved to the control area where the system is located, which is costly and time-consuming. Instead, controlling the container via backscatter vans are more efficient. First, they are mobile and instead of taking the container to the system, taking the system nearby the container which will be controlled is faster and more effective as the usual traffic of the port would not be intervened much. Second, in case of rip on/rip off, the illicit good is hidden in specific available places of the container, not inside the legal good itself. Hence, it is hidden closer to the surface of the container. Thus, examining these specific places of the container with a backscatter van would be more efficient rather than scanning the whole container with a fixed x-ray system.

3.2 Ongoing reforms:

To strengthen the customs surveillance and control function of the MCT all across Turkish Customs Territory by increasing Coordination Centre's and maritime units' administrative, technical, intelligence and operational capacity in order to deal with both intended and committed offences more promptly and efficiently is the main purpose of the Project.

As part of the ongoing Public Administration reform process, MCT has set up a border modernisation project known as GUMSIS. Part of the project was financed through a World Bank Credit. Within the scope of 2003 EU Pre-Accession Financial Assistance Program, the GUMSIS Project was accepted by the European Commission to support the extension of the systems covered under the project. In this regard, Modernisation of Customs Administration Project - I (TR 0303.01) was submitted and implemented to supply priority customs sites (not covered by the World Bank programme) with an integrated detection system consisting of the following activities, equipment and facilities: Close Circuit TV System (CCTV), License-plate registration system at border posts and Network security to detect smuggling and project management and command unit. In this regard, CCTV systems were installed at 9 BCP's within and these BCP's are monitored at CECC.

Modernisation of the Turkish Customs Administration - III (TR0603.07) within 2006 EU Pre-Accession Financial Assistance Program covered the renovation of Vehicle Tracking System through which suspicious transit consignments could be tracked by means of rugged GPS units along their routes during their presence in Turkey and the provision of equipped patrol vehicles in order to enforce Vehicle Tracking System.

Modernisation of Turkish Customs Administration - V (TR0802.20) within 2008 IPA programming year provided the installation of a Data Management System through which non-intrusive inspection system images could be retrieved and analysed.

Modernisation of Turkish Customs Administration-VI (TR09/IB/FI/02) within 2009 IPA programming year included both supply and a twinning component. Within the scope of the Project, 10 patrol boats were supplied and distributed to the related seaports. Besides, 10 sea patrol teams were formed and started the patrolling activities. In addition, by the provision of five mobile vehicle and container scanning systems within the context of the same project,

technical capacity of the seaports was strengthened. As a result of the Project, rummage teams in 4 sea ports were established. Moreover, in order to streamline the communication and information exchange and experience sharing among the top managers, personnel working in the central administration and field organisations of the Ministry, a workshop on maritime operations was organised after the completion of the related project where the outcomes of the project were discussed and evaluated.

To ensure the proper management of the duties and responsibilities, MCT has produced several projects under IPA I Component since 2003.

Firstly, 2009 EU Project, Modernisation of Turkish Customs Administration-VI numbered TR09/IB/FI/02, included both supply and a twinning component. Within the scope of the Project, 10 patrol boats were supplied and distributed to the related seaports. Besides, 10 sea patrol teams were formed and started the patrolling activities. In addition, by the provision of five mobile vehicle and container scanning systems within the context of the same project, technical capacity of the seaports was strengthened. Twinning component of the Project was composed of 3 stages and 43 activities which were related to capacity building in maritime operations undertaken by the customs personnel of Turkey's international seaports. Regarding the project outputs, Maritime Control Strategy Paper and Maritime Operations Legislation Handbook was prepared and an e-learning program including 5 modules and regarding legal competencies, vessel and container control & rummaging was organized and the related customs personnel were trained. As a result of the Project, rummage teams in 3 sea ports were established and studies for the founding of one more team are ongoing. Moreover, in order to streamline the communication and information exchange and experience sharing among the top managers, personnel working in the central administration and field organisations of the Ministry, a workshop on maritime operations was organised after the completion of the related project where the outcomes of the project were discussed and evaluated.

Secondly, 2013 IPA Twinning project titled "Improving the maritime customs surveillance capacity and operational procedures of Ministry of Customs and Trade-DG Customs Enforcement" is going to start in 2016. The twinning component aims to further improve what has been achieved with the previous twinning project by advance-level trainings on port operations, rummaging and patrolling, and by increasing the number of patrol and rummage teams. Also, topics that were not included within the previous twinning project like

occupational health and safety of the personnel were covered in this new twinning project. Specifically, by means of this project, dedicated and structured vessel rummage and patrolling teams will be established and staffed with trained personnel, at least 60 officers will be trained in patrolling, boarding, and health and safety, at least 10 officers will be trained in basic to intermediate rummaging, at least 7 officers will be trained in advanced rummaging, at least 10 navigation officers will be trained in advanced navigation, at least 20 officers will be trained in maritime communication, at least 10 managers will be trained in leadership and management, at least 20 officers/managers will be trained in tactical operation and mission planning, all trainees also will be trained as trainers, operational principles and guides for the rummage and patrolling will be prepared, Maritime Operations Handbook will be prepared, principles and methods of interagency cooperation and joint operations will be established, at least 3 joint patrolling drills with administrations in charge of border management at seas will be conducted and at least 30 detailed maritime risk indicator/profile will be drafted.

2013 IPA project, in addition to this twinning component, includes a supply component as well. It foresees the provision of 4 small patrol boats, 5 small vehicles and 4 pick-up vehicles. Provision of these vehicles would also contribute to the technical capacity building in maritime activities.

3.3 Linked activities:

Capacity of CECC has been enhanced since its establishment in 2003 both in physical and operational terms via investments through both national budget and IPA projects.

CECC was originally established in 2003 as an essential component of GUMSIS (Custom Security Systems) Project, subordinated to the DG Customs Enforcement. After Customs HQ building had been moved to its new premises in 2013, Centre was located here, along with Customs Hotline Office, both having a controlled access. Lastly, the number of the systems controlled from the Centre, number of the personnel and the BCPs controlled have been increased with the “Enhancing the Capacity of Command and Control Centre” project implemented with the national budget between 2015 and 2016.

3.4 List of applicable *Union acquis*/standards/norms:

- Regulation (EC) No 725/2004 of the European Parliament and of the Council of 31 March 2004 on enhancing ship and port facility security (Text with EEA relevance)
- Council Regulation (EC) No 1383/2003 of 22 July 2003 concerning customs action against goods suspected of infringing certain intellectual property rights and the measures to be taken against goods found to have infringed such rights
- REGULATION (EU) No 656/2014 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 15 May 2014 establishing rules for the surveillance of the external sea borders in the context of operational cooperation coordinated by the European Agency for the Management of Operational Cooperation at the External Borders of the Member States of the European Union
- REGULATION (EU) No 1291/2013 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 11 December 2013 establishing Horizon 2020 - the Framework Programme for Research and Innovation (2014-2020) and repealing Decision No 1982/2006/EC (Text with EEA relevance)
- Council on the implementation of the EU Strategy and Action Plan for customs risk management

3.5 Results per component

As the volume of foreign trade increases and new technological means are put into effect in order to facilitate the fight against illicit trafficking particularly at customs BCP's, container seaports, international airports and throughout Turkish Customs Territory, it has become mandatory for MCT to expand the operational capacity of the CECC and maritime units.

Results and their objectively verifiable indicators (in compliance with the SMART principle) have been specified for both components of the Twinning project as follows in detail:

Result 1: Container Control Capacity is improved.

Result 2: Capacity of Customs Enforcement Control Centre is increased.

3.6 Means/input from the EU Member State Partner Administration(s)*:

3.6.1 Profile and tasks of the PL:

Project leader should have experience in customs law enforcement for 3 years. She/he should also demonstrate the presence of experience for at least 3 years in implementation of international projects. Project leader should communicate in English language besides her/his native language in order to facilitate the formal and informal communication with MCT experts, which is carried out by means of e-mail and phone. During the assignment of the project leader, it is expected that she/he would present and defend project input and expected outputs, manage the project team, prepare project management reports and help overcome project related problems. She/he will be responsible for overall implementation of the project. Project leader should be a high ranking official.

3.6.2 Profile and tasks of the RTA:

Resident Twinning Advisor (RTA), who will be residing in Turkey for 15 months, will be responsible for overall management and coordination of project activities. She/he is expected to carry out the following tasks during his full-time working period:

- To assist Turkish experts and short term experts in preparing detailed work programs, and to coordinate and manage their inputs and outputs according to the project objectives,
- To supervise the assessment of current EU and Turkish legislation on customs, customs enforcement, coordination of the operations and container control procedures,
- Organization of all the activities such as workshops, study visits, trainings and internships which will be carried out within the project,
- To collect, review and comment reports of the short term experts and study visitors,
- To prepare quarterly meetings and project forum meetings,
- To draft the quarterly project reports to be finalised by the project leader,
- To carry out tasks specified by the Twinning Manual.

Qualifications of the RTA (Resident Twinning Advisor) (15 months):

- Work experience at a customs administration for at least 3 years,
- Experience in customs law enforcement operations for at least 2 years,
- Experience in international inter-agency cooperation for at least 3 years,
- Good communication skills and experience in developing, coordinating and conducting training programs,
- Experience in managing a large team of experts,
- Experience in working in a different cultural environment will be an advantage.
- Established effective links and cooperation with EU professionals in Member States,
- Strong written, oral and inter-personal communication skills in English,
- Good computer literacy (in particular for Word, Excel and PowerPoint).

3.6.3 Profile and tasks of Component Leaders:

Component Leaders will be responsible for the execution of following tasks in compliance with the requirements and scope of each individual component:

- Assessment of comprehensive administrative and legislative structure of related component in order to constitute general view of the component and activities under the component for possible future legislative arrangements both in container control and coordination area,
- Assessment of coordination activities under relevant component by means of making suggestions and leading each activity in every phase to enhance current implementation,
- Assessment of container control activities under relevant component by means of making suggestions and leading each activity in every phase to enhance current implementation,
- Assessment of current inter-agency and international cooperation in the field of coordination, command and control, including recommendations for an extended implementation in the future,
- Arranging training activities in compliance with the profiles designated under activity purposes,

- Preparing overall operational principals and guides on coordination centre tasks and/or container control operations.

Component leaders visit Beneficiary country in order to conduct some crucial project activities under their component. PL will provide all relevant documentation and information on the situation in Turkey to the leaders and their contribution will be expected. In case of conducting any activity component leaders will write a ‘mission report’ same as short term experts upon completion of her/his visit to Turkey. This will give a brief appraisal of the situation upon arrival, the work done (developments achieved, meetings attended, people met) during the stay, recommendations for future action including specific tasks to be mandated to the Turkish specialists, and difficulties encountered during the visit.

Qualifications of the Component Leaders:

- Experience in customs, inter-agency cooperation and legal competencies for at least 3 years,
- Experience in the field relevant to the activity for at least 3 years,
- Strong communication capabilities and ability to work in different environments with local experts,
- Fluent English and good computer literacy required.
- Excellent presentation skills and previous experience as a trainer (Only for training activities)

3.6.4. Profile and tasks of other short-term experts:

Short term expert visits will be responsible for the execution of the following tasks in compliance with the requirements and scope of each individual activity:

- Assessment of relevant administrative and operational structures necessary to effectively implement the targeting at different modes of transport and/or container controls, including recommendations for an extended implementation in the future,
- Assessment of coordination activities, facilities and means in the field of customs and to make suggestions to enhance the quality of the current implementation,

- Assessment of container control activities in the field of customs and to make suggestions to enhance the quality of the current implementation,
- Assessment of current inter-agency and international cooperation in the field of coordination, command and control, including recommendations for an extended implementation in the future,
- Training of the customs enforcement personnel on customs issues, coordination and container operations,
- Preparing operational principals and guides on coordination centre tasks and/or container control operations.

Short term expert visits to the beneficiary country in order to carry out project activities. PL will provide all relevant documentation and information on the situation in Turkey to the experts and their contribution will be expected. Each expert will write a ‘mission report’ upon completion of her/his visit to Turkey. This will give a brief appraisal of the situation upon arrival, the work done (developments achieved, meetings attended, people met) during the stay, recommendations for future action including specific tasks to be mandated to the Turkish specialists, and difficulties encountered during the visit.

Qualifications of the Short Term Experts:

- Experience in customs, inter-agency cooperation and legal competencies for at least 3 years,
- Experience in the field relevant to the activity for at least 3 years,
- Strong communication capabilities and ability to work in different environments with local experts,
- Fluent English and good computer literacy required.
- Excellent presentation skills and previous experience as a trainer (Only for training activities)

4. Budget

Twinning Contract: (Total: EUR 1,000,000)

5. Implementation Arrangements

5.1 Implementing Agency responsible for tendering, contracting and accounting

(AO/CFCE/PAO/European Union Delegation/Office):

Central Finance and Contracts Unit

Mr. M. Selim Uslu

PAO-CFCU Director

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5.2 Institutional framework

Projects and Technical Systems Department embodied within the DG Customs Enforcement at MCT will be responsible for the implementation of the project. Having a dedicated full-time project team, the Department has been designing and implementing IPA-funded projects since 2003 programming year with the same core team of experienced members. Besides, DG Customs Enforcement works in coordination with DG EU and External Affairs of MCT.

5.3 Counterparts in the Beneficiary administration:

5.3.1 Contact person:

Ceyda ALP ŞAĞBAN

Customs and Trade Expert

Ministry of Customs and Trade

Dumlupınar Bulvarı No:151 06800 Çankaya/ANKARA

5.3.2 PL counterpart

Can YILDIZ

Head of Department

Ministry of Customs and Trade

Dumlupınar Bulvarı No: 151 06800 Çankaya/ANKARA

5.3.3 RTA counterpart

Ceyda ALP ŞAĞBAN

Customs and Trade Expert

Ministry of Customs and Trade

Dumlupınar Bulvarı No:151 06800 Çankaya/ANKARA

6. Duration of the project

18 months; the execution period will end 3 months after the implementation period of the Action (work plan) which will take 15 months.

7. Sustainability

The twinning activity is introduced as complementary to the already achieved goals of projects realised through the national budget and IPA funds with the purpose of enhancing the capacity of the CECC (see 3.3 Linked Activities). It will also be complementary to the service component of the same project which includes the provision of the Data Mining System, Intelligence and Targeting System and Anti-Smuggling Database. Thus, the project is expected to further improve the capabilities of the Centre and will also have a steering role in such a way to direct future capacity building activities in the Centre. Hence, it is expected that the project outcomes will be sustainable in the long run. Where relevant, training programmes could be included in the training curriculum of the national training institution. Training programmes developed in the framework of this Twinning project should be simple enough to be regularly updated and changed by the staff of the respective organisations without external support.

The Twinning partners should ensure that any organisation structures, procedures and job profiles developed in the framework of the Twinning project are developed in an inclusive and evidence-based process.

The proposal of 2013 IPA Twinning Project indicated that the outcomes of the projects conducted by DG Customs Enforcement are visible and the projects themselves are sustainable. As mentioned before in detail, a Maritime Operations Strategy Paper was

prepared under the twinning component of 2009 EU Project and other related activities were conducted with a view to improving maritime operation and surveillance capacity of MCT. Moreover, Maritime Operations Strategy Paper was embedded in the Strategic Plan of Turkish Ministry of Customs and Trade, demonstrating that what the Paper envisages has also been adopted by decision making authorities in the Ministry, which eventually attributed the EU Project an institutional characteristic as well. This proposed twinning Project is expected both to contribute to the proper working of the institutions established within the previous twinning Project and introduce up-to-date techniques to the functioning of the previously established bodies.

Every single year MCT allocates huge amount of budget on improving and renovation of technical capacity. Besides, to ensure functionality of Customs Enforcement Coordination Centre (CECC), MCT allocates budget for fulfil maintenance and repair cost annually.

8. Crosscutting issues (*equal opportunity, environment, climate etc...*)

Equal opportunity principles and practices in ensuring equitable gender participation in the project will be guaranteed. Male and female participation in the project will be based on EU standards and assured by official announcements published to recruit the necessary staff for the project. The main criteria for recruitment will be qualifications and experience in similar projects, not sex or age. Both men and women will have equal opportunities and salaries.

9. Conditionality and sequencing

None

10. Indicators for performance measurement

- 10 risk profiles created.
- 1 pilot container control team established.
- Seizure cases of illicit drug trafficking using rip-off methods at seaports are increased by 15 %.
- As a result of the integration of created 10 risk profiles into the new data governance tool, the cases detected by using new data governance tool increased by

10 %.

- Mission/operation planning and control procedures drafted.
- Carrying out 3 operations to be conducted by CECC (2 internal, 1 inter enterprise operation).
- Number of officers working at CECC increased by 25 %.

11. Facilities available

Directorate General of Customs Enforcement has adequate number of rooms in order to host RTA and his/her assistants to advance their duties occurring from the Project. In addition, 2 meeting hall are located within DG and several meeting hall also remains in Ministry's central building. Besides, Training Centre of the Ministry which has its independent building has variety of classrooms in order to execute related trainings. For activities which are wide-ranging and have much more participant than rest of other activities such as Kick-off Activity, Conference Hall of Ministry will offer adequate place both for speech and after reception.

In terms of infrastructure, every office requirement will be provided such as office materials, hardware, software and etc. About security of mentioned places, Ministry has special security team itself to guard and monitor throughout all places within Ministry's every single building.

ANNEXES TO PROJECT FICHE

1. Logical framework matrix in standard format (compulsory)
2. Reference to feasibility /pre-feasibility studies. For all investment projects, the executive summary of the economic and financial appraisals, and the environmental impact assessment should be attached (optional)
3. List of relevant Laws and Regulations (optional)
4. Reference to relevant Government Strategic plans and studies (may include Institution Development Plan, Business plans, Sector studies etc.) (optional)
5. Mapping of related interventions by government and/or other actors (if existing)
6. Existing donor coordination framework (if existing)
7. The project/sector monitoring framework (if existing)

8. Sector assessment reports of any kind including publically available reports from other International organisations (SIGMA, IMF, etc.)
9. Project/sector relevant publically available Conclusions/agreements between EU and the Beneficiary resulting from the political dialogue

ANNEXES TO PROJECT FICHE

1. Logical framework matrix in standard format (compulsory)

Total number of study visits and internships are maximum 5 as indicative.

LOGFRAME PLANNING MATRIX FOR Project Fiche		Project title and number		Improving the Detection Capacity of Turkish Customs Enforcement IPA 2015/038-404/5/Turkey	
		Contracting period expires 3 years after the date of signing the Financing Agreement.		Execution period expires 3 years following the end date for contracting.	
		Total budget	€ EUR 1,000,000		
		IPA budget :	€ EUR 1,000,000		
Overall objective	Objectively verifiable indicators (OVI)	Sources of Verification			
Proper protection of the future external borders of the EU through a modernized Turkish Customs Administration (MCT) to ensure that it is in a position to fulfil the tasks and obligations of an EU Member State Customs Administration.	Number of seizure cases all across Turkish Customs Territory increased by 5% every year.	<ul style="list-style-type: none"> • MCT website and reports • MCT annual report • Development on MCT's Action Plan • EC progress report • Official statistics from MCT 		<ul style="list-style-type: none"> • Adequate financial resources are available. • Senior management of MCT remains committed to the project. 	
Specific objective	Objectively verifiable indicators (OVI)	Sources of Verification		Assumptions	

<p>To strengthen the customs surveillance and control function of the MCT all across</p> <p>Turkish Customs Territory by increasing Coordination Centre's and maritime units' administrative, technical, intelligence and operational capacity in order to deal with both intended and committed offences more promptly and efficiently.</p>	<ul style="list-style-type: none"> • The cases detected by using new data governance tool increased by 10 %. • Number of seizure cases of illicit drug trafficking using rip-off methods at seaports are increased by 15 %. • Number of officers working at CECC increased by 25 %. • Degree of internal and external coordination of the MCT 	<ul style="list-style-type: none"> • Interim and final • Evaluation reports • WCO Customs Enforcement Network • WCO Reports • Balkan Info System • Feedback Reports 	<ul style="list-style-type: none"> • Adequate financial resources available. • Senior management of MCT remains committed to the project
Results	Objectively verifiable indicators (OVI)	Sources of Verification	Assumptions
<p>1. Container Control Capacity is improved</p>	<ul style="list-style-type: none"> • 10 risk profiles created. • 1 pilot container control team established. • Seizure cases of illicit drug trafficking using rip-off methods at seaports are increased by 15 %. 	<ul style="list-style-type: none"> • Twinning reports • Training certificates • Confidential documents disseminated to the MCT and officers • Risk Profile Report 	<ul style="list-style-type: none"> • Officers trained would be assigned in accordance with the training they receive. • Human resources selections would be carried out in accordance with relevant past experience and attendance to the twinning activities or new training activities delivered by trainers trained in twinning activities. • Risk profile selections would be carried out in accordance with relevant past experience and attendance to the twinning activities.
<p>2. Capacity of Customs Enforcement Control Centre is increased.</p>	<ul style="list-style-type: none"> • As a result of the integration of created 10 risk profiles into the new data governance tool, the cases detected by using new data governance tool increased by 10 %. • Mission/operation planning 	<ul style="list-style-type: none"> • Twinning reports • Training certificates • Confidential documents disseminated to the MCT and officers 	<ul style="list-style-type: none"> • Officers trained would be assigned in accordance with the training they receive. • Human resources selection would be carried out in accordance with relevant past experience and attendance to the twinning activities or new training activities delivered by trainers trained in twinning activities.

	<p>and control procedures drafted.</p> <ul style="list-style-type: none"> • Carrying out 3 operations to be conducted by CECC (2 internal, 1 inter enterprise operation). • Number of officers working at CECC increased by 25 %. 		
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