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- Questionnaire - Additional questions presented by the French
delegation - Reply by SLOVENIA

Delegations will find attached the declassified version of the above document.

The text of this document is identical to the previous version.

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SCH-EVAL 58
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NOTE

from : the Republic of Slovenia

to : the Schengen evaluation Working Party

No. prev. doc. : 7053/06 SCHEVAL 36 COMIX 227

Subject : Schengen evaluation of the new Member States

- Questionnaire - Additional questions presented by the French delegation - Reply by SLOVENIA

Please find hereunder Slovenia's reply to the additional questions included in doc. 7053/06 SCH-EVAL 36 COMIX 227 of 6 March 2006, which were submitted by the French delegation.

1. Please provide details of the staff responsible for monitoring the border with Croatia, and the equipment made available for that purpose.

As of 1 March 2006, there were 1535 police officers from 36 police units engaged in the control of the border with the Republic of Croatia:

- 113 police cadets are currently undergoing training at the Police Academy who, on completion of training on 30 June 2006, will be posted at crossing points on the border with Croatia;
- 253 border guards are currently undergoing training at the Police Academy who, on completion of training on 14 July 2006, will be posted at the "green border" on the border with Croatia.

This makes a total of 1901 police officers.

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The type and amount of technical equipment used by the police is determined by the Regulation on the systemisation and standardisation of material and technical resources and equipment.

Border crossing points

In conducting border checks at state border crossing points, police officers use the following equipment:

- basic device for ascertaining document authenticity (Docutest), which includes an UV lamp, magnifying glass and a retro view lamp,
- brief case for examining documents (Dönges), which includes an UV lamp, a hand magnifying glass and a pocket microscope,
- mirror for searching the underside of vehicles,
- devices for coercive stoppage of vehicles,
- entry/exit border check stamps.

In addition to these, all international traffic border crossing points are equipped with the following:

- device for ascertaining document authenticity with a camera and printer (Projectina Docubox and Foster & Freeman VSC 4C and VSC 4CX),
- document optical reader (OCR-B),
- automatic number plates recognition system (ANPR) – some of the border crossing points are already equipped with the system, others will be by the end of 2006,
- CO₂ detector,
- device for detecting smuggled goods,
- radioactivity detector,
- ultrasonic, IR or laser distance meter,
- endoscope.

Purchases are underway also for: explosives, narcotics, radioactive material and CO₂ detectors; devices for ascertaining document authenticity; microscopes; devices for the coercive stoppage of vehicles and hand held metal detectors. This equipment will be delivered and in use by the end of 2006.

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At border crossing points, police officers use portable computers with OCR-B readers which enable the automatic reading of data in identification documents and their verification in the records of the national police information system, via the police information and communications network. Such verification will be conducted in the future also in the Schengen information system. We are also planning the introduction of a system for mobile access to data. All police units in the Republic of Slovenia (including all border crossing points) are connected to the police information and communications network.

There are presently 5 video surveillance systems for the automatic recognition of vehicle number plates (ANPR) at the border with the Republic of Croatia, installed at the following international traffic border crossing points: Dragonja, Sečovelje, Sočerga, Jelšane and Obrežje. There are plans to purchase, in 2006, 20 additional ANPR systems. The ANPR systems already in operation are connected to the main police server and will, later on, be connected also to the SIS.

Police officers receive additional training in work with special equipment and are certified in accordance with the instructions issued by the equipment manufacturer.

Green border

Currently in use are 6 mobile thermalvision systems mounted in vehicles. In 2006, 7 additional thermalvision systems will be purchased and mounted in vehicles and repairs will be done on the system that is presently non-functional. This will make a total of 14 thermovision systems in operation. In addition to these, there is a stationary thermalvision system in operation at the international border crossing point in Obrežje while another one meant for the Koper Police Directorate will be installed in 2006.

In addition to the mobile and stationary thermovision systems, there are currently 16 Sagem Matis hand held thermalvision cameras in use which, mounted on tripod stands and using an operating console, may also be operated remotely. There are also 13 monocular and 75 binocular night vision devices. There are plans to purchase 9 additional Sagem Matis hand held thermalvision cameras by the end of 2006.

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There are currently 5 helicopters in use for the purpose of state border control and these are:

- 2 Agusta Bell 206 Jet ranger,
- 1 Agusta Bell 212,
- 1 Agusta Bell 412 and
- 1 Agusta A109E Power.

The Agusta A109E Power helicopter is equipped for night flight and state border surveillance. The Flight Police Unit also uses the LEO 400 video surveillance system on its Agusta Bell 206 Jet ranger helicopters. Another Agusta A109E Power will be purchased in 2007, which will also be equipped for night flight.

For the monitoring of the state border from the helicopter and for the control of the sea border from vessels, two day/night binoculars with a stabiliser are used (one for monitoring the sea border and the other for the surveillance of the state border from the helicopter).

Sea border

For the surveillance of the sea border, the following three boats are used:

- 1 P-111 police boat, built in 1994; 19.86 m long, 5 m wide, 40 Nm/h speed;
- 1 P-66 police boat, built in 2003; 13.55 m long, 3.75 m wide, 45 Nm/h speed;
- 1 P-88 rubber police boat, built in 1999; 7.49 m long, 2.93 m wide, 42 Nm/h speed.

There are plans to purchase another 8-m long rubber police boat in 2006.

In addition to these vessels, sea border surveillance is carried out also with the use of a Sperry Marine model of the Northrop Grumman radar (with a frequency which also enables the surveillance of the smallest vessels and objects on the sea), which covers the entire external sea border. In 2007, the Maritime Administration of the Republic of Slovenia intends to install a similar radar in the area of the town of Koper. There are plans to link the two radars which will result in the coverage with radar images of practically the entire Slovene sea. Both radars will also be connected to the system for the automatic identification of vessels – AIS.

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The Maritime Administration of the Republic of Slovenia, the Department for Maritime Traffic Control and Rescue is equipped with a VHF GMDSS station which operates on maritime frequencies. The station is connected to a recording device that continuously records conversations on four permanent channels (16, 12, 8 and 7). The Department is also equipped with an AIS coastal station which can show gathered information on the electronic map of the Northern Adriatic Sea locating vessels equipped with AIS devices.

This information includes:

- permanent data on the vessel: name, call mark, number issued by the International Maritime Organisation, identification number of the vessel's radio station, type (tanker, RO-RO, container, etc.) and the length and width of the vessel;
- AIS data in connection with GPS: location of vessel (latitude and longitude), AIS data in connection with the giro compass: course, rudder declination;
- variable data: vessel status (sailing, anchored, moored), type of cargo, destination port and time of arrival and vessel draught.

The Maritime Administration of the Republic of Slovenia also participates in the mandatory VHF Ship Reporting System, which applies to vessels carrying hazardous or polluting materials in the Adriatic Sea, as laid down in the Act Ratifying the Memorandum of Understanding between the Government of the Republic of Slovenia, the Government of the Republic of Croatia and the Government of the Italian Republic on the Mandatory Ship Reporting System in the Adriatic Sea (Official Gazette of the Republic of Slovenia no. 27/2000). Through the data being substantively similar to the AIS data, the ship is monitored on its entire voyage in the Adriatic Sea. The monitoring is carried out via electronic data flow between the competent authorities of the Adriatic States.

The Maritime Administration of the Republic of Slovenia also has two 7.5-m long patrol boats with a maximum speed of 30 Nm/h and a 13.7-m long patrol-rescue boat with a maximum speed of 40 Nm/h. All three boats are equipped with radio radar and VHF stations as well as with day and night binoculars. The bigger boat is also equipped with a thermovision device for searching for accident victims during poor visibility conditions.

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2. Please provide details of the distribution, responsibilities and work cycles of border control staff at the airports of Maribor and Ljubljana.

The staff of the Brnik Police Station at Ljubljana Airport and the staff of the Rače Police Station at Maribor Airport perform tasks stipulated in Article 3 of the Police Act which include, among others, state border surveillance, border check and other tasks as laid down in the regulations on aliens.

In addition to this, they also monitor transfer and transit passengers and their luggage in international traffic, conduct procedures concerning returned aliens in international traffic, monitor air traffic events and take action in accordance with their competences especially during emergency circumstances such as the hijacking of an aircraft, threats of planted explosive devices, air accidents and similar security events or occurrences, and they also perform other policing operations. Police officers carry out anti-terrorism searches on persons, aircraft, luggage, postal and cargo consignments as well as on vehicles and facilities within the airport area.

In the performance of control of the airport area, they work closely with state authorities, air carriers and other authorities and organisations performing tasks related to air traffic.

In addition to these and in accordance with national legislation, the police also temporarily carries out security checks on passengers and other persons that enter the airport clean security zone.

a) Ljubljana Airport

The official working time at Ljubljana Airport during summer and winter is from 6.30 a.m. till 10.00 p.m.

Policing operations are performed in the area of the airport by police officers from the Brnik Airport Police Station where there are 72 systemised posts. The Police Station is headed by the Police Commander. The unit leadership includes also 4 assistant commanders, one of whom is charged with the responsibility of border check. The unit leadership works in the morning and afternoon hours depending on the nature of the operational matter and the passenger traffic situation.

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Pursuant to the systemisation act, police officer posts in this unit are divided into the following three groups: border check, security tasks and operational tasks.

The border check group has 6 shift leaders. These work in 12-hour shifts, ensuring a 24-hour presence at the border crossing. In addition to the shift leader, the group consists of 4 senior police officers and 12 control police officers who work in two shifts (morning and afternoon).

In case of an operational need or increased passenger traffic in arrivals or departures, the officer-in-charge is responsible for reassigning controllers suitable to specific checking points or control booths where the need arises for an additional passenger cue.

The security group consists of three senior police officers, 3 explosives technicians, 3 bomb disposal experts and 9 police officers. The explosives technicians and bomb disposal experts work in 12-hour shifts and are present at the airport 24 hours everyday. The remaining police officers in this group work in two shifts (morning and afternoon). As has already been stated that the police is temporarily carrying out security checks on passengers at the airport, 16 additional police officers are posted at the Brnik Airport Police Station from other police units for the performance of these tasks. These also work in two shifts (morning and afternoon).

The operational tasks group consists of the head of the police district, 3 criminal investigations officers, 6 police officers – permanently on duty, one senior officer and 4 police officers. The officers permanently on duty work in 12-hour shifts depending on the operational needs (normally between 6.00 a.m. and 6.00 p.m.). The criminal investigations officers work in two shifts (morning and afternoon) and participate in operation at the border crossing especially in detailed checks and offer expert help to police officers in control booths. The other police officers carry out control tasks at the airport (guaranteeing air traffic security) in the form of surveillance and patrol whereby they also perform tasks in the prevention of illegal migrations.

The majority of police officers are at work during airport working hours. In case of the need arising at Ljubljana Airport, aircrafts can also land outside the stated working hours (the so-called air carrier request), whereby the presence of police officers at the border crossing point is adapted to the special circumstances.

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b) Maribor Airport

In summer Maribor Airport is open from Monday to Friday from 10.00 a.m. till 18.00, on Saturdays and Sundays from 9.00 a.m. till 20.00, while in winter it is open everyday from 6.00 a.m. till 21.30. The airport serves one regular flight route Maribor -Salzburg- Paris- Maribor. In addition to this, there is also general aviation traffic at the airport (flights within the EU) as well as chartered flights during the summer (from 1 May till 1 November), both within the EU and to third countries.

There is no independent police unit stationed at the Maribor Airport border crossing point. Border policing tasks are performed by police officers from the Rače Police Station who are assigned to the border check unit.

The unit consists of 6 shift leaders, 3 bomb disposal experts, 2 control officers and 1 criminal investigations officer.

The shift leaders presently work in two shifts (morning and afternoon) with an overlap of shifts between 13.00 and 15.00, during which time two shift leaders are present at the same time. This overlap guarantees the presence of an additional police officer for checking passengers at the time of the scheduled regular flight mentioned above (arrival at 14.00 and departure at 15.00). In the event of changes in flight schedules, shift leaders will be required to work in 12-hour shifts and will be present at the airport 24 hours daily. At the moment, this is not necessary.

Bomb disposal experts similarly work in two shifts (morning and afternoon). Also in their case, there is an overlap of presence between the morning and afternoon shifts from 13.00 till 15.00.

The criminal investigations officer participates in border check operations during the arrival of the regular flight and during the arrival of other aircraft carrying larger numbers of passengers, especially chartered flights. In these cases, they provide expert help to control officers, especially in the conducting of thorough checks.

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Control officers perform work at the airport border crossing point depending on the passenger traffic (upon the arrival of the scheduled regular flight and during the chartered flights season). In addition to these, they also perform duties concerning air traffic security working in cooperation with the airport security service.

The unit leadership adjusts the number of police officers performing tasks at the airport according to the anticipated amount of passenger traffic.

3. With regard to the continuing training of border control staff:

- (a) **What activities have taken place over the past four years: how many courses have been organised, on what subjects, for how many officials, how long did they last and what form did they take?**

Within the framework of the Police Academy, the Slovene Police organises the following:

Training programme for the profession of POLICE OFFICER:

The training of cadets for the profession of police officer is based on a verified programme of re-qualification for acquiring the police officer profession, which lasts 18 months. The programme also includes an independent subject on border matters and aliens which, among other things, puts emphasis on the presentation of the EU acquis and the Schengen acquis.

Year	Generation	Successfully completed
2003/2004	5	260
2004/2005 (January)	6	170
2004/2005 (May)	7	159
2005/2006	8	183 - enrolled

Training programme for the profession of SENIOR POLICE OFFICER:

The training based on a publicly recognised programme of higher vocational education is organised in two years and is meant for the training of senior police officers in leadership and management. The second year of education enables the acquisition of knowledge in special subsidiary subjects (e.g. the border).

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Year	Generation	Successfully completed	Subsidiary subject - Border
2003	4	31	8
2004	5	- (enrolled 58)	14
2005	6	- (enrolled 33)	7

Training programme for police personnel that will perform control tasks at the external border of the EU. The training lasts 720 hours (6 months)

Year	Generation	Enrolled
2006	1	250

The police also organises and conducts further training programmes. In the period 2003-2005, the following training courses were conducted at the national level in the field of border matters and aliens:

In 2003:

- detection and prevention of document abuse at border crossings, 1 x 5 days for 19 multipliers and 1 x 1 day for 47 police officers in the abuse of USA documents,
- detection of the smuggling of stolen vehicles at border crossings, 1 x 3 days for 22 police officers,
- shift leaders at border crossing points, 2 x 3 days for 50 shift leaders,
- deportation of aliens from the country, 1 x 3 days for 20 police officers,
- surveillance of the state from the helicopter, 1 x 3 days for 22 police officers,
- the use of special equipment in state border control 1 x 2 days for 20 police officers.

In 2004:

- detection and prevention of document abuse at border crossings, basic course 2 x 5 days for 40 multipliers and advanced course 3 x 2 days for 61 multipliers,
- detection of the smuggling of stolen vehicles at border crossing points, 1 x 3 days for 23 police officers,
- shift leaders at border crossing points, 1 x 3 days for 21 shift leaders,
- deportation of aliens from the country, 1 x 3 days for 19 police officers,
- surveillance of the state from the helicopter, 1 x 3 days for 23 police officers,

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- knowledge of the EU acquis and the Schengen acquis, 3 x 5 days for 60 multipliers and 6 x 5 days for 179 instructors,
- recording and use of data from the national data base, 1 x 2 days for 22 police officers,
- questioning illegal asylum seekers, 5 x 1 day for 109 police officers.

In 2005:

- detection and prevention of document abuse at border crossings, basic course 1 x 5 days for 28 multipliers and advanced course, 2 x 2 days for 34 multipliers,
- detection of the smuggling of stolen vehicles at border crossing points, 2 x 4 days for 48 police officers,
- shift leaders at border crossing points, 1 x 3 days for 30 shift leaders,
- surveillance of the state from the helicopter, 1 x 3 days for 10 police officers,
- , 3 x 3 days for 51 multipliers,
- questioning illegal asylum seekers, 5 x 1 day for 109 police officers,
- performance of border check at border crossing points , 2 x 4 days for 57 police officers,
- state border surveillance, 10 x 1 day for 297 police officers.

In 2005 training courses in night flying were also organised for helicopter crews at the flight school of the Bell Helicopter Company in the USA and also at the Flight Unit of the German Federal Police. Seven pilots took courses in night flight.

The training of officers that perform state border check task was organised also at the regional and local levels. Whenever individual police directorates find the need for additional training, they organise and conduct training according to verified programmes. Training is conducted by qualified multipliers in the following fields: document abuse detection, detection of stolen vehicles at border crossings, knowledge of the EU acquis and the Schengen acquis, the use of special equipment in state border control and the detection of illegal drugs.

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- (b) What activities are planned for 2006 and 2007: how many courses will be organised, on what subjects, for how many officials, how long will they last and what form will they take?**

In the years 2006 and 2007, the following training courses or seminars are planned :

- performance of border check at border crossing points, 4 x 4 days for 120 police officers in 15 x 2 days for 400 police officers,
- state border surveillance, basic course – 20 x 1 day for 500 police officers,
- advanced course for multipliers – 6 x 3 days for 60 multipliers every year – knowledge of the EU acquis and the Schengen acquis,
- basic course 2 x 5 days for 18 multipliers and advanced course – 2 x 3 days for 18 multipliers every year – for detection of the smuggling of stolen vehicles at border crossing points,
- English language course for border police officers according to the core curriculum,
- performance of tasks in the Centre for Police Cooperation at Vrata Megvarje (SLO-A-I), 2 x 5 days for the Centre personnel,
- Basic course – 2 x 5 days for 30 multipliers and advanced course – 4 x 2 days for 30 multipliers in the detection and prevention of document abuse at border crossing points,
- shift leaders (responsible for border check) at border crossing points, 2 x 4 days for 60 shift leaders,
- helicopter pilots in state border control and the use of special helicopter equipment (for night flight), according to a special programme introduced in 2005,
- state border surveillance by helicopter, advanced course - 2 x 3 days for 50 police officers,
- deportation of aliens from the country, 2 x 3 days for 40 police officers,
- performance of border check at maritime and air traffic border crossing points, 4 x 2 days for 100 police officers,
- police officers from newly created police units for compensatory measures 8 x 3 days for 200 police officers,
- end users of the Schengen Information System.

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(c) What activities - if any - are planned for 2008?

The training programme for 2008 will be similar to that for 2006 and 2007. Priority will be given to the training of shift leaders, police officers that perform border check and the surveillance of the state border and multipliers in the field of detection of document abuse, the detection of stolen vehicles at border crossing points, knowledge of the EU and Schengen acquis and the use of special equipment for the control of the state border. The multipliers will be responsible for conducting the training courses at the regional and local levels.

The Flight Police Unit's Basic Development Programme till 2010 envisages and lays out also the plan of activities (training) for the 24-hour control off the future Schengen border with police helicopters.

4. Please provide further details of the ANPR database (video surveillance automatic number plate registration systems) (method of operation, data input, safeguarding, consultation, etc.).

The method of operation of the automatic number plate recognition system at border crossings is described below.

The number plate data registered by the camera is transferred automatically through an intermediary to the VOIS host transaction and the result of the verification is displayed on the corresponding screen. During this time, vehicles are checked out:

- the registered vehicle database (response only in the case of vehicles registered in Slovenia) operated by DUNZ where we obtain data on the following:
 - current owner/driver
 - category of vehicle, model, type and colour of vehicle and
 - vehicle status

In addition, checks are carried out in the warrant of arrest register on the vehicle owner (only for owners/drivers of vehicles registered in Slovenia)

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All checks conducted within the framework of this transaction are recorded in a journal. No other data bases are created from these operations. In the event of a suspicious vehicle, the operator may conduct a detailed search on the vehicle, entering their findings into the verified vehicle data base (data obtained through the VOIS transaction are, in this case, automatically received).

5. With regard to combating organised crime, illegal immigration and cross-border crime, how does statistical analysis translate into action at an operational level?

In the area of combating cross-border and organised crime and illegal migration, the Slovene Police prepares and produces both statistical and descriptive analyses regarding:

- organised and cross-border crime and
- illegal migrations, including illegal immigration.

Risk analyses represent a very important segment of the internal police information sources which are used in the planning and implementation of measures for the prevention and suppression of cross-border crimes and illegal migrations. In the preparation of risk analyses for individual work areas, several internal and external sources are used. These sources are then evaluated according to quality and importance of information and the reliability of the source. Risk analyses provide, above all, a basis for:

- planning the work of the internal organisational units of the police at all levels,
- proposing amendments to regulations and internal acts,
- exchanging information or results of analyses with the prosecution, other state authorities and the security authorities of other countries,
- imposing and providing expert assistance to police units,
- adopting good practices into training and further education programmes.

Risk analyses in the field of organised and cross-border crime and illegal migrations are prepared on the basis of instructions specifying the purpose of the analysis, the sources of information, the structure of the analysis and information and reporting. This is a permanent process that covers all police organisational levels, and the time for the preparation of analyses is determined by instruction (monthly, quarterly or depending on circumstances).

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The methodology of preparation of analyses and the practical example of their preparation as well as the actual risk analyses and their use in the practical operations of police units, will be presented during the Evaluation Party's visit to Slovenia.

6. Over the past five years, how many illegal aliens have been deported by the Slovenian authorities? And how many have been deported outside the readmission procedures? Please provide details for each type of border.

Pursuant to Article 50 of the Aliens Act, a total of 8,741 aliens were removed from the Republic of Slovenia in the period 2001-2005, in addition to the aliens that were readmitted to neighbouring or mother countries on the basis of various agreements,

Readmitted and removed aliens

	2001	2002	2003	2004	2005
Total readmitted	5,851	2,372	2,162	1,713	2,024
Total removed	3,102	2,139	1,326	1,000	1.174
Removed - land border	1,627	929	894	669	616
Removed – airports	1,472	1,210	427	326	557
Removed – ports	3	0	5	5	1
Total readmitted and removed	8,953	4,511	3,488	2,713	3,198

7. What is the average number of aliens detained each day in detention centres? (please provide data for each centre).

Centre for Aliens in Postojna:

Year	Total number of aliens accepted	Average number of aliens accepted/day	Average number of aliens in accommodation/day
2001	6689	19	240
2002	2684	8	140
2003	1610	4.5	74
2004	1219	3.5	52
2005	1352	3.7	55

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Branch of Centre for Aliens in Prosenjakovci:

Year	Total number of aliens accepted	Average number of aliens accepted/day	Average number of aliens in accommodation/day
2001	3345	9.2	118
2002	588	1.7	97
2003	298	0.81	52
2004	325	0.89	27
2005	287	0.78	23

8. Please provide further details of the "police stations for compensatory measures" (objectives of the structure, resources, responsibilities, etc.).

This is a new type of police units in the Republic of Slovenia.

In a narrower sense, compensatory measures are, in the context of police control, implemented on major road communications and on trains with the main purpose of preventing illegal migrations, preventing and detecting cross-border crime and searching for persons and objects. These controls are executed especially through the ascertainment of the identity of persons and personal control, the control of the means of transportation and goods, particularly in the interior of the country and in areas along the boundary with the future internal Schengen border between the Republic of Slovenia and the Republic of Italy, Austria and Hungary.

The Slovene Police plans to create 8 specialised police units that will be charged with the implementation of compensatory measures.

One such unit has been in operation at the national level since 2002. This is the Specialised Unit for State Border Control which operates within the Border Police Sector of the Uniformed Police Directorate at the General Police Directorate. This unit is responsible for implementing compensatory measures over the entire territory of the country both, according to its work plan and upon receipt of a request for help from regional police directorates. Until now, the unit has carried out police controls primarily on road communications but there are plans to increase the level of operations in the future on trains as well.

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In addition to this Unit, compensatory measures will also be performed by 7 similar units which will be established as Police Units for Compensatory Measures at the following Police Directorates: Koper, Nova Gorica, Ljubljana, Kranj, Maribor and Murska Sobota and as a Group for Compensatory Measures at Slovenj Gradec Police Directorate. These seven units operating at the local level and the Specialised Unit for State Border Control operating at the national level will constitute the "specialised" police units for specific areas of work, which will perform compensatory measures in Slovenia in accordance with the Schengen standards.

The Police Units for Compensatory Measures will be created at the specified police directorates because their areas of jurisdiction are located at the future Schengen internal borders of the Republic of Slovenia and, additionally, at Ljubljana Police Directorate, due to its security situation and specific central position, which makes it a "transit" area for a large proportion of illegal migrations and cross-border crime.

The number of policemen working in these units will vary (from 9 to a maximum of 48), depending on the security situation in the interior of the country and in areas along the internal Schengen borders, depending also on the passability of these areas, the security circumstances on international trains and, finally, on the number of countries and the neighbouring country a particular police directorate borders with. Altogether, the units will consist of about 240-250 police officers. They will be created gradually but completed before the full implementation of Schengen acquis in the Republic of Slovenia.

The officers working in these units will have specialist qualifications, especially in the field of prevention and detection of document abuse, smuggling of stolen vehicles, arms, ammunition, drugs and other forms of cross-border crime, particularly the verification of stay of aliens in the Republic of Slovenia.

Police Units for Compensatory Measures will be equipped in such a way as will ensure their maximum mobility and communication capability and will have all the specialist equipment required for the performance of their specific tasks.

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They will be equipped especially with the following:

- a special vehicle, the "Schengen Bus", mounted with a portable computer with a wireless connection to police records, a device for verifying document authenticity, OCR document reader, mirrors for searching the underside of vehicles, a fax machine, a Xerox machine, a scanner, endoscopes, hand held radiation detectors;
- SUV, transport and other vehicles,
- radio communications,
- endoscopes (devices with a camera for searching hidden parts and spaces of vehicles),
- IR cameras (for searching tarpaulin-covered lorries and other difficult-access parts of vehicles),
- laser distance metres (for searching lorry cargo space),
- devices for measuring the density of materials (for searching vehicle walls, wheels, etc.),
- CO₂ testers (for searching lorry cargo space and detecting the presence of persons in these spaces),
- docutest devices for verifying document authenticity,
- hand thermovision devices (for night field surveillance),
- night surveillance devices,
- portable computers with a wireless connection to police records,
- police dogs for general and special operations (detection of narcotics and explosives),
- mobidata terminals (for verifying persons and vehicles) and, in the future, mobile SIS terminals.