



EUROPEAN COMMISSION
DIRECTORATE-GENERAL HOME AFFAIRS

Directorate E – Migration and Security Funds; Financial Resources and Monitoring

Unit E.2: National programmes for South and East Europe, AMIF/ISF Committee
Unit E.3: National programmes for North and West Europe, Evaluations, MFF

AMIF-ISF/2018/06

Note to the Members of the Asylum, Migration and Integration and Internal Security Funds Committee

Subject: Launch of the 2018 Specific Action pledging exercise under the Internal Security Fund (ISF) - Borders & Visa for the purchase of equipment to be put at the disposal of the European Border and Coast Guard Agency (EBCGA)

1. INTRODUCTION

Annex II to the Internal Security Fund (ISF) -Borders & Visa Regulation (EU) No 515/2014 provides for two categories of Specific Actions, namely actions in the area of consular cooperation and actions linked to the purchase of equipment to support the European Border and Coast Guard Agency (EBCGA) operations.

As part of the reinforcements foreseen for the 2018 EU budget, and as announced during the AMIF/ISF Committee on 22 March 2018, the Commission has secured an additional amount of **EUR 123.6 million** for the purchase of equipment to be put at the disposal of the European Border and Coast Guard Agency (EBCGA) and to be distributed to the Member States through **Specific Actions** under the Borders & Visa instrument of the ISF.

This pledging exercise concerns only this category of Specific Actions, i.e. ***purchasing means of transport and operating equipment that are considered necessary for the deployment during joint operations by the Agency and which shall be put at the disposal of the Agency (in accordance with the criteria established in Article 39 of EBCG Regulation 2016/1624).***

These Specific Actions should be seen in the context of the EBCG Agency role in providing for the appropriate technical and operational assistance to Member States so as **to reinforce their capacity to implement their obligations** with regard to the control of the external borders and to face challenges at the external borders e.g. resulting from irregular immigration.

In this respect, the Agency should, at the request of a Member State or on its own initiative, organise and coordinate joint operations for one or more

Member States and deploy European Border and Coast Guard teams as well as the necessary technical equipment.

The main objective of this pledging exercise is to ensure better suitability and availability of equipment for the operations carried out by the EBCG Agency regardless the place of deployment where the given equipment would be needed. Consequently, **the equipment purchased under the Specific Actions should enable the Agency to provide for equipment which otherwise would not be available in the Member States hosting those operations.**

It is important to stress that the **European Border and Coast Guard Regulation¹** has further clarified and reinforced the legal obligations of Member States to put the equipment, co-financed through Specific Actions, at the disposal of the Agency. More concretely, such equipment shall:

- be registered in the technical equipment pool managed by EBCGA;
- form part of the minimum number of equipment for a given year;
- be made available by Member States for deployment anywhere at the EU external borders at the request of the Agency, unless those Member States are faced with an exceptional situation substantially affecting the discharge of national tasks;
- for rapid border interventions and the so called urgent actions at the external borders, be made unconditionally available by Member States for deployment and, in that sense, they should be offered in the framework of the Rapid Reaction Equipment Pool.

As a result of the 2015 and 2017 pledging exercises, more than EUR 208 million were allocated to 14 Member States for EBCGA equipment Specific Actions under the respective ISF-Borders & Visa national programmes for the purchase of 49 different assets. Such assets are expected to be registered in the EBCGA technical equipment pool as soon as their acquisition is completed and made available for EBCGA operations in coming months and years.

2. GENERAL PRINCIPLES

Specific Actions are designed as top-up funding, i.e. additional amounts that will be added to Member States' basic allocations depending on their willingness to implement under their National Programmes actions that respond to specific Union priorities and have a strong EU dimension.

The additional amount available for these Specific Actions is allocated to the Member States on the basis of their pledges, i.e. applications that will be assessed by the Commission, in close collaboration with the EBCG Agency. If an application for a Specific Action is accepted by the Commission, the action and the corresponding amount will be included in the relevant ISF-Borders & Visa National Programme through a revision of the latter.

¹ Regulation (EU) No 2016/1624 of 14 September 2016

3. PLEDGING EXERCISE

In order to allow the Commission to allocate the available additional funding, all applications by Member States for Specific Actions must be assessed at the same time.

Member States are invited to submit their applications at the latest by **22 June 2018** close of business, using the application form in annex accompanied by the Technical Assessment form. Applications submitted after this deadline will not be considered for the final assessment.

The applications should be submitted through SFC2014 as an 'other Member State document' attached to the most recently approved ISF-Borders & Visa National Programme. Member States may submit additional documentation if so desired.

The applications will be evaluated by the Commission in close collaboration with EBCG Agency.

All applications must correspond to equipment listed under section 3.1 and further detailed in the annexes of this document. In the event that the Specific Action is over-subscribed, a two-step procedure may be used to refine the selection, where the Commission may ask for further information.

The information on the successful offers will be communicated to the Member States in September 2018 and the respective revisions of the national programmes are expected to be finalised in autumn 2018.

3.1. The Agency's equipment needs

In consultation with the EBCG Agency, the following types of mobile² equipment were identified as eligible for this pledging exercise:

Indicative number of units to be procured through current pledging	Type of equipment	Maximum number of units to be awarded per Member State
	Maritime equipment	
up to 2	Offshore patrol vessels (OPVs)	1
up to 5	Coastal patrol vessels (CPVs)	1
up to 15	Coastal patrol boats (CPBs) subcategories: Covered Boat; Fast Boat – RHIB	3 to 5
	Aerial equipment	
1	Heavy Helicopter (HELO – HD)	1

² Fixed equipment is to be financed via the Member States' national programmes.

The Member States are invited to submit their offers reflecting the technical specifications and taking into account all elements presented in Annex I and II. Only costs linked to the purchase of the equipment itself are eligible under this Specific Actions. Running costs and costs for maintenance during periods when the asset is not deployed for an operational activity of the Agency can be envisaged under the National Programmes.

The number of units to be co-financed should be considered as indicative and will depend on the total costs of the best project proposals as compared to the availability of the budget. As indicated above, in order to ensure the widest possible distribution of co-financed assets between Member States, the Commission intends to limit the number of co-financed assets per Member State (per type). At the same time, in principle the same Member State may not be awarded more than two types of equipment.

4. EVALUATION METHODOLOGY

Building on the experience and selection criteria of the previous pledging exercises, the assessment of the Specific Actions proposed under this call will be based on the following criteria:

1. **Overall quality/price feasibility and affordability** – this criterion shall assess the overall quality of the project proposal, including the technical specifications and the adequacy of estimated price per item of equipment. It will also take into account other detailed information provided in the application as technical expertise and price feasibility, information on the future through-lifetime management costs such as running and maintenance costs, supply chain management, storage etc.³, as well as specific equipment available on board of the assets.
2. **Compliance with the identified needs** – this criterion shall assess in particular the adequacy of the technical equipment proposed vs the needs identified by the Agency. Assessment will take into account compliance with the minimum standards/requirements for technical specifications included in this note and reflecting standards for the inclusion in the Agency's Overall Minimum Number of Technical Equipment (OMNTE). Applications for assets not respecting the minimum technical requirements set out in the Annexes will be excluded.
3. **Likelihood to deploy** – this criterion shall assess the level of likelihood that the proposed equipment will be deployed on joint operations, upon the EBCGA request. Assessment will take into account, but not be limited to, technical parameters such as range of autonomy as well as transfer costs from the home MS to the operational area compared to the average duration of deployment.

³ The price of the offered assets (including among others daily running cost for vessels, flying costs for aerial assets) should not exceed the ceiling of the average price for the same kind of asset that a MS contributed during Joint Operations based on the Running Expenses of Means (REM), see Annex III. This price should not include depreciation cost.

4. **Project Delivery**– this criterion shall assess the applicant's ability to procure the assets and make them available to the Agency. In this regard, the feasibility of the procurement process planning will be taken into account, including the timeline for the development of technical specifications or possibility to quickly adapt/customize existing technical specifications e.g. those prepared for similar recent acquisitions. Prior experience with similar procurements and experiences under the previous specific actions will be duly taken into account. This aspect is especially important taking in consideration the limited remaining funding period for incurring expenditure⁴.

All the criteria are equally important⁵. It is essential to ensure the earliest possible availability, therefore Member States with successful offers are expected to start the preparatory stages of procurement procedures immediately after the initial notification by the Commission and effectively launch the procurement process shortly after the revision of the national programmes is concluded.

It is not possible to apply for financing of equipment that has already been procured and delivered. However, Member States in the process of procuring assets clearly eligible under the present pledging, may apply if co-funding for such equipment is not already envisaged/received either under the ISF National Programme or other EU programmes.

5. IMPLEMENTATION ISSUES

5.1. General

The additional funding allocated for a Specific Action under the National Programme of a given Member State may not be used for any other purpose than that of implementing the Specific Action awarded. This means that in case of under-spending or non-implementation of the Specific Action, the corresponding amount cannot be transferred to any other part of the national programme or be used for purchasing other type of equipment than the one that was awarded. Any unused amounts for which payments have been made by the Commission will have to be reimbursed to the Union budget.

The additional allocation is to be used strictly for the number of items and types of equipment awarded. The minimum technical specifications as outlined in this document are to be respected; any necessary change of the technical specifications compared to the ones presented in the pledges shall be subject to prior approval by the Commission services. Costs exceeding the original pledge can be covered through the National Programme, on the condition that the other priorities of the NP are not substantially affected.

Whereas the standard co-financing rate under the national programmes is 75%, Specific Actions may benefit from an increased co-financing rate⁶ of 90%.

⁴ Expenditure must be incurred before 31 December 2022 to be eligible, cf. Art. 17 (3) of Horizontal Regulation (EU) No 514/2014.

⁵ Each criterion weights 25%. Additional positive/negative points can be attributed for assessment criterion 1 and 2 during the selection process i.e. negative points for prices above reference prices or positive points for technical features above requirements. The additional/negative points are added/ subtracted from the total result.

⁶ Article 16(4) of Horizontal Regulation (EU) No 514/2014.

5.2. The process of acquisition

Within one month following the award of the specific actions, Member States will be invited to submit to the Commission a detailed calendar on different steps for the acquisition. The Agency will be kept informed on every development in this process, and may be requested to provide technical support, if/as necessary, in particular as regards any issue related to the technical specifications.

Before launching the procurement procedure, the technical specifications shall be consulted with the Agency.

Member States will have to report regularly (every two months) on the state of play of the implementation of the action, in particular the status of the procurement process. Such close monitoring aims at ensuring the procurement and delivery of the assets in a timely manner and in full compliance with the agreed technical specifications, in particular given the end of eligibility period (31 December 2022) under the ISF.

5.3. Use of the purchased assets

Member States shall register the equipment purchased under the Specific Action in the EBCGA Technical Equipment Pool and make it available to EBCGA in accordance with Article 39 of the EBCG Regulation.

The co-financed assets are expected to be put at the disposal of EBCGA, upon its request expressed in the framework of annual bilateral negotiation, during a minimum period of 4 months per year. It is for the EBCGA to decide when and where such assets should be put at its disposal to boost the Agency's operational effectiveness.

It should be noted that the equipment considered as 'being put at the disposal of the Agency for a minimum period of 4 months per year' is the equipment made available for EBCGA-coordinated operations carried out in another host Member State and not in the context of deployments by the host Member States.

The maintenance and operational costs for equipment at the time when it is not being used in EBCGA joint operations or rapid border interventions (i.e. when it is being used for tasks of a national character at the Member State's own borders) are to be borne by the Member State who owns it. These costs are eligible for support from Operating Support under ISF-Borders & Visa.

After the day of successful purchase, this equipment should be registered in the Agency's pools for a minimum duration of ten years and made available to the Agency in accordance with the above-mentioned conditions.

Annexes:

Annex I: Requirements for Maritime Equipment for EBCG Operations⁷

Annex II: Requirements for Aerial Equipment for EBCG Operations⁸

Annex III: Running Expenses of Means (REM) of Maritime and Aerial Assets (HELO HD) – data issued from EBCGA REM for different types of assets

Annex IV: Application Form (word document)

Annex V: Technical assessment form (excel)

⁷ These minimum technical requirements are based on the specifications drafted by the expert Working Group – composed by EBCGA and Member State experts -, being still a work-in-progress.

⁸ These requirements are developed on the basis of the Selection criteria for the Technical equipment, adopted by EBCGA Management Board in its Decision No5 from 26 March 2013.

Annex I: Requirements for Maritime Equipment for EBCG Operations⁹

Category: Offshore Patrol Vessel (OPV)

Functions: Main focus on Maritime border surveillance; additional functions support in multipurpose operational activities with a focus on coast guard functions cooperation including law enforcement.

Definition/purpose of use: Open Sea Patrol Vessel (OPV) = Range depending on the types of Vessel: 1501 Nm at least at economical speed.

Reference price: range EUR 16-26 million per OPV

- EUR 16 million for smaller OPV;
- EUR 26 million for larger/high-end OPV.

Operational suitability

- Length $50 \leq 72$ m;
- Autonomy 1501 nm and above at economical speed;
- Endurance no less than 10 days;
- Cabin space to facilitate ship-handling crew plus at least 6 operational crew and 2 EBCGA liaison officers;
- Maximum speed at least 19 knots;
- Full operational ability in sea state 5 Douglas scale (DS) Swell 6;
- Ability to navigate in sea state DS 7 Swell 7;
- Ability to transmit EBCGA real-time position via EBCGA Positioning System (FPS).

Search and Rescue

Presence of relevant surveillance, logistics and communication equipment on board:

- Capacity to rescue and accommodate minimum 250 people (on board up to 24 hours);
- Capacity to transfer minimum 50 people (on board up to 48 hours);
- Paramedic personnel on-board the vessel;
- Certified winching area;
- 2 x Dinghys on board that can be lowered in a sea state of DS 4 minimum;
 - Maximum speed for Dinghy at least 30 knots;
 - Dinghy to rescue and transfer minimum 10 persons.

Communication and surveillance

- Telecommunication equipment as required for sea Area A3 in GMDSS regulation;
- X-band marine radar (at least 10 KW);
- S-band marine radar (at least 24 KW);
- VHF air-band transceiver;

⁹ These minimum technical requirements are based on the specifications drafted by the expert Working Group – composed by EBCGA and Member State experts -, being still a work-in-progress.

- VHF-DF (156-174 MHz & 121.5 MHz);
- UHF transceiver;
- Electronic navigational charts with nautical maps covering possible deployment areas;
- Fixed, long-range, gyro-stabilized EO/IR HD System;
- AIS system;
- Video/voice recorder for minimum 12 hours;
- VHF Radio Finder for maritime frequencies.

Other requirements

- Economical minimum speed 6 knots;
- Sensor System with 360° view ability, with HD video recording ability on-board and data streaming;
- SAT communications voice/data;
- Marine louder speakers system;
- Bow thruster;
- Marine searchlight;
- Minimum 1 water cannon: to be able to spread water at min. 50 m (in case of need – migrants/facilitators can set fire on board of their boat);
- To be able to have on board a container (if no other space available) as an infirmary room, to create an isolated area for contagious diseases or pollution cases min. 10 feet.

Deployment capacity

- Length of the deployment period – at least 30 days;
Providing adequate number of crew members in order to implement the tasks assigned in the Operational Plan.

Category: Coastal Patrol Vessels (CPV)

Functions: Maritime border surveillance, support in multipurpose operational activities with focus on coast guard functions cooperation including law enforcement.

Reference price: range EUR 6-10 million per CPV

- EUR 6 million for smaller CPV;
- EUR 10 million for larger/high-end CPV.

Operational suitability

- Length $25 \leq 49$ m;
- Autonomy from 600 to 1500 nm;
- Endurance minimum of 3 days;
- Maximum speed at least 25 knots;
- Capacity to accommodate ship-handling crew and at least 6 operational crew and 1 Liaison Officer;
- Full operational ability in sea state 4 Douglas scale (DS) Swell 6;
- Ability to navigate in sea state DS 6 Swell 6.

Search and Rescue

- Capacity to rescue a minimum 250 people for a short period;
- Capacity to transfer a minimum of 50 people for at least 10 hours;
- If CPV is not able to rescue people directly from water, then there should be a Dinghy;
- **Dinghy** should have the following characteristics:
 - Can be lowered in sea state of DS 4;
 - Maximum speed at least 25 knots;
 - Capacity to rescue and transfer minimum 5 persons.

Communication and surveillance

- Radio equipment as required for sea Area A2 in GMDSS regulation; satellite phone;
- Ability to transmit EBCGA real-time position via EBCGA Positioning System (FPS);
- GPS with plotter (with Deployment Sea Region);
- VHF air-band transceiver;
- UHF transceiver;
- AIS system;
- Fixed, long-range, gyro-stabilized EO/IR HD System;
- Paramedical personnel on-board and medical equipment;
- VDR and other recording equipment for radars, radios and cameras on board to record automatically for at least 12 hours.

Other requirements (please specify below)

- X-band marine radar (at least 10 KW);
- Economical speed between 12-15 knots;
- Sensor System with 360° view ability with HD video recording ability on-board and data streaming;
- Marine louder-speaker system;
- Marine searchlight.

Deployment capacity

- Length of the deployment period – at least 30 days;
- Providing adequate number of crew members in order to implement the tasks assigned in the Operational Plan

<p>Category: Coastal Patrol Boat (CPB) – Border Surveillance; Sub Categories: Covered Boat</p>
--

Functions: Border surveillance at sea, interceptions of targets, support in multipurpose operational activities with focus on coast guard functions cooperation including law enforcement

Reference price:

EUR 3 million per CPB (Border Surveillance).

Operational suitability

- Endurance/autonomy up to 250 nm;
- Maximum speed at least 30 knots;
- Minimum 6 hours patrolling per day;
- Capability to accommodate crew on board and at least 1 Liaison Officers;
- Full operational ability in sea state 4 DS;
- Capability to operate at night.

Search and Rescue

Presence of relevant surveillance and communication equipment on board:

- Capacity to rescue and transfer minimum 15 persons;
- Fixed, long-range, gyro-stabilized EO/IR HD System.

Communication and surveillance

Presence of relevant surveillance and communication equipment on board:

- VHF radio;
- Marine radar;
- Ability to take high resolution pictures and video of incidents;
- Navigation system with updated maps for responsibility area;
- Maritime VHF radio;
- Readiness to transmit to EBCGA real-time position data via EBCGA Positioning System.

Deployment capacity

- Length of the deployment period – at least 30 days;
- Providing adequate number of crew members in order to implement the tasks assigned in the Operational Plan (minimum 2 persons of crew).

<p>Category: Costal Patrol Boat (CPB) – Interceptor; Sub Categories: Fast Boat - RHIB</p>

Functions: Interceptions of targets of interest at sea - support in multipurpose operational activities with focus on coast guard functions cooperation including law enforcement

Reference price:

- EUR 1 million per CPB (Interceptor);
- EUR 0.2 million for RIB platform;
- EUR 0.4 million for RIB equipped.

Operational suitability

- Endurance/autonomy up to 250 nm;
- Maximum speed at least 40 knots;
- Minimum 6 hours patrolling per day;
- Capability to accommodate crew on board and at least 1 Liaison Officer;
- Full operational ability in sea state 3 DS;
- Capability to operate at night.

Search and Rescue

Presence of relevant surveillance and communication equipment on board:

- Capacity to rescue and transfer minimum 10 persons;
- EO/IR capacity (portable accepted).

Communication and surveillance

Presence of relevant surveillance and communication equipment on board:

- VHF radio;
- Marine radar;
- Ability to take high resolution pictures and video of incidents;
- Navigation system with updated maps for responsibility area;
- Maritime VHF radio;
- Readiness to transmit to EBCGA real-time position data via EBCGA Positioning System.

Deployment capacity

- Length of the deployment period – at least 30 days;
- Providing adequate number of crew members in order to implement the tasks assigned in the Operational Plan (minimum 2 persons of crew).

Annex II: Requirements for Aerial Equipment for EBCG Operations

Category: Requirements for a heavy¹⁰ helicopter fitted for maritime operations¹¹

Reference price:

- Approximately EUR 22 million;

Operational suitability

- Category "A"¹² (performance Class 1)¹³ certified aircraft;
- Capability to take on board **in addition** at least 2 persons – Liaison Officer and observer (not a crew member of MS/SAC) for regular patrol mission;
- Endurance – not less than 3 hours (not taking into account fuel reserve);
- Crew and helicopter certified to carry out day and night flight operations under visual flight rules (VFR) and instrument flight rules (IFR);
- Capable of flying in instrumental metrological conditions (IMC);
- Safety equipment and sea survival equipment on-board (if distance from on-shore site is beyond 10 minutes flight on cruise speed of the helicopter) for crew member and personnel;
- Helmets or headsets for crew members;
- Capacity to provide headsets to personnel other than crew members;
- Digital maps of the operational area (installed or available on-board);
- Capacity for SAR operations using rescue hoist / winch;
- Rescue capacity at least 10 people;
- Presence of relevant surveillance and communication equipment on board:
 - VHF/UHV and maritime band capable;
 - Maritime Surveillance Radar;
 - Direction Finder in all emergency frequencies;
 - Electro Optical/Infrared (EO/IR) sensors;

¹⁰ Helicopter category Maximum Take-off Weight (MTOW) 9000 kg <.

¹¹ These requirements are developed on the basis of the Selection criteria for the Technical equipment, adopted by EBCGA Management Board in its Decision No5 from 26 March 2013.

¹² "Category A" with respect to helicopters' means a multi-engine helicopter designed with engine and system isolation features specified in the applicable airworthiness codes and capable of operations using take-off and landing data scheduled under a critical engine failure concept that assures adequate designated surface area and adequate performance capability for continued safe flight or safe rejected take-off in the event of engine failure.

¹³ "Operation in performance class 1" means an operation that, in the event of failure of the critical engine, the helicopter is able to land within the rejected take-off distance available or safely continue the flight to an appropriate landing area, depending on when the failure occurs.

- SATCOM Voice or equivalent.

- Additional equipment on-board/additional features (non obligatory)

E.g.:

- Synthetic aperture radar (SAR) or/and Surveillance radar or/and Side-Looking Airborne Radar (SLAR);
- Ability to use rescue swimmer during SAR;
- Medevac capability / medic on-board / medical assistance on-board;
- Airborne Video Broadcast Down Link System / Downlink / Data link / Line of Sight (real time motion video streaming and data);
- Readiness to transmit to EBCGA real time position data (similar to EBCGA Positioning System / or partial integration with EBCGA Positioning System / or acceptance of EBCGA Positioning System on-board);
- AIS receiver;
- Weather radar;
- Certified Night Vision Imaging Systems (NVIS) equipment on-board.

Deployment capacity

- Length of the deployment period – at least 30 days;
- Providing adequate number of crew members in order to implement the tasks assigned in the Operational Plan

Annex III: Running Expenses of Means (REM)¹⁴ of Maritime and Aerial Assets (HELO HD) – data issued from EBCGA REM for different types of assets

OPVs	EUR 9 740 per day
CPVs	EUR 3 072 per day
CPBs	EUR 1 252 per day
HELO (HD)	EUR 4 429 per day

¹⁴ REM include, among other costs, daily allowances of crew (not salaries), insurance, fuel and lubricants, maintenance etc. as described in details in the REM guidelines.