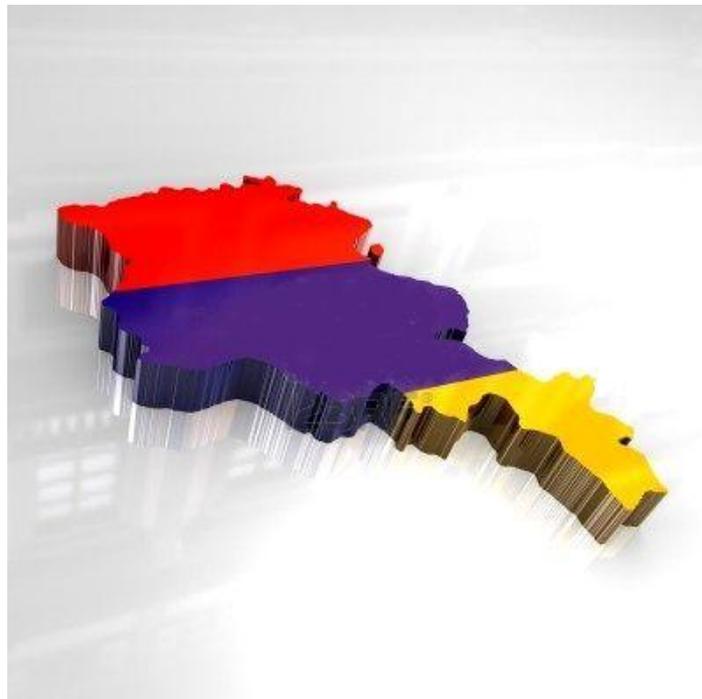




IOM International Organization for Migration

Technical Border Needs Assessment

ARMENIA



Site Visits to Bavra BCP and Zvartnots Int. Airport

21 – 24th May 2011



IOM International Organization for Migration
OIM Organisation Internationale pour les Migrations
OIM Organización Internacional para las Migraciones



United States Department of State
*Bureau for International Narcotics and Law
Enforcement Affairs*

Project funded by the US Government

The opinions expressed in the report are those of the authors and do not necessarily reflect the views of the International Organization for Migration (IOM). The designations employed and the presentation of material throughout the report do not imply the expression of any opinion whatsoever on the part of IOM concerning the legal status of any country, territory, city or area, or of its authorities, or concerning its frontiers or boundaries.

IOM is committed to the principle that humane and orderly migration benefits migrants and society. As an inter-governmental organization, IOM acts with its partners in the international community to: assist in meeting the operational challenges of migration; advance understanding of migration issues; encourage social and economic development through migration; and uphold the human dignity and well-being of migrants.

The Technical Needs Assessment is supposed to address the shortcomings identified at the currently available border infrastructure, in order to foster and enhance effectiveness and efficiency of border controls at some Border Crossing Points in Armenia, taking into account previous and ongoing actions and support by international donors and national investments.

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With the administrative and logistical support from the IOM Mission in Yerevan.

May, 2011

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Zvartnots Int. Airport**

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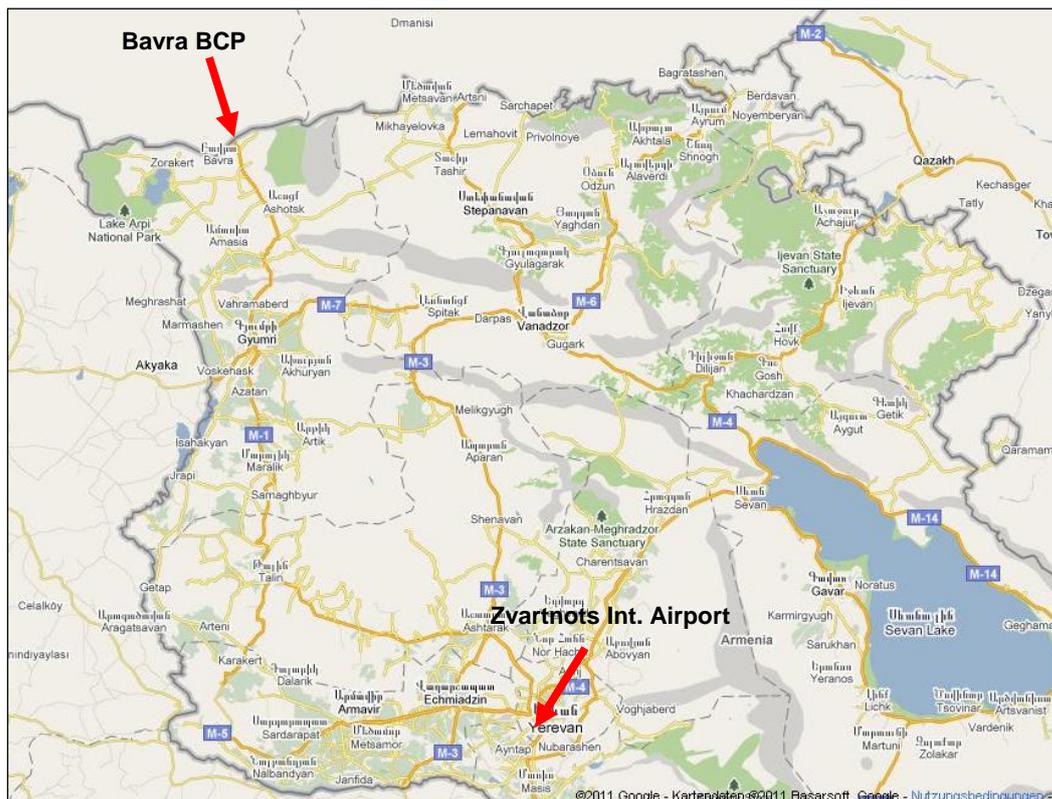
Executive summary

The Republic of Armenia is located in the south of Transcaucasia. The total area of the country comprises 29,800 sq. km. The number of population is 3,766,400 people (as of 1996). The state language is Armenian. The capital city is Yerevan (1,249,400 residents, 1996).

Armenia borders in the north with Georgia, and in the east and south with Azerbaijan, in the south with Iran, in the west with Turkey. The total length of Armenia's borders is 1,422 km, including 190 km with Georgia, 910 km with Azerbaijan (including Nakhichevan), 42 km with Iran and 280 km with Turkey. In a straight line the distance from Armenia to the Black Sea is 145 km, to the Caspian Sea it is 175 km, to the Mediterranean Sea it is 750 km, and to the Persian Gulf it is 1000 km.

Since 2009, the EU is funding a "Supporting integrated border management systems in the South Caucasus" (SCIBM) programme, which was launched in Armenia under the Ministerial Declaration signed on October 10, 2007 by the governments of Armenia, Georgia and Azerbaijan. The overall objective of the SCIBM programme is the introduction of integrated border management principles and operational techniques in Armenia, Georgia and Azerbaijan, as well as to enhance the inter-agency, bilateral and regional co-operation between the South Caucasus countries, EU Member States and other international stakeholders. The ultimate goal is to facilitate the movement of legitimate persons and goods across borders, while at the same time maintaining those borders secure from illegal activity.

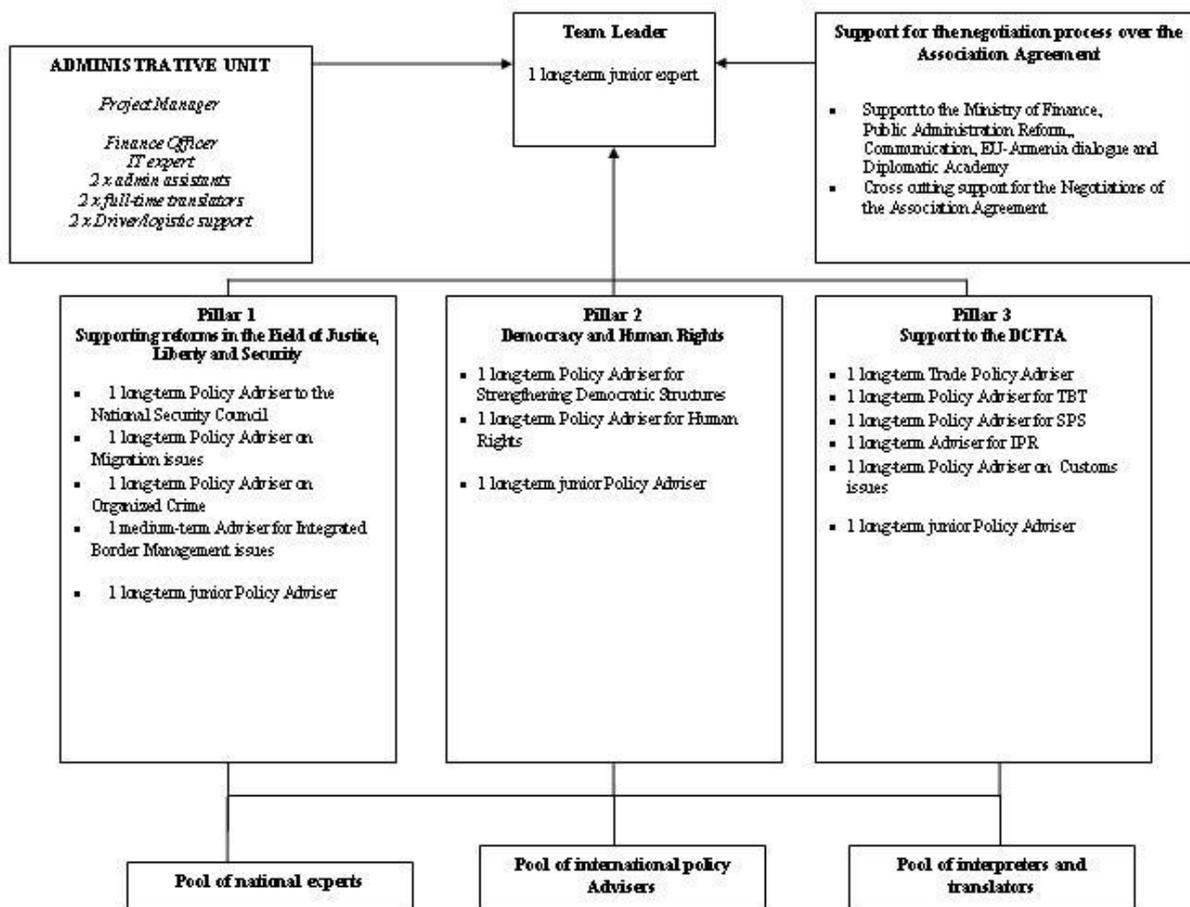
On 25 September 2010 the National Security Council of Armenia drafted and endorsed the "Strategy of Border Security and Integrated Management of the State Border", which was signed by the President of Armenia on November 3. The Government of Armenia has also developed an IBM action plan for 2011 - 2015, which was adopted on April 21, 2011. One of the key priorities for the Armenian authorities is the upgrade and modernization of border crossing points along the border with Georgia.



In 2008, the Armenian President asked the EU Commissioner for External Relations for EU support be provided to the Armenian reform programme in the form of EU Advisers. The EU responded positively to this request through the deployment of a high level *EU Advisory Group* (EUAG) to Armenia.

The EU Advisory Group, operating under the guidance of the EU Delegation to Armenia, provided support to key Armenian institutions in further designing and implementing Armenia's own reform agenda, notably through the implementation of the EU-Armenia ENP Action Plan. A total of 2.81 million Euros were allocated to cover the period from November 2008 until the 31st July 2010.

Following a satisfactory Evaluation Report elaborated in summer of 2010, a decision was taken to continue the work of the EUAG and to proceed with a 3rd Phase, allocating further €4.2 million to support the work of the EUAG for a further period of three years.



The EUAG has recruited a Border Assessment Team (12-24 April 2010) to conduct a detailed technical and financial assessment of physical infrastructure requirements at the existing and planned BCPs throughout Armenian borders.

As regard the 3 Road-BCPs operational at the Armenian/Georgian border - Bagratashen, Bavra and Gogavan - the assessment report recommended:

- 1) at BCPs Bavra and Bagratashen to make improvements of control facilities and infrastructure in order to facilitate the rapid and efficient control, by all border agencies, of vehicles and passengers, and of commercial traffic;
- 2) to rehabilitate BCP Gogavan mainly for passengers and local commercial traffic.

Chapter 1

Bavra Border Crossing Point

“Bavra” BCP is located on the altitude of 2120 meters above sea level and on the M-1 highway, 177 km from Yerevan on the most direct way to Batumi (Republic of Georgia). This BCP is a part of “North-South” traffic route/corridor, the reconstruction of which is being implemented in the frame of “Investment of North-South” traffic route/corridor” programme signed in 2009 by the Republic of Armenia and Asian Development Bank.

The Agarak-Kapan-Yerevan-Bavra route (M1 and 2 roads) crossing Armenia from south to north is further connected to Georgia’s east-west highway that leads to Poti and Batumi at the Black Sea. This route provides Armenia with the shortest access to the seaports linked to Europe, the Russian Federation, and Turkey. Meanwhile, the government of Georgia is improving the east-west highway and plans to improve the Bavra-Zhdanov-Akhaltskha-Batumi road as an alternative connectivity to Black Sea ports from Tbilisi.



This will enable that Armenian cargo to be transported to Black Sea ports easily through a more direct route, shortening the Yerevan- Batumi route from approx. 610 km by almost 190 km, or roughly 1/3. Due to infrastructural limitations (i.e. viaducts with limited load capacity) the transport of cargo between the Republic of Armenia and Batumi, the nearest sea-port on the Black Sea, is currently carried out mainly through “Bagratashen” BCP, which makes it economically rather expensive and therefore almost unprofitable for local exporters.

Upon completion of this major road construction project, a considerable volume of road cargo will shift towards “Bavra” BCP, offering the shorter and more economically profitable transport route.

It is the Government's top priority to stimulate the national economy and gain shorter and more efficient access to nearest sea ports of the Black Sea.

Flow Characteristics	Direction	2008	2009	2010	Total
Passengers	Entry	199 282	237 004	270 451	706 737
	Exit	191 728	244 279	271 372	707 379
Cargo	Entry	50 681	58 213	57 843	166 737
	Exit	55 042	60 506	58 824	174 372

STATISTICS ON THE VOLUME OF CARGO AND PASSENGER FLOWS THROUGH "BAVRA" BCP (Source UNDP)

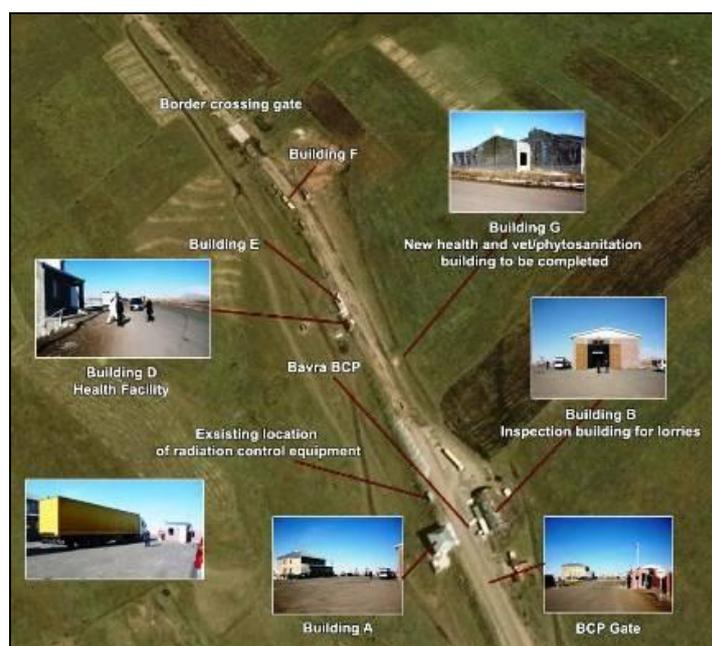
The completion of works on Yerevan-Gyumry-Bavra section is planned for 2016, significantly improving the transport communication between Iran and Georgia, ensuring a secured and easy access for Armenia to international markets.

"Bavra" BCP is open 24/7 during the year, and currently located at a distance of 2 km from the actual state border line, due to the fact that the demarcation of the state border was not completed by the time, when the BCP was constructed.

There are following control services present at the BCP:

- Border Guards;
- Police (OVIR)
- Customs
- Phyto-sanitary and veterinary inspection;
- Health Inspection

From the control procedures point of view the separate facilities are situated according to the scheme of passing border and customs control in both directions. However, the internal logistics of passengers and transport movement is non-transparent, caused by long distances between the different control stations and poor signing, leading to an unreasonable waste of time for completing the border procedures.



Source: BAT Final Report 2009

The Customs station is fitted out with scales for passengers and luggage examination, as well as with equipment for detection of contraband. Radiation detectors are placed at the entrance of the BCP and are controlled by Customs, same as the physical access to the BCP via operating the “Schlagbaum”.



The illumination of the BCP, especially of the control areas, as well as the perimeter surveillance with CCTV cameras is just fragmentary, with – in fact – insufficient coverage.

The BCP is connected to electric power supply system. Although there are emergency generators available, each generator is just sufficient to provide electricity for rudimentary services. Only the building for customs service is connected to water supplies, while sewage water is being collected in tanks. The technical condition of water supply and sewerage systems is not in line with modern standards for sanitary regulations and nature preservation.

The on-line communication for the transfer of data between the separate services and the central level – as far as Customs is concerned - is in place, while Border Guards/Police (OVIR) are using internet connectivity through GPRS/UMTS mobile data systems.

The buildings for border, passport and customs control of the passengers are in unsatisfactory technical conditions and are not in compliance with the IBM requirements. The road surface in the BCP area is in poor conditions and there is no parking space designated for vehicles lining up of passport controls, nor for more in-depth inspections.

The entire control area is not covered by any canopy, leaving passengers exposed to bad weather conditions while proceeding with passport controls, despite a tiny canopy outside the passport control booth. In addition, there are no sanitary facilities available for travelers, although extensive waiting periods at customs and immigration controls can be expected especially during high-peak traffic.



Veterinary/Phytosanitary control - with the passport control booth on the right side, for outbound traffic towards Georgia



Challenging driving/working conditions at Bavra BCP during winter time

The BCP is located in a region with regular heavy snowfalls and storms during the winter time that paralyze the operation of the BCP and bring to extreme traffic conditions and cases with delays of the transportation means and passengers on the territory of the BCP up to 3 days.

With the support of EU funding, Bavra BCP is planned to become a specialized border crossing point with facilities for full in-depth inspection of vehicles, including phyto-sanitary and veterinary controls, allocated in a new building to be constructed closer to the border line.

It is planned to install 8 control lanes: 4-in and 4-out (complemented by 2 lanes in each direction for lorries and busses) and separated sheltered lanes for pedestrians – the construction has already started with some preparatory work done on the ground and is expected to be finalized by 2013. At the same time, the construction work of the new Border Crossing Point at the Georgian side, Ninotsminda, has been completed and is already fully operational.

The current infrastructure available for Border Guards and Police is increasingly deteriorating not only as regards the working conditions for the officers – e.g. lack of insulation/ventilation during times of extreme temperatures, but also for handling/processing of passengers humanely through not exposing them to harsh weather conditions due to lack of appropriate canopies/shelters. Despite the view of having a newly constructed Border Crossing Point in place by 2013, with then optimized infrastructure, any opportunity to enhance the current situation can have a significant impact on raising the motivation level of the border control staff, as well as providing better conditions (i.e. sanitary facilities/sheltering from rain and/or snow) for passengers while crossing the borders.

The installed IT equipment and the devices used for checking travel documents are either outdated or not fully functional anymore – and don't allow to apply the principle of first and second line document control procedures. Although Border Guards officers have been trained on the identification of falsified documents, the equipment doesn't offer all the features that are required to check today's security features applied to travel documents, incl. biometric passports, as well as better in-depth checks during secondary inspections.

Although the final decision if a travel document is forged or fraudulent lies with the commanding officer/shift leader, there is no special equipment in place in order to inspect the document more thoroughly or in all its details, not to mention that there is no office space available that could be used for interviews/questioning of persons, potentially holding a forged/falsified travel document, or frankly being an imposter.

Recommendations for possible intervention:

1. Infrastructure:

Recommendation 1:

Enhance infrastructure at Bavra BCP as much as possible, e.g. installation of prefab office containers with adequate insulation/heating, as well as A/C, for officers, as well as a sheltered waiting areas in front of the immigration check counters for travellers.

Once the construction of the new Bavra BCP building is finalized, the containers can be easily transported to any other BCP with still inadequate infrastructure.

Recommendation 2:

Install at least rudimentary sanitary infrastructure, particularly toilets and clean water supply for officers working on their 24hrs shifts, as well as separate ones for travellers waiting in the queue.

Recommendation 3:

Improve perimeter protection, i.e. install a fence, encircling the entire BCP area, better illumination (floodlights) and CCTV surveillance cameras, covering the control areas of the BCP for enhanced security.

2. Equipment

Recommendation 1:

Install additional equipment for processing passports, i.e. passport readers capable to read RFID chips, as well as document inspection devices for first and second line document control procedures.

Recommendation 2:

Provide additional office equipment, namely Desktop/Laptop computers and multifunctional Printer/Scanner/Copier devices, for enhancing internal reporting and file management.

Recommendation 3:

Provide basic search equipment for in-depth searches of private vehicles/busses for weapons, narcotics, contraband and/or other items/goods which import/export is forbidden/restricted. Additional testing equipment for the identification of narcotics is also recommended.

3. Training

Recommendation 1:

Any training of Border Guards/Police officers deployed at Bavra BCP, in particular in the area of document forgery, identification of victims of trafficking, human smuggling, drugs trafficking, prohibition and restrictions for import/export of goods, etc. is recommended – Bavra is not included/covered by any capacity building activities in the framework of the EUAG project, nor the SCIBM project implemented by UNDP.

Chapter 2

Zvartnots International Airport

Assessment framework

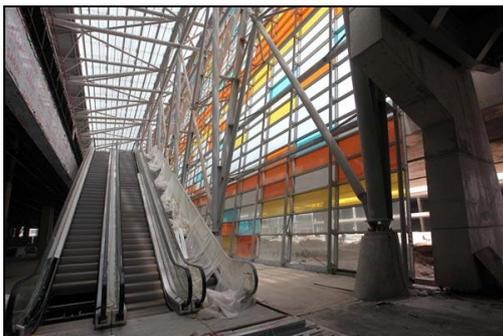


The International Airport is located near Zvartnots, 12 km west of Yerevan, the capital city of Armenia. The airport was built in 1961. It is now the busiest airport in Armenia and the Caucasus. The airport was renovated in the 1980s with the development of a new terminal area, in order to meet domestic traffic demands within the Soviet Union.

When Armenia declared its independence from the Soviet Union in the 1990s, the considerable growth of cargo shipments resulted in the construction of a new cargo terminal in 1998, with modern technical equipment that can handle about 100,000 tonnes of cargo annually.

In 2001, a 30-year concession agreement for the management of operations at the airport was signed with Armenia International Airports CJSC, owned by Argentine company Corporation America, which is in turn owned by Armenian Argentine businessman Eduardo Eurnekian.

As part of that agreement, Armenia International Airports CJSC committed itself to renovate and expand the airport in order for it to become a vital link for tourism and commerce between Asia and Europe, as well as to modernize its facilities and services.



As part of those commitments, renovation and expansion work began in 2004, culminating in the opening of a new international terminal on June 1, 2007, while another terminal is currently under construction, housing passenger check-in counters and customs control. It is planned to open in October 2011.



The airport facilities currently in use are not up to the required standards in the old terminal building, while very good in the new terminals. The old terminal, which is mainly used for the check-in procedures, is set up as a curved, but relatively narrow corridor, with a number of private enterprises operating in the same area, offering numerous hidden spaces for easy depositing any piece of luggage with hidden explosives or other substances, which have the potential to harm a huge number of people.

CCTC surveillance in the public area seems to be in place, but might not be able to cover all vulnerable areas, in particular within the old terminal building (passenger check-in).

Immigration checks upon arrival/departure are applying a single queue management system, by giving access for each individual passenger to proceed to a certain counter which has signaled that it is free. The number of manned/operational control booths can be adjusted very easily to the volume of passengers waiting for being processed, while on the other hand it is practically impossible for the controlling officer to observe any strange/suspicious behavior of the individual traveler before proceeding to immigration controls.

Upon departure, travelers are obliged to undergo a life scan of their fingerprints - index fingers of both hands - to Airport Security personnel, in order to allow them to linkup the identity of a person to the boarding pass presented, before passing through immigration, as well as to verify the identity once again upon boarding. At the time of the assessment, it was not possible to get a confirmed answer, if this information is also accessible to the immigration officer, who will be in charge of checking the passport and the identity of the traveler exiting the country. At the same time the assessment team learned that a certain type of faulty passport readers are still in use, despite creating major problems and difficulties in capturing personal data correctly, causing significant discrepancies in the databases of their Border Management Information System vs. the records in the Passenger List database.

The new airport is planned to fully correspond to the International Air Transport Association's B class airport standards (IATA rates airports according to A, B, C, D classes) which will double the potential of the existing airport. At the time of the assessment, it couldn't be verified if this information is also accessible for the controlling officer, in charge of checking the passport and identity of the traveler.

The new complex is supposed to offer 46 check-in desks instead of currently available 24, which shall help avoid queues and large concentrations of people. The new facility will have separate spacious departure and arrival halls, a two-storey car park on a territory of 25,000 square meters for 600 cars at a time, or three times as many parking lots as are available today. Annually the new terminal will be able to serve up to 3 million passengers, instead of the current 1.6 million.

During the past four years passenger traffic has been increasing at an annual rate of 8-12 percent. The new airport shall also be able to accept up to 10 flights per hour in the future instead of the current five.

Recommendations for possible intervention:

1. Infrastructure:

Recommendation 1:

Additional office space for second line document controls, as well as a holding area and a separate room for interviewing of potential mala-fide travellers, irregular migrants, or VoTs.

Recommendation 2:

Enhance CCTV surveillance of all those areas which are accessible for the public, in particular the check-in area, in order to identify suspicious luggage or left behind items.

Recommendation 3:

Reconsider the type of queue management system currently applied to the immigration check upon arrival and departure – the current arrangement doesn't allow the controlling immigration officer to observe any suspicious behaviour of the traveller before showing up at the counter, i.e. nervousness, interaction with other persons (trafficker – victim, smuggler – irregular migrant), etc.

2. Equipment

Recommendation 1:

Replace the faulty passport readers as soon as possible, and upgrade currently used equipment for passport processing, in particular regarding capability to read RFID chips, as well as capturing additional biometric data from travellers (i.e. fingerprints)

Recommendation 2:

Additional document inspection equipment for second line controls.

3. Training

Recommendation 1:

Any advanced training course – in particular based on a train-the-trainers approach – in the following fields is recommended:

- identification of fraudulent documents,
- risk profiling/risk management,
- trans-national crime,
- second line control procedures,
- interviewing techniques,
- human trafficking and identification of VoTs.

Chapter 3

Bilateral Meetings with other relevant national authorities involved in Border Management, as well as a visit to the new Border Guards Headquarters and Training Facilities

The Assessment Team had the chance to visit the new Border Guards Headquarters and Training Centre (K-9 Centre) in Davidashen, Yerevan, as well as bilateral meetings with:

- National Security Service – International Relations Directorate
- Civil Aviation General Department
- Food Security and Veterinary State Inspectorate, Ministry of Agriculture
- E-Governance Infrastructure Implementation Unit OJSC (EKENG), Ministry of Economy
- SCIBM Project Manager – UNDP
- Ministry of Health – Legal Department, and
- INTERPOL Armenia - NCB.

The bi-lateral meetings with the above mentioned national authorities and international organizations actively involved in Border Management proved that a generally good cooperation and collaboration exist between the Border Guards and their staff/offices on all hierarchical levels, the visit at the Border Guards Headquarters showed some room and opportunities for possible interventions and support through international assistance projects.

The Border Guards Headquarter is a brand new building at the outskirts of Yerevan, which offers very good infrastructure and facilities for different branches of the Border Guards, especially the Canine Centre for breeding and training of service dogs, as well as the Training Centre for in-house training courses on border management. Despite these better conditions for organizing and running training courses – basic courses for new recruits and recurring trainings for mid-level management officers or national specialist – there is a lack of having appropriate training curricula introduced at the training centre, which would allow better planning for human resource development, as well as setting up a sustainable train-the-trainer system.

The creation of better training facilities and a self-sustainable training system is also reflected in the newly approved **Border Security and Integrated State Border Management Strategy of the Republic of Armenia**, defined as principle objectives under:

3.2. Principal Objectives of the Strategy

(4) Human resources management, institutional, methodological and technical capacity building and improvement of professional skills within state border security and integrated border management agencies.

6.8. Personnel Education and Training

*Education, training and rotation of personnel of agencies involved in border security are key management tools that that need to be ensured in the best interest of all relevant agencies, increasing the awareness level on ways to improve the links and practical cooperation between the agencies. Education (training) programs **must cover the entire staff and maintain continuity** as a process parallel to the job, and where trainers from other institutions may be invited.*

Also the **Draft Action Plan and Timetable for Implementation of the Border Security and Integrated State Border Management Strategy of the Republic of Armenia (2011-2015)** stresses, inter alia, the importance of :

.....develop and introduce methodological manuals and audio-visual training materials on border, customs, veterinary, phyto-sanitary and sanitary-quarantine controls,

....develop and adopt training programs and methodological manuals on International Health Regulations intended for use by staff of agencies present at border crossing points and sanitary-quarantine unit,

....conduct regular foreign language and computer literacy training courses, as well as training courses on technological systems currently in operation (incl. individual training), as well as refresher training courses for BCP personnel,

....organize special training on specifics of border operations for officials from agencies authorized to conduct investigation and under-cover operations from State Revenue Committee, Police and National Security Service, or

.....develop joint training programs (as well as individual training programs for each single agency) for personnel of border agencies present at BCPs that will include topics on IBM principles, operations based on those principles, "single window" concept and "one stop shop" in line with IBM concepts.

IOM, with the support of INL funding, has already developed several training modules and curricula on human trafficking, border management, international migration legal framework, etc., which could foster the efforts of the Armenian Border Guards to establish a sustainable in-house training system. The currently just from time to time organized training courses are not meeting the actual, but also already foreseeable need, for a regularly organized annual training programme, indispensable for the further increase of professionalism among Armenian Border Guards officers, required for the better education, development of skills and meeting the demands for in- and out-rotating personnel of agencies involved in border security.

With some targeted technical and infrastructural support to the training centre, especially through fitting out additional training rooms with furniture, multi-media training equipment and a small scale in-house printing shop (i.e. high-volume laser copier and binding facilities, as well as material) for the replication of training manuals, legal documents and instructions, on one side, together with a clear commitment by the BG leadership to assign permanent trainer staff to the training centre, this would allow to aim on the introduction of an annual human resource training programme, meeting the future demands for training additional Border Guards officers for the soon upgraded and significantly bigger Border Crossing Points with Georgia, requiring a reasonable much higher number of well-trained frontline officers than now, but also for a possible opening of the currently closed border towards Turkey.

1. Infrastructure:

Recommendation 1:

Fit out additional training rooms with furniture for theoretical training sessions, as well as a specialized one for trainings on operating the Border Management Information System (Border Simulator), as well as for checking identity documents.

Recommendation 2:

Establish a small scale in-house printing shop, for the replication of training material, manuals, legal documents and instructions.

2. Equipment

Recommendation 1:

Provide multi-media training equipment (digital camera, video-camera, white screens, etc.) for inter-active training modules.

Recommendation 2:

Equip in-house printing shop with high-volume laser copier and binding facilities, as well as printing/binding material, allowing the BG to produce sufficient training material and hand-outs for all staff undergoing trainings at the training centre.

Recommendation 3:

Provide frontline and second line document inspection devices for training on document fraud.

3. Training

Recommendation 1:

Develop and institutionalize through ToT training modules the establishment of specialized advanced training courses on the following topics:

- modern (Integrated) Border Management concepts
- identification of fraudulent documents,
- risk profiling/risk management,
- second line document control procedures,
- interviewing techniques,
- human trafficking and identification of VoTs,
- migration and health
- trans-national crime and terrorism,
- etc.

Chapter 4

Summary list of recommendations

Recommendations in this assessment report have been grouped under the following headings:

- A. Infrastructure
- B. Equipment
- C. Training

A. Infrastructure

Although the border infrastructure at the common border with Georgia is currently being upgraded, there is still a need to provide better conditions for the officers, but especially for the travellers passing through Bavra BCP, through some rather inexpensive infrastructural improvements, as well as essentially needed technical equipment upgrade at Bavra and Zvartnots International Airport, in order to enhance quality, efficiency and effectiveness of the border controls at these border crossings.

Bavra BCP

Recommendation 1:

Enhance infrastructure at Bavra BCP as much as possible, e.g. installation of prefab office containers with adequate insulation/heating, as well as A/C, for officers, as well as a sheltered waiting areas in front of the immigration check counters for travellers.

Once the construction of the new Bavra BCP building is finalized, the containers can be easily transported to any other BCP with still inadequate infrastructure.

Recommendation 2:

Install at least rudimentary sanitary infrastructure, particularly toilets and clean water supply for officers working on their 24hrs shifts, as well as separate ones for travellers waiting in the queue.

Recommendation 3:

Improve perimeter protection, i.e. install a fence, encircling the entire BCP area, better illumination (floodlights) and CCTV surveillance cameras, covering the control areas of the BCP for enhanced security.

Zvartnots International Airport

Recommendation 1:

Additional office space for second line document controls, as well as a holding area and a separate room for interviewing of potential mala-fide travellers, irregular migrants, or VoTs.

Recommendation 2:

Enhance CCTV surveillance of all those areas which are accessible for the public, in particular the check-in area, in order to identify suspicious luggage or left behind items.

Recommendation 3:

Reconsider the type of queue management system currently applied to the immigration check upon arrival and departure – the current arrangement doesn't allow the controlling immigration officer to observe any suspicious behaviour of the traveller before showing up

at the counter, i.e. nervousness, interaction with other persons (trafficker – victim, smuggler – irregular migrant), etc.

Training Centre

Recommendation 1:

Fit out additional training rooms with furniture for theoretical training sessions, as well as a specialized one for trainings on operating the Border Management Information System (Border Simulator), as well as for checking identity documents.

Recommendation 2:

Establish a small scale in-house printing shop, for the replication of training material, manuals, legal documents and instructions.

B. Equipment

Bavra BCP

Recommendation 1:

Install additional equipment for processing passports, i.e. passport readers capable to read RFID chips, as well as document inspection devices for first and second line document control procedures.

Recommendation 2:

Provide additional office equipment, namely Desktop/Laptop computers and multifunctional Printer/Scanner/Copier devices, for enhancing internal reporting and file management.

Recommendation 3:

Provide basic search equipment for in-depth searches of private vehicles/busses for weapons, narcotics, contraband and/or other items/goods which import/export is forbidden/restricted. Additional testing equipment for the identification of narcotics is also recommended.

Zvartnots International Airport

Recommendation 1:

Replace the faulty passport readers as soon as possible, and upgrade currently used equipment for passport processing, in particular regarding capability to read RFID chips, as well as capturing additional biometric data from travellers (i.e. fingerprints)

Recommendation 2:

Additional document inspection equipment for second line controls.

Training Centre

Recommendation 1:

Provide multi-media training equipment (digital camera, video-camera, white screens, etc.) for inter-active training modules.

Recommendation 2:

Equip in-house printing shop with high-volume laser copier and binding facilities, as well as printing/binding material, allowing the BG to produce sufficient training material and hand-outs for all staff undergoing trainings at the training centre.

Recommendation3:

Provide frontline and second line document inspection devices for training on document fraud.

C. Training

Bavra BCP

Recommendation 1:

Any training of Border Guards/Police officers deployed at Bavra BCP, in particular in the area of document forgery, identification of victims of trafficking, human smuggling, drugs trafficking, prohibition and restrictions for import/export of goods, etc. is recommended – Bavra is not included/covered by any capacity building activities in the framework of the EUAG project, nor the SCIBM project implemented by UNDP.

Zvartnots International Airport

Recommendation 1:

Any advanced training course – in particular based on a train-the-trainers approach – in the following fields is recommended:

- identification of fraudulent documents,
- risk profiling/risk management,
- trans-national crime,
- second line control procedures,
- interviewing techniques,
- human trafficking and identification of VoTs.

Training Centre:

Recommendation 1:

Develop and institutionalize through ToT training modules the establishment of specialized advanced training courses on the following topics:

- modern (Integrated) Border Management concepts
- identification of fraudulent documents,
- risk profiling/risk management,
- second line document control procedures,
- interviewing techniques,
- human trafficking and identification of VoTs,
- migration and health
- trans-national crime and terrorism,
- etc.

