



D10.7 Project flyer (final)

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Work Package 10: Dissemination, Exploitation, Communication Activities

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TRESSPASS
robust Risk basEd Screening and alert System for PASSengers and luggage
is funded by the Horizon 2020 Framework Programme of the EU for Research and Innovation.
Grant Agreement number: 787120



Abstract

This deliverable documents the design of the final version of the TRESSPASS flyer based on its initial version (D10.2) that comes as output from the evaluation (pilot) activities of the project. The project flyer aims to reflect the innovative TRESSPASS BCP concept through an integrated system methodology and architecture, establishing it as a key component in the TRESSPASS Dissemination and Communication strategy since it ensures that the project is properly publicized and its results are visible. It is comprised of five sections: Introduction to TRESSPASS, Concept and Methodology, System Architecture, Field Test Demonstrations, Project and Contact information.

Project Information

Project Name	robustT Risk basEd Screening and alert System for PASSengers and luggage
Project Acronym	TRESSPASS
Project Coordinator	National Center for Scientific Research “Demokritos”, EL
Project Funded by	European Commission
Under the Programme	Horizon 2020 Secure Societies
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List of Acronyms and Abbreviations

ACRONYM	EXPLANATION
BCP	Border Crossing Point
EU	European Union
FAQ	Frequently Asked Questions
PNR	Passenger Name Record
TRESSPASS	robust Risk based Screening and alert System for PASsengers and luggage

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1 PROJECT OVERVIEW

Risk-based border management is about using border crossing points (BCPs) as a risk management measure that supports flow, border and national security. As such, border management is an essential element in a toolbox for mitigating a wide range of risks. Risk-based approaches are typically used to select risk measures that are more proportional to the actual threat, while maintaining or even reducing the remaining risk: relaxed if possible, more stringent when needed. This implies that for individuals that pose no significant threat, invasive checks at border crossing points can be limited. This should lead to less and shorter interruptions in the flow of people and goods, more freedom for passengers and less additional personal data (w.r.t. data already collected before arriving at the border crossing point) that must be transferred at those points. It is expected that this holds for the vast majority of people and goods.

With regards to innovation for risk-based border management, the selection of the scope is a fundamental and far-reaching decision. Most risk-based border management concepts so far have opted for a limited scope in terms of threat (e.g. only irregular immigration), modality (e.g. only air) or tiers (e.g. only border control). However, threats have evolved to be more adaptive and flexible in their *modi operandi* because adversaries have demonstrated that they choose, what they perceive at that moment as, the easiest path that with the highest probability leads to the best (for them) outcome. Due to e.g. radicalization and a growing understanding of the links between terrorism, international organized crime and other types of crime, the perception of a threat that a single passenger may pose to the security of EU member states and their inhabitants can also vary over time. Therefore, a new approach is required that links these existing risk-based approaches into a multi-threat, multi-modality and four tier risk-based border management system-of-systems. This creates the four-dimensional space in which risk-based border management organisations operate today, and in which the scope of this proposal is defined.

TRESSPASS includes all four tiers of the EU's Integrated Border Management access control model: (1) measures undertaken in, or jointly with third countries or service providers; (2) cooperation with neighbouring countries; (3) border control and counter smuggling measures, and (4) control measures within the area of free movement.

TRESSPASS will leverage the results and concepts implemented and tested for airport security within the H2020 FLYSEC and FP7 XP-DITE projects and for land border control in H2020 iBorderCtrl project, and expand them into a multimodal border crossing risk-based security solution within a strong legal and ethics framework. The TRESSPASS Consortium has been the Coordinator of all XP-DITE, iBorderCtrl and FLYSEC projects, and includes technical partners that bring on board an extensive experience in complex security projects and a roster of end users representing all three BCP modalities: air, sea and land, including customs. The TRESSPASS solution will be tested "in-vitro" with extensive simulations and was tested "in-vivo" in three carefully designed pilot scenarios and field tests.

TRESSPASS:

- (1) Develops a single cohesive risk-based border management concept.
- (2) Applies an ethics and data protection "by design" approach.
- (3) Includes passenger trust in risk management model and performs sensitivity analysis and optimization.
- (4) Develops three pivoting pilot demonstrators.

- (5) Demonstrates the validity of the single cohesive risk-based border management concept by using red teaming and simulations.
- (6) Prepares for the further development of this concept beyond this project by linking to other known risk-based border management projects (in and outside the EU, within EU research frameworks and on national levels), and describe how their results contribute to a single cohesive risk-based border management concept.

2 INTRODUCTION TO THE TRESSPASS FLYER

The project flyer aims to reflect the innovative TRESSPASS BCP concept through an integrated system methodology and architecture, establishing it as a key component in the TRESSPASS Dissemination and Communication strategy since it ensures that the project is properly publicized and its results are visible.

Beginning with a consistent strategy to properly communicate the TRESSPASS project objectives and finally to accurately disseminate its results and impact to society, the outcome is a clear and cohesive format with a reader friendly design complimentary to the TRESSPASS brand and style.

The flyer will be communicated through four dissemination channels: a) special platforms, b) online and electronic dissemination, c) non electronic dissemination and d) interactive and new media. It will be used for project purposes (workshops, presentations) and distributed at informative and networking events (conferences, exhibitions) since it details key facts and information of TRESSPASS, its objectives and its results for both consortium partners and the public.

The flyer is available on the TRESSPASS project Web portal for free download [here](#).

The flyer, apart from the English version, it will be translated to the languages of other participating countries, in order to reach even more the respective audiences. An example is given in Annex A.

3 LAYOUT AND FORMAT

The flyer dimension is A5 folded and has a clear and cohesive format throughout with a reader friendly design complimentary to the TRESSPASS brand and style. It is comprised of five sections: Introduction to TRESSPASS, Concept and Methodology, System Architecture, Field Test Demonstrations, Project and Contact information.

The cover page (Figure 1) contains a brief introduction to the project and the TRESSPASS consortium by describing the proposed Risk Based Security screening concept at BCPs that can be implemented across all 4 tiers of EU Integrated Border Management through the 3 modalities of land, air and maritime.



FIGURE 1 TRESSPASS FLYER COVER PAGE

The cover page also includes the logos of the 22 TRESSPASS partners and the EU logo with acknowledgement for project funding (Figure 2), which can also be found in the back cover.



FIGURE 2 TRESSPASS FLYER EU ACKNOWLEDGMENT

The interior of the flyer accurately describes the TRESSPASS concept in regards to the 3 modalities of air, maritime and land, which takes into account different travel routes (combining modalities), travel phases, and various threats such as smuggling, terrorism etc. The TRESSPASS scope of modernizing how security checks at BCPs are implemented is incorporated through the project objectives which are integrated into the methodology to be applied via the 3 field tests (Figure 3).

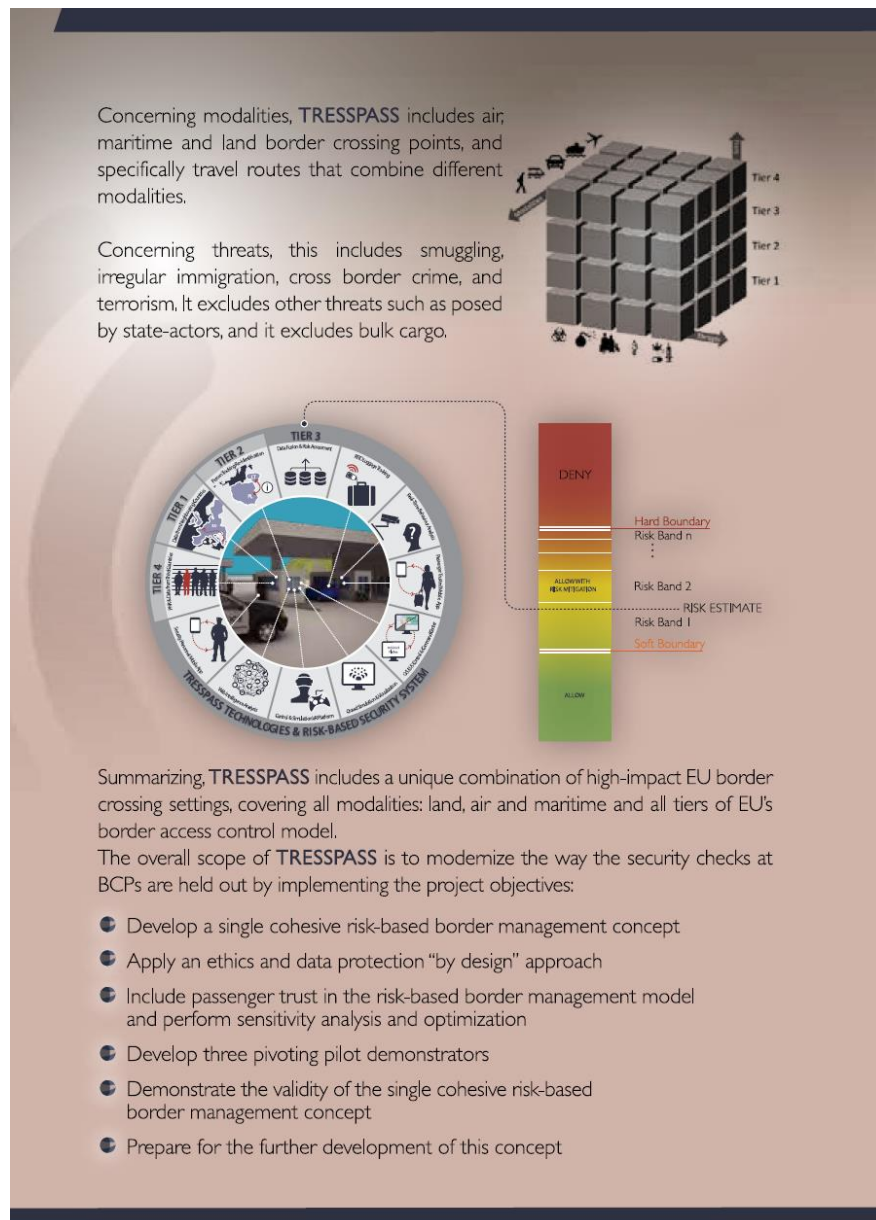


FIGURE 3 TRESSPASS FLYER INTERIOR 1/4

The second page of the interior describes the breakdown of the TRESSPASS system architecture, while taking into account the Information Exchange Network for the 3 Field Tests, therefore resulting in the TRESSPASS integrated system solution. The TRESSPASS system will allow for an integrated architecture of Information Exchange and Alerting services as to enable international cooperation, which leads to a modernized way security checks at border crossing points (BCPs) are held out (Figure 4).

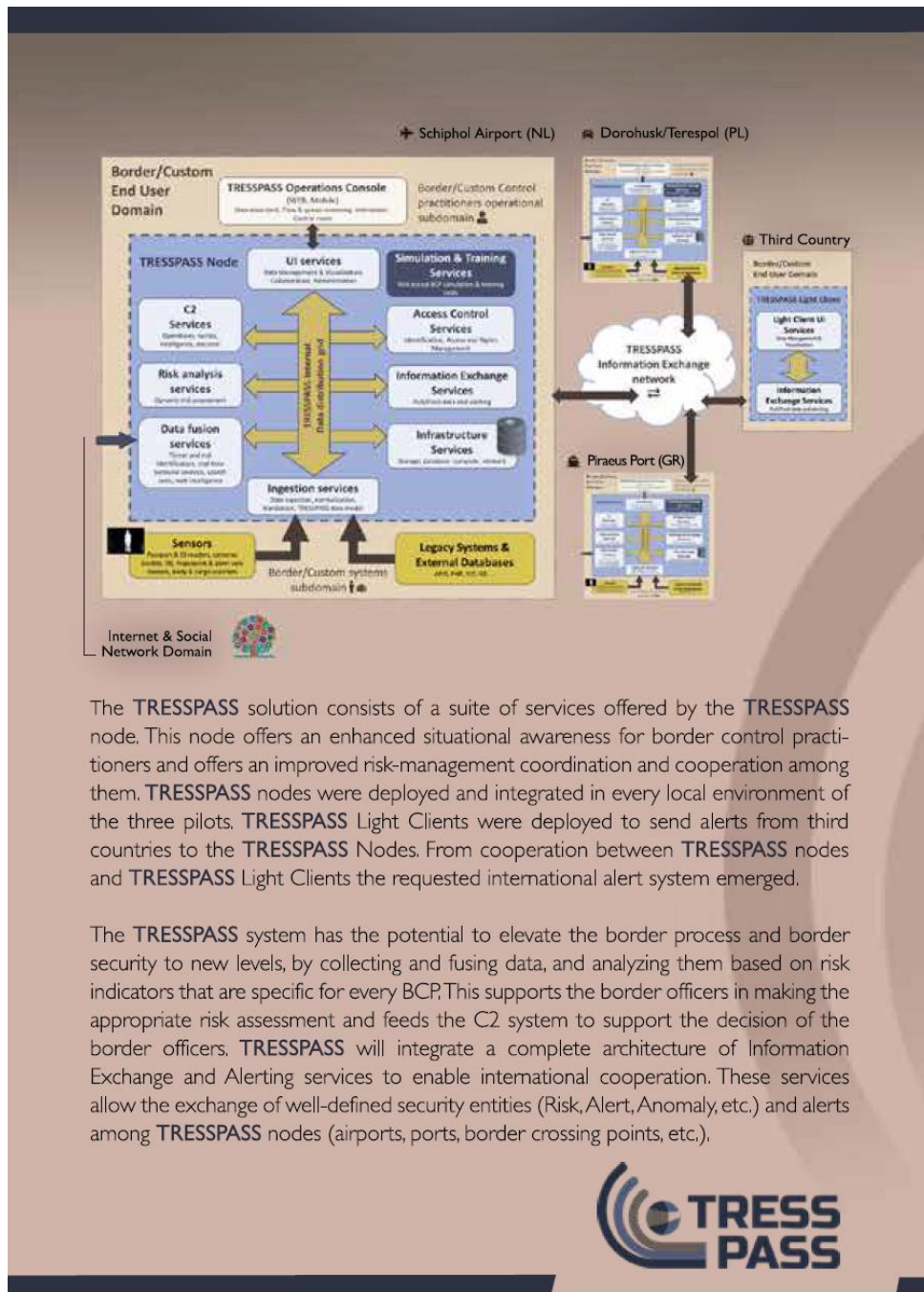


FIGURE 4 TRESSPASS FLYER INTERIOR 2/4

The next two interior pages of the flyer present the outcome from all TRESSPASS pilots (Figure 5 and Figure 6). Specifically:

The Air BCP pilot, demonstrated risk based border crossing with the involvement of the Amsterdam Schiphol International Airport and Lelystad Airport, focusing on shaping risk based border control with available in advance information and information regarding behaviour at the airport.

The Land BCP pilot, demonstrated land border risk based screening within Nadbuzanski regional unit of polish border guard, aiming to introduce innovative concepts for detection of cross border smuggling of goods, illegal migration and document forgeries.

The Sea BCP pilot, demonstrated cruise travelers screening at Piraeus cruise port aiming to introduce a maritime PNR to be integrated and inter-operated with airlines PNR as to provide a common operating picture based on risk based screening among all competent authorities.

Field Tests & Demonstrations Description and Outcome:

Air pilot:

In the Dutch air-pilot, volunteers acting as incoming passengers were screened digitally before they visit the counter to ensure more effective and efficient screening, where 40 border officers participated in the test. Everyone was particularly enthusiastic about the variant in which the system serves as back-up to the border officers.

The pilot was carried out jointly by TNO and RNM, while Schiphol and Lelystad Airport were also involved as partners in the realization and execution of the pilot. The first experiment took place at Lelystad Airport in November 2020, where subjects acting as passengers at an airport were tested. The gathered data provided input for the **TRESSPASS** Video Tracking System and **TRESSPASS** Real Time Behaviour Analytics component. The second experiment took place at the Maxima Barracks (Badhoevedorp) and at TNO location Waalsdorp in April 2021 resembling all travel phases and using all major components of **TRESSPASS** system for risk based border management.

Currently, the border officers need to check all travellers on a number of aspects, which means that all travellers pass by their counter and they conduct so-called "Purpose Duration and Means" interview. In the future, border officers ideally only receive suspicious travellers at their counters. This enables them to pay more time and be more thorough in retrieving the intentions of the traveller, which they can do based on more information compared to the current situation. The proposed change may raise the need for legal reform allowing such checks.

The project started up before the COVID-19 outbreak, in a time when the number of passengers was still increasing. To enable proper receipt of these passengers at the border, the RNM needs to continue developing. Increasing the number of border officers is not enough. The technology also needs to keep up with the times.



Land pilot:

The Land Pilot was hosted at BCP in Terespol on 24-28 May, 2021. Terespol land BCP is one of the biggest in Poland - an average of 4,000 cars and buses cross the road border every day, which involves the checking of approximately 10,000 persons within each 24-hour period. The tests were organized jointly by Border Guards officers both from Headquarters and Terespol BCP as well as by technical partners from Military University of Technology.

The aim of the pilot was to demonstrate how joint use of web intelligence, behavioural analysis, information from third countries, and data from various sources (legacy data bases and open source from web and social media) may provide additional data for risk-based screenings not only at the BCP check point but before travellers arrive at the BCP. The objective and expectation from the deployed **TRESSPASS** system were to increase the speed of the flow of lorries and trucks as they approach and cross the border at the BCP by supporting the cooperation by between border guards and customs allowing a reduction of the number of checks.



FIGURE 5 TRESSPASS FLYER INTERIOR 3/4

The land pilot was focused on scenarios which were appropriately formulated to detect and tackle attempts of illegal entries of Third Country Nationals (TCNs) and cross-border crimes such as smuggling illicit goods to EU carried and hidden in vehicles with the introduction and tests of new sensors and technologies, not currently available at the BCP. For the pilot, the mock-up data of twelve travellers, played by Border Guard officers, were prepared. Fifteen Polish Border Guard officers participating in the pilot completed questionnaires, indicating the potential positive values of the **TRESSPASS** project for current control and operational procedures (counterterrorism, detection of irregular behaviours, increased data, speed of information flow, and increased importance of human behavioural factors). Regarding the application of the RBBM concept of the **TRESSPASS** project to current Border Management systems, the respondents were mostly in agreement - the concept can be applied but it must be integrated into the current border clearance system. Summarizing the overall impression of the project, respondents expressed approval of the project concept, see its potential, and the need to continually improve the check-in process.

Sea pilot:

The Greek Sea- Pilot, was realized in July 2021, coordinated by the Center for Security Studies (KEMEA) and hosted and organized at Piraeus Port-Greece by the Piraeus Port Authority (PPA) with the participation of the Hellenic Police (HP) and Customs Authorities (IAPR).

The Pilot's objective was to implement the **TRESSPASS** system to the sea case introducing a Marine PNR and risk-based border screenings and checks at all travel stages in order to increase legitimate passenger flows while providing Border Authorities the ability to identify high-risk travelers based on dynamic risk assessment, apply focused checks and make proactively informed decisions.

The actors (resembling border guards, malafide and bonafide travelers) participated in the Pilot consisted of Police Officers, Border Guards, Customs Officers and Cadets from the Hellenic Police Academy. During the pilot, the **TRESSPASS** system was tested through two (2) cruise scenarios, one for Arrivals and one for Departures with the inclusion of malafide travelers playing scenarios focused on illegal smuggling and illegal EU entries.

The evaluation feedback from the participants was mostly positive, as they found the **TRESSPASS** concept innovative, the designed scenarios realistic and probable, while the objectives of the pilot were reached. Regarding border guard operational aspects, Police Officers highlighted that the **TRESSPASS** system in general could result into increased passenger flows (for legitimate travelers) due to the automation of screenings, the dynamic risk assessment, the preregistration of passengers, and the targeted screenings and checks using the **TRESSPASS** components. Moreover, it was pointed out that border check procedures would be conducted more efficiently, and the system would enable them to be proactive. As far the individual **TRESSPASS** components are concerned, the end-users provided valuable feedback for future improvements regarding the information they provide and their usability.

On another note, the participants highlighted that the risk-based screenings introduced by **TRESSPASS** would require some adjustments to the current setup of procedures if they were to be applied, while ethical and legal considerations should not be overlooked in terms of data gathering and processing required for the risk-based approach.



FIGURE 6 TRESSPASS FLYER INTERIOR 4/4

The back cover (Figure 7) includes TRESSPASS Project Coordinator information and the EU project information. The TRESSPASS contact email and social media links are also evident, with hyperlinks to the relevant accounts. There is also a link to the F.A.Q. (Frequently Asked

Questions) addressing major ethical and legal concerns for the scope of the project. It also includes the EU logo with acknowledgement for project funding.



FIGURE 7 TRESSPASS FLYER BACK COVER

Finally, the back cover also includes the regulations compliance notice (Figure 8)

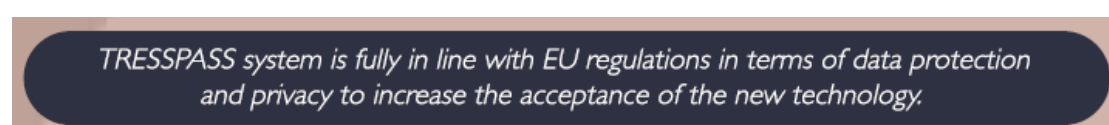


FIGURE 8 TRESSPASS REGULATIONS COMPLIANCE NOTICE

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ANNEX A

FLYER (ENGLISH VERSION) – print mode

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Project Info:
Grant Agreement N°: 787120
Research category: Innovation Action
Total Cost: 9,299,391.25
EU Contribution: 7,901,470.75
Starting Date: 1 June 2018
Duration: 42 months
End Date: 30 November 2021

TRESSPASS system is fully in line with EU regulations in terms of data protection and privacy to increase the acceptance of the new technology.

TRESSPASS is funded by the Horizon 2020 Framework Programme of the European Union for Research and Innovation GA number: 787120



robust Risk based Screening and alert System for PASSengers and luggage

TRESSPASS is a 42 month Innovation Action starting in June 2018 and ending in November 2021, with 22 partners from across Europe forming a strong consortium of market-leading companies, innovative and highly specialised SMEs, renowned public research institutes and a substantial cluster of operations experts and End Users.

The TRESSPASS (robust Risk based Screening and alert System for PASSengers and luggage) project includes air, maritime and land border crossing points (BCPs) and travel routes that combine different modalities by applying the idea of "Risk based" security checks and proposing an analytic framework for modelling risk as well as a systematic approach of quantifying risk, based on a set of indicators that are taken from all four tiers of the EU Integrated Border Management:

- measures undertaken in, or jointly with third countries or service providers;
- cooperation with neighbouring countries;
- border control and counter-smuggling measures;
- control measures within the area of free movement.

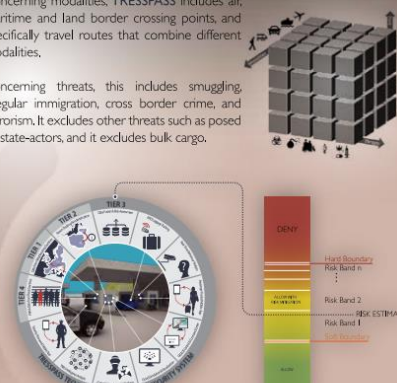
CONSORTIUM



TRESSPASS is funded by the Horizon 2020 Framework Programme of the European Union for Research and Innovation GA number: 787120

Concerning modalities, TRESSPASS includes air, maritime and land border crossing points, and specifically travel routes that combine different modalities.

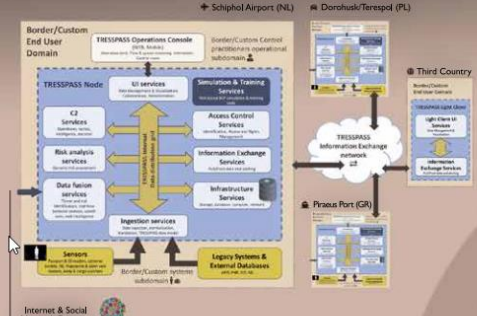
Concerning threats, this includes smuggling, irregular immigration, cross border crime, and terrorism. It excludes other threats such as posed by state-actors, and it excludes bulk cargo.



Summarizing, TRESSPASS includes a unique combination of high-impact EU border crossing settings, covering all modalities: land, air and maritime and all tiers of EU's border access control model.

The overall scope of TRESSPASS is to modernize the way the security checks at BCPs are held out by implementing the project objectives:

- Develop a single cohesive risk-based border management concept
- Apply an ethics and data protection "by design" approach
- Include passenger trust in the risk-based border management model and perform sensitivity analysis and optimization
- Develop three pivoting pilot demonstrators
- Demonstrate the validity of the single cohesive risk-based border management concept
- Prepare for the further development of this concept



The TRESSPASS solution consists of a suite of services offered by the TRESSPASS node. This node offers an enhanced situational awareness for border control practitioners and offers an improved risk-management coordination and cooperation among them. TRESSPASS nodes were deployed and integrated in every local environment of the three pilots. TRESSPASS Light Clients were deployed to send alerts from third countries to the TRESSPASS Nodes. From cooperation between TRESSPASS nodes and TRESSPASS Light Clients the requested international alert system emerged.

The TRESSPASS system has the potential to elevate the border process and border security to new levels, by collecting and fusing data, and analyzing them based on risk indicators that are specific for every BCP. This supports the border officers in making the appropriate risk assessment and feeds the C2 system to support the decision of the border officers. TRESSPASS will integrate a complete architecture of Information Exchange and Alerting services to enable international cooperation. These services allow the exchange of well-defined security entities (Risk, Alert, Anomaly, etc.) and alerts among TRESSPASS nodes (airports, ports, border crossing points, etc.).

● *Air pilot:*

As the Dutch air-pilot, controllers act as incoming passengers were screened digitally before they visit the counter to ensure more effective and efficient screening, where 40 border officers participated in the test. Everyone was particularly enthusiastic about the variant in which the system serves as backup to the border officers.

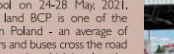
The pilot was carried out jointly by TNO and RNM, while Schiphol and Lelystad Airport were also involved as partners in the realization and execution of the pilot. The first experiment took place at Lelystad Airport in November 2020, where 100 incoming passengers at an airport were tested. The gathered data provided input for the TRESSPASS Value Tracking System and TRESSPASS Real Time Behaviour Analytics component. The second experiment took place at the Maxima Barracks (Badhoevedorp) and at TNO location Valsdoel in April 2021 resembling all travel phases and using all major components of the TRESSPASS system to look-based border management.

Currently, the border officers need to check all travellers on a number of aspects, which means that all travellers pass by their counter and they conduct so-called "Purpose Duration and Means" interview. In the future, border officers ideally only receive suspicious travellers at their counters. This enables them to do a more thorough check and not to be involved in revealing the intentions of the travellers. This can be done based on more information compared to the current situation. The proposed change may raise the need for legal reform allowing such checks.

The project started up before the COVID-19 outbreak, at a time when the number of passengers was still increasing. To enable proper receipt of these passengers at the border, the RNM and TNO TRESSPASS developers are increasing the number of border officers is not enough. The technology also needs to keep up with the times.



Land pilot:



The Land Pilot was also based at BCP in Terespol of 24-28 May 2011. Terespol Land BCP is one of the biggest in Poland - an average of 4,000 cars and buses cross the road border every day, which involves the checking of approximately 10,000 persons within each 24-hour period. The tests were organized jointly by Border Guards officers both from Headquarters and Terespol BCP, and military partners from Military University of Technology. The purpose of the pilot was to demonstrate how joint use of web intelligence, behavioural analysis, information from third countries, and data from various sources (legacy data bases and open source from web and social media) can provide additional data for risk-based screenings: not only at the BCP check-point but before travellers arrive at the BCP. The objective and expectation - from the deployed TRESPASS system were to increase the speed of the flow of lorries across the border at the BCP by supporting the cooperation by the border guards, customs, and police between border guards and customs allow a reduction of the number of checks.



The land plot was focused on scenarios which were appropriately formulated to detect and tackle attempts of illegal entries of Third Country Nationals (TCNs) and cross-border crimes such as smuggling illicit goods to EU carried and hidden in vehicles with the introduction of tests of new sensors and technologies, not currently available at the BCF. For the pilot, the mock-up data of twelve travellers, played by Border Guard officers, were prepared. Fifteen Polish Border Guard officers participating in the pilot completed questionnaires indicating their perception of the impact of the TRESPASS project on their operational procedures (counterterrorism, detection of irregular behaviours, increased data, speed of information flow, and increased importance of human behavioural factors). Regarding the application of the RBHM concept of the TRESPASS project to current Border Management systems, the respondents were mostly in agreement - the concept can be applied but it must be adapted to the current situation and the existing system.

Summarizing the main impression of the pilot, the respondents expressed approval of the project concept, see its potential and the need to continually improve the check-in process.

● *Sea pilot:*

The Greek Sea-Pilot was realized in July 2012, coordinated by the Center for Security Studies (KEMEA) and hosted and organized at Piraeus Port-Greece by the Piraeus Port Authority (PPA) with the participation of the Hellenic Police (HP) and Customs Authorities (IAPR).

The Pilot's objective was to implement the **TRESSPASS** system to the sea case introducing a Marine PHR and risk-based border screenings and checks at all travel stages in order to increase legitimate passenger flows while providing Border Authorities the ability to identify high-risk travelers based on dynamic risk assessment, apply focused checks and make proactively informed decisions. The actors (ressembling border guards, maritime and bonafide travelers) participated in the Pilot as Border Guards, Customs Officers and Cadets from the Hellenic Police Academy. During the pilot, the **TRESSPASS** system was tested through two (2) cruise scenarios, one for Arrivals and one for Departures with the inclusion of malafide travelers playing scenarios focused on illegal smuggling and illegal EU entries.

The evaluation feedback from the participants was mostly positive, as they found the **TRESSPASS** concept promising, the designed scenarios realistic and probable while the objectives of the Pilot were met. Regarding border guard operational aspects, Police Officers highlighted that the **TRESSPASS** system in general could result into increased passenger flows (for legitimate travelers) due to the automation of screenings, the dynamic risk assessment, the preregistration of passengers, and the targeted screenings and checks using the **TRESSPASS** components. Moreover, it was pointed out that border check procedures would be conducted more efficiently, and the time needed to realize the checks would be more proactive. As for the individual **TRESSPASS** components are concerned, the end-users provided valuable feedback for future improvements regarding the information they provide and their usability.

On another note, the participants highlighted that the risk-based screenings introduced by **TRESSPASS** would require some adjustments to the current setup of procedures if they were to be applied with ethical and legal considerations should not be overlooked in terms of data gathering and processing required for the risk-based approach.



FLYER (INDICATIVE TRANSLATED GREEK VERSION) – print mode

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Πληροφορίες Έργου:
Αριθμός Συμφωνίας Επιχορήγησης: 787120
Κατηγορία Έρευνας: Κοινωνικός Διάλογος
Συνολικό Κόστος: 9,299,391,25
Συνεισφορά Ευρωπαϊκής Ένωσης: 7,901,470,75
Ημερομηνία Έναρξης: 1 Ιουνίου 2018
Διάρκεια: 42 μήνες
Ημερομηνία Λήξης: 30 Νοεμβρίου 2021



robust Risk based Screening and alert System for PAssengers and luggage

Το TRESSPASS είναι μια καινοτόμος δράση η οποία ξεκινά τον Ιούνιο του 2018 και λήγει τον Νοέμβριο του 2021, με 22 εταίρους από όλη την Ευρώπη η οποία σχηματίζει μια ισχυρή κοινοπραξία κορυφαίων εταιρειών στην αγορά, κανονισμών και εδαφικά εξειδικευμένων μικρομεσαίων επιχειρήσεων, αναγνωρισμένων δημοσίων ερευνητικών ιδρυμάτων και ενός σημαντικού συμπληρώματος ειδικών σε θέματα επιχειρησιών.

Το έργο TRESSPASS (robust Risk based Screening and alert System for PAssengers and luggage), περιλαμβάνει ενσέρια, θαλάσσια και κερασαία σημεία διέλευσης συνόρων και διαδρομές ταξιδιού που συνδυάζουν διαφορετικούς τρόπους, εφαρμόζοντας την ίδια των ελέγχων ασφαλείας «βασισμένοι στον κίνδυνο» και προτείνοντας, ένα αναλυτικό πλαίσιο για τη μοντελοποίηση των κινδύνων καθώς και μια συστηματική προσέγγιση ποσοτικοποίηση του κινδύνου με βάση ένα σύνολο δείκτων που λαμβάνονται από τα τέσσερα επίπεδα της Ολοκληρωμένης Διαχείρισης Συνόρων της ΕΕ:

- μέτρα που λαμβάνονται σε, ή από κοινού με τρίτες χώρες ή παρόντους υπηρετούν
- συνεργασία με γειτονικές χώρες
- μέτρα ελέγχου των συνόρων και καταπολέμησης του λαθρεμπορίου
- μέτρα ελέγχου εντός της ζώνης ελεύθερης κυκλοφορίας

ΚΟΙΝΟΠΡΑΞΙΑ



Το TRESSPASS χρηματοδοτείται από το Πρόγραμμα Γνωστικό της Ευρωπαϊκής Ένωσης για Έρευνα και Καινοτομία με αριθμό GA/787120

Όσον αφορά την εφαρμογή, το TRESSPASS περιλαμβάνει έναρξη, θαλάσσια και χερσαία σημεία διέλευσης συνόρων και συγκεκριμένα διαδρομές ταξιδιού που συνδυάζουν διαφορετικούς τρόπους διέλευσης. Όσον αφορά τις απειλές, περιλαμβάνονται το λαθρεμπόριο, η παράτυπη μετανάστευση, το διασυνοριακό εγκλημα και η τρομοκρατία.

Συνοψίζοντας, το TRESSPASS περιλαμβάνει έναν μοναδικό και με μεγάλη επίδραση συνδυασμό ρυθμίσεων διέλευσης των συνόρων της ΕΕ που καλύπτει όλες τις μορφές κεραιές, ενόσεις και θαλάσσιες και όλα τα επίπεδα του μοντέλου ελέγχου πρόσβασης των συνόρων της ΕΕ. Το γενικό αντικείμενο του TRESSPASS είναι ο εκσυγχρονισμός του τρόπου με τον οποίο διενεργούνται οι έλεγχοι ασφαλείας μέσω της υλοποίησης των στόχων του έργου:

- Ανάπτυξη μιας ενιαίας συνεκτικής διαχείρισης των συνόρων με βάση τον κίνδυνο.
- Εφαρμογή μιας προσέγγισης δεοντολογίας και προστασίας δεδομένων (privacy by design).
- Συμπλήρωση της εμπειροσύνης των επιβατών στο νέο προτεινόμενο μοντέλο διαχείρισης συνόρων.
- Ανάπτυξη τριών πιλοτικών προγραμμάτων:
- Επιδείξη της εγκυρότητας της ενιαίας συνεκτικής ιδέας διαχείρισης των συνόρων βάσει κινδύνου.
- Προετοιμασία για την περαιτέρω ανάπτυξη αυτής της ιδέας.

Η πρόταση TRESSPASS αποτελείται από ένα σύνολο υπηρεσιών που προσφέρονται από τον κόμβο TRESSPASS. Αυτός ο κόμβος προσφέρει βελτιωμένη επήραση της κατάστασης στους διενεργούντες έλεγχο των συνόρων και προσφέρει συντονισμό και συνεργασία μεταξύ τους, καθώς και βελτιωμένη διαχείριση κινδύνου. Οι κόμβοι TRESSPASS αναπτύχθηκαν και ενσωματώθηκαν σε κάθε τοπικό περιβάλλον των τριών πιλοτικών προγραμμάτων. Αναπτύχθηκαν και κόμβοι για χρήστες «περιορισμένων δικαιωμάτων» (Light Clients) για την αποστολή δεδομένων από τρίτες χώρες. Από τη συνεργασία μεταξύ των κόμβων TRESSPASS και των TRESSPASS Light Clients θα προκύψει το ζητούμενο διεθνές σύστημα ειδοποίησης.

Το σύστημα TRESSPASS έχει τη δυνατότητα να αναμείξει τη διαδικασία ελέγχου των συνόρων και την ασφάλεια των συνόρων σε νέα επίπεδα, συλλέγοντας και συγκεντρώνοντας δεδομένα και αναλύοντάς τα με βάση δείκτες κινδύνου που είναι συγκεκριμένοι για κάθε σημείο ελέγχου. Μια τέτοια διαδικασία θα υποστηρίξει τους συνοριοφυλάκους στη διενέργεια της κατάλληλης εκτίμησης κινδύνου και θα τροφοδοτήσει το σύστημα για να υποστηρίξει τις αποφάσεις των συνοριοφυλάκων. Το TRESSPASS θα ενσωματωθεί μια πλήρη αρχιτεκτονική υπηρεσιών για να καταστεί δυνατή η διεθνής συνεργασία.

Πιλοτικό Πρόγραμμα σε Αεροδρόμιο:

Στο Ολλανδικό πιλοτικό πρόγραμμα, ειδικότητες που ενεργούν ως εισαγόμενοι επιβάτες ελέγχονται ψηφιακά πριν επισκεφθούν το γραφείο για να διασφαλιστεί πιο αποτελεσματικός και αποδοτικός έλεγχος. 40 συνοριοφυλάκες συμμετείχαν στη δοκιμή, οι οποίοι ήταν ιδιαίτερα ενθουσιασμένοι με το γεγονός ότι το σύστημα χρησιμοποιεί ως βοηθητικό εργαλείο για τους συνοριοφύλακες. Το πιλοτικό πρόγραμμα πραγματοποιήθηκε από κοινού από την TNO και την RNM. Το αεροδρόμιο Schiphol και Lelystad συμμετείχαν επίσης ως εταίροι στην υλοποίηση και εκτέλεση του πιλοτικού προγράμματος. Το πρώτο πείραμα πραγματοποιήθηκε στο αεροδρόμιο του Lelystad τον Νοέμβριο του 2020, όπου εξετάστηκαν άτομα που ενεργούν ως επιβάτες σε ένα αεροδρόμιο. Τα δεδομένα που συγκεντρώθηκαν χρησιμοποιήθηκαν ως εισόδος για το σύστημα παρακολούθησης θύνης TRESSPASS και το στατικό ανάλυση συμπεριφοράς σε πραγματικό χρόνο TRESSPASS. Το δεύτερο πείραμα ελαβε χώρα τον Απρίλιο του 2021, προσομοιώνοντας όλες τις φάσεις ταξιδιού και χρησιμοποιώντας όλα τα κύρια στοιχεία του συστήματος TRESSPASS για διαχείριση συνόρων βάσει κινδύνου. Επί του παρόντος, οι συνοριοφύλακες πρέπει να ελέγχουν όλους τους ταξιδιώτες σε διάφορους τομείς, το οποίο σημαίνει ότι όλοι οι ταξιδιώτες περνούν από το γραφείο και διεξάγουν τη συνέντευξη σχετικά με τη διαδρομή και το σκοπό του ταξιδιού. Στο μέλλον, οι συνοριοφύλακες θα δύναντο ταξιδιώτες στα γραφεία τους ιδανικά μόνο για συγκεκριμένα άτομα. Αυτό τους δίνει τη δυνατότητα να αφιερώνουν περισσότερο χρόνο και να είναι πιο διεκδικητικοί στον προσδιορισμό των προβλεπόμενων ταξιδιωτών, κάτι που μπορούν να κάνουν βασίζοντας σε περισσότερες πληροφορίες σε σύγκριση με την τρέχουσα κατάσταση. Η προτεινόμενη αλλαγή ενδέχεται να απαιτήσει αναθεώρηση στην καίρια νομοθεσία, ώστε να είναι εφικτό οι έλεγχοι αυτού του είδους. Το έργο ξεκίνησε πριν από το ξέσπασμα του COVID-19, σε μια εποχή που ο αριθμός των επιβατών ερανοποδοχών να αυξάνεται. Για να καταστεί δυνατή η υλοποίηση αυτών των επιβατών στα συνόρα, το RNM πρέπει να συνεχίσει να εξελίσσεται. Η αύξηση του αριθμού των συνοριοφυλάκων δεν αρκεί. Η τεχνολογία πρέπει επίσης να συμβάλει με την εποχή.

Πιλοτικό πρόγραμμα σε λιμάνι:

Το Ελληνικό Πιλοτικό Πρόγραμμα Θαλάσσιος πραγματοποιήθηκε τον Ιούλιο του 2021, στον Τερματικό Σταθμό Κρουαζιερόπλοων «Παύλη» στο Λιμάνι Παράδει με συντονισμό το Κέντρο Μελιτών Ασφαλείας (ΚΕΜΕΛ) και αφοδεύθηκε από τον Οργανισμό Λιμένων Παράδει (ΟΛΠ) με την υποστήριξη της Ελληνικής Αστυνομίας (ΕΑ) και Τελωνιακές Αρχές. Ο στόχος του πιλοτικού προγράμματος ήταν να εφαρμοστεί το σύστημα TRESSPASS στη θαλάσσια εκδοχή, εστιάζοντας ένα θαλάσσιο PNR και διαλογές και ελέγχους στα συνόρα βάσει κινδύνου σε όλα τα στάδια του ταξιδιού, προκειμένου να αυξηθούν οι νόμιμες ροές επιβατών, παρέχοντας παράλληλα στις Συντακτικές Αρχές τη δυνατότητα να εντοπίζουν ταξιδιώτες υψηλού κινδύνου με βάση δυναμική αξιολόγηση κινδύνου, εφαρμογή καταρτισμένων ελέγχων και εκ των προτέρων ταξιδιωτών υψηλής τεχνολογίας απόδοσης. Το προσωπικό (που προσομοιώνει συνοριοφύλακες, κλιμακωτές και κλιμακωτές ταξιδιώτες) που συμμετείχε στο πιλοτικό πρόγραμμα αποτελούνταν από Αστυνομικούς, Συνοριοφυλάκους, Τελωνιακούς εργαζομένους του ΟΛΠ και Δοκίμους της Ελληνικής Αστυνομικής Ακαδημίας. Κατά τη διάρκεια του πιλοτικού προγράμματος, το σύστημα TRESSPASS δοκιμάστηκε μέσω δύο (2) σεναρίων κρουαζιέρας: ένα για Αρχές και ένα για Αναχωρήσεις με συμπληρωμένη ταξιδιωτική μετρητική απόδοσης, όπου επιτεύχθηκε στο λαθρεμπόριο και στις παράνομες εισόδους στην ΕΕ. Τα αποτελέσματα αξιολόγησης από τους συμμετέχοντες ήταν θετικά, καθώς βρήκαν την έννοια του TRESSPASS καινοτόμο, τα σενάρια που αναπτύχθηκαν ρεαλιστικά και πιθανά, ενώ τους στόχους του πιλοτικού προγράμματος, επεκτείνοντας. Όσον αφορά τις επικριτικές πιέσεις, οι αστυνομικοί τόνισαν ότι το σύστημα TRESSPASS γενικά θα μπορούσε να οδηγήσει σε αυξημένες ροές επιβατών (για νόμιμους ταξιδιώτες) λόγω της βελτιστοποίησης των ελέγχων, της δυναμικής εκτίμησης κινδύνου, της προεργασίας επιβατών και των στελεχών διαλογών και ελέγχων με τη χρήση των σταθίων του συστήματος TRESSPASS. Επιπλέον, επισημάνθηκε ότι οι διαδικασίες αναγκαστικού ελέγχου θα διεξάγονταν πιο αποτελεσματικά. Όσον αφορά τα επιμέρους στοιχεία του συστήματος TRESSPASS, οι τελικοί χρήστες παρέκρινε πολύτιμα στοιχεία για μελλοντικές βελτιώσεις. Σχετικά με ένα άλλο θέμα, οι συμμετέχοντες τόνισαν ότι οι έλεγχοι βάσει κινδύνου που εισήγαγε το TRESSPASS θα απαιτούσαν αρμόδιες, προεργασίες, στην τρέχουσα μορφή των διαδικασιών, εάν επρόκειτο να εφαρμοστούν, ενώ δεν θα πρέπει να παραβλεφθούν πιθανά και νομικά ζητήματα, όπως την αποδοχή αλληλογραφίας και επεξεργασία δεδομένων για την προεργασία βάσει κινδύνου.