



INSTRUMENT FOR PRE-ACCESSION ASSISTANCE (IPA II) 2014-2020

TURKEY

Home Affairs – Part 2

Action summary

This Action builds on the support in the Home Affairs sector provided to Turkey in previous programming years. The objective is to support the Turkish Coast Guard by improving its institutional framework in the field of Home Affairs in line with the EU *acquis* and EU standards as well as contributing the spirit of the EU-Turkey Statement of 18 March 2016.

The Action's basic aim is to help reduce irregular migration and all kinds of illegal cross-border activity levels as well as save lives of migrants and refugees in shallow waters of those parts of the Aegean and Mediterranean Sea that are under Turkish jurisdiction.

Action Identification	
Action Programme Title	Annual Action Programme for Turkey 2019
Action Title	Home Affairs – Part 2 – Increasing the Capacity of the Turkish Coast Guard)
Action ID	IPA 2019/42258/Turkey/Home Affairs – Part 2
Sector Information	
IPA II Sector	Rule of Law and Fundamental Rights
DAC Sector	15110 - Public sector policy and administrative management
Budget	
Total cost	EUR 7 000 000
EU contribution	EUR 5 950 000 (85%)
Budget line(s)	22.020301
Management and Implementation	
Method of implementation	Indirect Management – Beneficiary Country (IMBC)
National authority or other entrusted entity	Central Finance and Contracting Authority (CFCU) Address: Emek Mahallesi, T.C. Hazine ve Maliye Bakanlığı Kampüsü E blok İnönü Bulvarı No:36, 06510 Çankaya/Ankara Tel: +90 312 295 49 00 Fax: +90 312 286 70 72 E-mail: pao@cfcu.gov.tr
Implementation responsibilities	Lead Institution: Ministry of Interior of the Republic of Turkey Final beneficiary: Turkish Coast Guard Command under the Ministry of Interior of the Republic of Turkey
Location	
Zone benefiting from the action	Turkey
Specific implementation area(s)	Turkey
Timeline	
Final date for concluding Financing Agreement(s) with IPA II beneficiary	At the latest by 31 December 2020
Final date for concluding procurement and grant contracts	3 years following the date of conclusion of the Financing Agreement, with the exception of cases listed under Article 114(2) of the Financial Regulation
Final date for operational implementation	6 years following the conclusion of the Financing Agreement
Final date for implementing the	12 years following the conclusion of the Financing Agreement

Financing Agreement (date by which this programme should be de- committed and closed)			
Policy objectives / Markers (DAC form)			
General policy objective	Not targeted	Significant objective	Main objective
Participation development/good governance	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Aid to environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gender equality (including Women In Development)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trade Development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reproductive, Maternal, New born and child health	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RIO Convention markers	Not targeted	Significant objective	Main objective
Biological diversity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Combat desertification	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Climate change mitigation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Climate change adaptation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

1. RATIONALE

This project supports Turkey in implementing its commitments under the EU-Turkey Statement of 18 March 2016, in particular regarding point 3) that "Turkey will take any necessary measures to prevent new sea or land routes for illegal migration opening from Turkey to the EU, and will cooperate with neighbouring states as well as the EU to this effect".

Home Affairs is a key area for financial assistance, which is directly relevant to the European Agenda on Migration. Decreasing incentives for irregular migration, by improving enforcement of returns and providing capacity building for the management of returns are listed among the key pillars of the European Agenda on Migration. As the expected results aim at enhancing TURGG's capacity to save lives, this assistance is in line with the overall policy direction of the European Agenda on Migration.

PROBLEM AND STAKEHOLDER ANALYSIS

Turkish Coast Guard Command (TURCG) became one of the country's civilian law enforcement agencies in charge of border protection with Decree No.668 in 2016 when it was integrated into the Ministry of Interior, being the first contact point for irregular migrants apprehended at sea and having the responsibility for maritime border surveillance and search and rescue operations.

The headquarters of TURCG is located in Ankara with eight subordinate commands and 13 group commands. Four of them are region commands, which are responsible for the Marmara and Turkish Straits, the Black Sea, the Aegean Sea and the Mediterranean Sea. The other subordinate commands are the Coast Guard (CG) Supply Centre in Istanbul, the CG Air Command and CG Inventory Centre Command (both located in Izmir), and the CG Training and Education Command in Antalya. The TURCG consists of 74 bases and ports which are the home ports for almost 200 surface, air and land-borne equipment units.

Given its economic prosperity combined with its legal and political stability, Europe is likely to continue being a region of destination for migrants and asylum seekers also in the years to come. Irregular migration via the Eastern Mediterranean route has continued since its peak in 2016, with an increase in the number of irregular migrants apprehended on this route in 2019. Moreover, it is likely that irregular migration and human smuggling will continue, and, accordingly, Turkey's search and rescue efforts will be concentrated in the Aegean Sea and the Mediterranean. In order to maintain its duties and responsibilities to conduct and coordinate search and rescue activities in line with the standards of the International Maritime Organisation and the EU, and to address migrants smuggling on this route, the TURCG is expected to have increasingly higher needs for operational equipment, namely boats and other sea-borne equipment in the future.

The success of Turkey regarding the management of migration flows is, *inter alia*, measured by the extent the country is able to decrease the rate of loss of lives in those parts of the Aegean Sea and Mediterranean Sea which are under Turkish maritime jurisdiction. To this effect, the TURCG shows extra-ordinary efforts in search and rescue operations: The number of lost lives at sea decreased in the period 2015-2017. While the number of migrants who lost their lives at sea was 803 in 2015, this number fell to 62 in 2017. The increase in 2018 (174) was mainly due to increased irregular migration flows. It is worth mentioning, though, that also the number of migrants rescued by TURCG went up by 21.6% (see table below). The total number of arrivals in Greece (by sea, by land and by air) in 2018 was 47.939, compared to 34.803 arrivals in 2017 (a 38% increase). Regarding arrivals at the Turkish-Greek land border, 15.798 migrants arrived in Greece by land in 2018 compared to 5.562 arrivals registered in 2017 (a more than 180% increase). Regarding arrivals by sea, 32.141 migrants arrived on the Aegean islands in 2018, compared to 29.439 in 2017, which constitutes a 9% increase.

Number of irregular migrants rescued from crossing Turkey's sea border illegally:

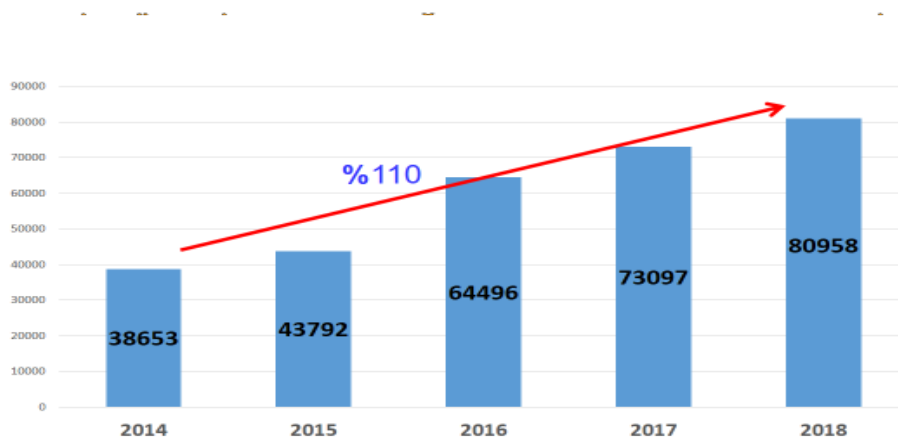
Number of irregular migrants rescued	Black Sea	Marmara Sea	Aegean Sea	Mediterranean Sea	Total number
Years					
2016	0	531	34.482	2.117	37.130

2017	874	517	19.084	1.462	21.937
2018	0	121	25.398	1.159	26.678
2019 (as of 27 Sep.)	0	0	36.848	121	36.969

The figures in the table above demonstrate that the number of irregular migrants rescued in 2019 in the Aegean and Mediterranean Seas is the highest since the beginning of the migration crisis (36,969 persons). Currently, 93 TURCG boats and ships are performing search and rescue sorties in the Aegean and Mediterranean Seas.

In order to address the increased levels of irregular migration at sea, the TURCG was forced to significantly intensify its efforts: While its boat units' total operational hours dedicated to fighting irregular migration amounted to 38,653, in 2014, they reached nearly 81,000 hours in 2018 (+ 110% in four years).

Annual operational hours of TURCG's fleet in preventing irregular migration:



Moreover, due to additional operational hours, eleven TURCG vessels had to be decommissioned, 3-4 years earlier than originally planned. Besides, 28 of 77 Control Boats are about to complete their economic life in the near future because of high navigating times. Due to the vessels' intense use, the overhaul periods are also shorter so that the usual four-year maintenance schedule had to be reduced to a two-year cycle. As more boats are being decommissioned because of over-use, it reduces the pool of available ships and causes strains on the existing boats. It is estimated that repairing and maintenance will cost approximately EUR 9 million in 2019. Also, operation hours of TURCG's ships and boats will triple.

OUTLINE OF IPA II ASSISTANCE

One of the Action's expected results is to enhance TURCG's capacity of in fighting against irregular migration. This result coincides with the aims of Turkey's national action plans: Firstly, TURCG is the beneficiary of this project. Additional stakeholders are the following law enforcement services of the Ministry of Interior: General Directorate of Migration Management, National Police and Gendarmerie.

The key activities of this action are the supply of Coastal Patrol Boats as well as trainings on the technical usage of these boats.

RELEVANCE WITH THE IPA II STRATEGY PAPER AND OTHER KEY REFERENCES

A. Revised Indicative Strategy Paper for Turkey (2014-2020)

As outlined in the Revised Indicative Strategy Paper for Turkey for the period 2014-2020, Turkey's efforts on Integrated Border Management (IBM) need to continue to establish open and secure borders by

developing and strengthening Turkey's legal, institutional and technical capacity and bringing this into line with EU IBM policy, considering the current and expected migration flows.

The Paper highlights two priority areas (sub-sectors) relevant for this Action: (1) migration and asylum and (2) integrated border management. It mentions that Turkey has carried out important reforms in the field of migration and asylum (p.33). It continues stating that Turkey's efforts to improve legal and administrative infrastructure as well as institutional capacity should be carried on to bring them further in line with European standards. Turkey's reforms on IBM need to be continued by strengthening Turkey's technical capacity (P.34).

B. EU: Turkey 2018 Report of 29 May 2019

The report stated that Turkey made good progress in the area of migration and asylum policy and remains committed to the effective implementation of the March 2016 EU-Turkey Statement (P.6). It is also underlined that the declining trend in irregular border crossings from Turkey to the Aegean Islands since entry into force of the statement was supported by intensified efforts of Turkey's law enforcement agencies (P.7).

C. Enlargement Strategy Paper of 17 April 2018

The Paper states that regional cooperation and good-neighbourly relations are essential for progress on the respective European path. Turkey is a key partner for the EU and a candidate country, with which dialogue at high-level and cooperation in areas of joint interest have continued (P.1).

D. Ministry of Interior's Strategic Plan

The Strategic Plan (established in line with the Public Financial Management and Control Law no. 5018) includes references to integrated border management the further enhancement of cooperation with relevant institutions.

E. National Action Plan for EU Accession

The National Action Plan for EU Accession also underlines the importance of supporting an integrated border management approach. Specifically, it aims to (1) increase the capacity of Turkish Coast Guard Command regarding the fight against irregular migration and organised crime on sea, (2) increase the efficiency of cooperation and coordination activities on border security, (3) strengthen the administrative and technical capacities of units functioning at land & sea borders and border gates, (4) establish a modern border security system for the surveillance of land and sea borders.

F. Turkish Coast Guard Command Strategic Plan (2019-2023)

TURCG's Strategic Plan aims to (1) set up a professional body in charge of control and surveillance of Turkey's sea borders, (2) draft an appropriate human resources policy scheme, (3) enhance risk analysis, (4) improve efficiency during maritime Search and Rescue (SAR) actions, (5) advance intelligence capacities, (6) enhance capacities to fight smuggling and organised crimes activities, (7) improve capacities in fighting terrorism, (8) develop institutional and organisational capacities, (9) enhance logistics, technical and technological infrastructure, (10) develop the capacity of the personnel and (11) intensify activities regarding international cooperation (including joint trainings).

Additionally, there are 50 Control Boats in TURCG's inventory, and it is planned to procure 129 Control Boats until 2023 (final target in strategic plan is to have 264 Control Boats). An increased number of Control Boats will also contribute to decreased life cycle management costs and enhanced operational effectiveness of TURCG's fleet.

LESSONS LEARNED AND LINK TO PREVIOUS FINANCIAL ASSISTANCE

During the last decade, TURCG gained much experience in bilateral cooperation projects which includes capacity building activities.

In the framework of the projects "Integrated Border Management Project Phase 1 and Phase 2" (IPA I), five Small Type of Fast Response Boats (SFRB), ten Control Boats and 14 thermal cameras were supplied.

With this equipment procured, 1205 migrants have been apprehended in 51 incidents since 2013. While these procurements were sufficient for the year 2008, since then TURCG's needs have significantly increased, mainly due to the migration crisis starting in 2014.

Six 20-metre long Search and Rescue (SAR) boats, supplied under the EU's Instrument for Contributing to Stability and Peace (IcSP), entered service in the TURCG in 2017. With these boats, 6215 migrants have rescued in 180 search and rescue operations. Furthermore, another EU IcSP project is about to supply additional nine SAR boats. However these boats are (and will be) used in deeper waters compared to the Coastal Patrol Boats, which are planned to be supplied with funds of this project.

2. INTERVENTION LOGIC

LOGICAL FRAMEWORK MATRIX

OVERALL OBJECTIVE(S) / (IMPACT(S))	OBJECTIVELY VERIFIABLE INDICATORS				SOURCES & MEANS OF VERIFICATION	
	INDICATOR'S NAME	BASELINES (INCL. VALUE & REFERENCE YEAR)	MILESTONES (INCL. VALUE & REFERENCE YEAR)	TARGETS (INCL. VALUE & REFERENCE YEAR)		
To reduce irregular migration and all kinds of illegal cross-border activities in those parts of the Aegean and Mediterranean Sea which are under Turkey's maritime jurisdiction area	Reduced number of arrivals on the Greek islands	32,610 (2018)	0% (2022)	Reduction (2024)	EU reports Monitoring by EU Delegation Project implementation reports prepared by TURCG EBCGA (formerly Frontex) reports	
	Increased numbers of persons rescued at sea	26,678 (2018)	0% (2022)	Reduction (2024)		
SPECIFIC OBJECTIVE(S) / OUTCOME(S)	OBJECTIVELY VERIFIABLE INDICATORS (*)				SOURCES OF VERIFICATION	ASSUMPTIONS
To enhance the capacity of TURCG on surveillance and search and rescue operations in shallow sea waters	Increased number of operational hours in shallow sea waters, in heavy sea and bad weather conditions in particular	80,858 (2018)	0% (2022)	Increase (2024)	Project implementation reports prepared by TURCG EBCGA (formerly Frontex) reports	Continued commitment of the Turkish Government to act in line with the EU-Turkey Statement of March 2016 EU financial assistance for implementation of March 2016 EU-Turkey Statement is in place. National funds available for co-financing the investments
OUTPUTS	OBJECTIVELY VERIFIABLE INDICATORS (*)				SOURCES OF VERIFICATION	ASSUMPTIONS

<p>Output 1: Supply of Coastal Patrol Boats</p> <p>Output 2: Trainings on the technical use of Coastal Patrol Boats</p>	<ul style="list-style-type: none"> - Number of Coastal Patrol Boats procured - Number of training materials developed - Number of staff trained 	0 (2021)	0 (2022)	Increase (2024)	<p>Provisional Acceptance Certificates (PAC)</p> <p>Trainees' attendance sheets, reports of the TURCG, PAC</p>	<p>Budget is available to carry out the project (EU + national)</p> <p>Necessary staff resources are made available internally to carry out the project</p>
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DESCRIPTION OF ACTIVITIES

Irregular migration on the Eastern Mediterranean route has seen an increase from June 2019, also due to the modus operandi of migrants smuggling organisations. The detection of irregular migration departures from Turkey is key to preventing irregular migration on this route. For this purpose, this Action has two main Activities:

Activity 1: Procurement of Coastal Patrol Boats

This timetable is **indicative**: The tender for Coastal Patrol Boats will be launched in the first half of 2020. After the tender period of project, a contract about the procurement of Coastal Patrol Boats and also technical trainings of Coastal Patrol Boats will be signed in 2020.

Typically, four crew and ten refugees/irregular migrants fit into one Coastal Patrol Boat, which have a length of 9-11 metres, (maximum) one metre draft, a maximum speed of at least 35 knots (65 km/h) and a cruising range capacity of at least 160 nautical miles (about 300 km) at a speed of at least 20 knots (37 km/h). This boat type is ideally placed for use in shallow sea waters. It is expected that rescue manoeuvres of migrants and refugees in SAR operations (as well as medical evacuation, etc.) will occur more effectively and frequently, in shallow sea waters in particular.

Activity 2: Technical trainings for the Coastal Patrol Boats' crews and maintenance staff after procurement

The following list of training subjects is **indicative**. They will be finally determined during the drafting of the tender dossier.

Basic construction features, turn radius, stopping distance, maximum safe speeds, gen set (generator set), propulsion engines, casualty control (safe operation of the machinery), preventive maintenance, emergency procedures, start-up and shut-down procedures, boat handling, outboard engines, electronics, fuel, bilge checking, operational characteristics and parameters, etc.

RISKS

The main risk identified is that the procurement of boats is delayed so that they will not be operational during summer/autumn 2021 when the number of migrants and refugees trying to cross the sea usually peaks. In order to mitigate this risk, the communication within government structures will be further enhanced. It is worth mentioning preparatory work for the procurement has already been done.

Rapid changes in technology will be taken into account during the preparation of the tender dossier, which will also encompass a market research.

CONDITIONS FOR IMPLEMENTATION

The implementation of the action requires continued commitment by the Turkish authorities to achieve the action's objectives and expected results in the shortest possible time. The availability of a sufficient and appropriate number of stable staffing of the beneficiary institution is also a condition for implementation.

3. IMPLEMENTATION ARRANGEMENTS

ROLES AND RESPONSIBILITIES

The Ministry of Interior is the Lead Institution for implementation of this Action.

The operating structure responsible for the Action is the CFCU (as Contracting Authority) and the Ministry of Interior (as Lead Institution).

The Action's main beneficiary is the Turkish Coast Guard Command.

Complementary stakeholders of the project (co-beneficiaries) will be the following institutions:

- Ministry of Interior:
 - o National Police which is one of authorities operating at border gates and their performances are coordinated by local administrators
 - o Gendarmerie which the first law enforcement authority which responds to the local residents needs in case of violations of public security at remote border areas and regions
- Ministry of Foreign Affairs which is responsible for coordinating all matters relating to protocols and entry of foreign delegations in Turkey;

The Project Steering Committee (PSC) will drive forward the implementation of the project. The PSC will be chaired by the Turkish Coast Guard and will consist of representatives of the main beneficiary, co-beneficiaries, CFCU, the EU Delegation to Turkey (with observer status) as well as implementing agency (supply contractor).

METHOD(S) OF IMPLEMENTATION AND TYPE(S) OF FINANCING (SEE ANNEX IMPLEMENTATION – BUDGET)

The Action will be implemented in Indirect Management by the Beneficiary Country (IMBC).

4. PERFORMANCE MEASUREMENT

METHODOLOGY FOR MONITORING AND EVALUATION

In line with the IPA II Implementing Regulation 447/2014, an IPA II beneficiary who has been entrusted budget implementation tasks of IPA II assistance shall be responsible for conducting evaluations of the programmes it manages.

The evaluations will be carried out following DG NEAR guidelines on linking planning/programming, monitoring and evaluation¹. A Reference Group comprising the key stakeholders of this action will be set up for every evaluation to steer the evaluation process and ensure the required quality level of the evaluation outputs as well as the proper follow up of the recommendations of the evaluation.

In case an evaluation is not foreseen, the Commission may, during implementation, decide to undertake such an evaluation for duly justified reasons either on its own decision or on the initiative of the partner.

Evaluation reports shall be shared with the IPA II beneficiary and other key stakeholders. The implementing partner and the Commission shall analyse the conclusions and recommendations of the evaluations and, where appropriate, in agreement with the IPA II beneficiary, jointly decide on the follow-up actions to be taken and any adjustments necessary, including, if indicated, the reorientation of the project.

In addition, the Action or its components (activities) might be subject to external result oriented monitoring in line with the European Commission rules and procedures set in the Financing Agreement.

During the implementation of the IPA II programme, monitoring is conducted via various levels of monitoring committees' tools. In this respect, a IPA Monitoring Committee, which convenes twice a year and is co-chaired by the NIPAC (National IPA Coordinator) and representatives of the EC. In addition, the lead institution (Ministry of Interior) is responsible for establishing sector level monitoring six months after the entry into force of the Financing Agreement. The meetings are composed of representatives from Ministry of Foreign Affairs Directorate of EU, NAO (National Authorising Officer), CFCU (Central Finance & Contracts Unit), European Commission, the lead institution of the sector/sub-sector and representatives of

¹ https://ec.europa.eu/neighbourhood-enlargement/sites/near/files/near_guidelines.zip

beneficiary institutions, donor institutions and NGOs. Participation of other stakeholders will be ensured when deemed necessary. As for the Home Affairs sub-sector, monitoring meetings will be organised by the Ministry of Interior and will include discussions on relevant strategies and constitute a link between implementation and further programming phases.

As for the activity level monitoring, Project Steering Committees (PSC) will be established for this purpose. PSC meets at least quarterly or more frequently where relevant as per request of the members, to monitor the implementation of the project, achievement of results against indicators in the Action Document, and to agree on corrective actions as appropriate. The conclusions of the PSC meetings will be agreed by all participants in the minutes of the meetings. The PSC will be composed of the representatives of project beneficiaries, the lead institution of the sub-sector, Ministry of Foreign Affairs Directorate for EU Affairs, Ministry of Treasury and Finance, CFCU, the EU Delegation to Turkey as well as civil society. Participation of other stakeholders will be ensured when deemed necessary.

5. SECTOR APPROACH ASSESSMENT

Turkey's 11th National Development Plan provides for the “improvement of international cooperation for the prevention of irregular migration and regulating the regular migration”

The "Strategy Document and National Action Plan on Irregular Migration" includes priorities on preventing irregular migration and strengthening measures related to fighting against organised crimes related to migration; reducing irregular labour migration through comprehensive policies; strengthening the return (removal) system for irregular migrants within the framework of human rights standards; developing systematic data collection, analysis and sharing as well as conducting evidence based research to contribute to policies regarding irregular migration; respecting human rights of irregular migrants and taking measures to protect vulnerable irregular migrants and strengthening development focused regional and international cooperation to contribute to prevention of irregular migration.

The "National Action Plan towards the Implementation of Turkey's Integrated Border Management Strategy" requires the establishment of an integrated border management system in line with EU standards.

The "National Action Plan on the Implementation of the Readmission Agreement between Turkey and the EU" is focused on the strengthening of legal, administrative and technical capacities

The "Visa Liberalisation Roadmap" identifies the areas where Turkey plans to undertake legislative and administrative reforms with a view to establish a secure environment for visa-free travel, including provisions about the implementation of the Readmission Agreement mentioned above.

6. CROSS-CUTTING ISSUES

GENDER MAINSTREAMING

Equal participation of women and men is taken into consideration and secured in the design of this Action. Based on fundamental principles of promoting equality and combating discrimination, participation to the activities will be guaranteed on the basis of equal access. During the project implementation, particular attention will be paid to ensure equal participation of both sexes in project trainings.

EQUAL OPPORTUNITIES

Special attention will be paid for the recruitment of the staff. The main criteria for the recruitment of the staff that operate the boats will be based on qualification and experience not sex nor age. In addition adequate number of women staff will be involved and invited to the trainings.

MINORITIES AND VULNERABLE GROUPS

This Action will contribute to improve services of TURCG for, and inclusion of, vulnerable groups. The most vulnerable groups are apprehended under age irregular migrants. The rates of children saved were approximately 35 % in 2017, 34 % in 2018 and 35 % in 2019, respectively.

ENGAGEMENT WITH CIVIL SOCIETY (AND IF RELEVANT OTHER NON-STATE STAKEHOLDERS)

During search and rescue operations on the sea, IOM supports the TURCG in the field after disembarkation of irregular migrants by providing consumables (blankets, food packages, hygienic packages, dress), mobile teams (psychologists, field coordinators, interpreters) and equipment (refrigerators, heaters, water distributors, chairs, tables, shelters).

ENVIRONMENT AND CLIMATE CHANGE (AND IF RELEVANT DISASTER RESILIENCE)

Compared to big vessels, the use of fast and small units will decrease fuel consumption and CO2 emission and, consequently, maritime pollution. Moreover, these new boats will not only fight irregular migration and criminal activities on the sea, but will also enhance the conduct of other coastguard responsibilities such as the prevention of illegal fishery.

7. SUSTAINABILITY

TURCG will continue to allocate required national sources for this Action to ensure financial sustainability. All of the outputs to be produced throughout this Action will be owned and utilized by the TURCG. TURCG is the only institution responsible for fighting irregular migration and illegal activities under Turkey's maritime jurisdiction, and the Coastal Patrol Boats procured through this Action will be in service in future until their decommissioning.

8. COMMUNICATION AND VISIBILITY

Visibility and communication aspects shall be complementary to the activities implemented by DG NEAR and the EU Delegations in the field. The European Commission and the EU Delegations should be fully informed of the planning and implementation of the specific visibility and communication activities.

Communication and visibility will be given high importance during the implementation of the Action. The implementation of the communication activities shall be funded from the amounts allocated to the Action.

All necessary measures will be taken to publish the fact that the Action has received funding from the EU in line with the Communication and Visibility Manual for EU External Actions. Additional Visibility Guidelines developed by the European Commission (DG NEAR) will have to be followed.

Visibility and communication actions shall demonstrate how the intervention contributes to the agreed programme objectives and the accession process. Actions shall be aimed at strengthening general public awareness and support of interventions financed and the objectives pursued. The actions shall aim at highlighting to the relevant target audiences the added value and impact of the EU's interventions and will promote transparency and accountability on the use of funds.

It is the responsibility of the main beneficiary to keep the European Commission fully informed of the planning and implementation of the specific visibility and communication activities. The end beneficiary shall report on its visibility and communication actions in the report submitted to the IPA monitoring committee and the sectorial monitoring committee.

All contracts implemented under this programme will comply with the **Visibility Guidelines for European Commission Projects in Turkey** published by the EU Delegation to Turkey (EUD) at <https://www.avrupa.info.tr/en/learn-about-eu-visibility-guidelines-16>

All communication and visibility activities will be carried out in close co-operation with the CFCU and the EUD to Ankara. The CFCU and the EUD are the main authorities in charge of reviewing and approving visibility-related materials and activities.

The EU-Turkey cooperation logo will be accompanied by the following text:

“This project is co-funded by the European Union.”

Whether used in the form of the EU-Turkey cooperation logo for information materials or separately at events, the EU and Turkish flag have to enjoy at least double prominence each, both in terms of size and placement in relation to other displayed logos and should appear on all materials and at all events as per the Communication and Visibility Manual for EU External Actions. At visibility events, the Turkish and the EU flag have to be displayed prominently and separately from any logos.

Logos of the end beneficiary institution and the CFCU should be clearly separated from the EU-Turkey partnership logo and be maximum half the size of each flag. The logos will not be accompanied by any text. The CFCU and beneficiary logo will be on the lower left-hand corner and lower right-hand corner, respectively. The contractor's logo, with the same size, will be in the middle of the CFCU and beneficiary logo. If the contractor is a consortium, only the logo of the consortium leader will be displayed.

Any publication by the contractor, in whatever form and by whatever medium, including the Internet, shall carry the following or a similar warning: “This document has been produced with the financial assistance of the European Union”. In addition, the back cover of any such publications by the contractor should also contain the following disclaimer: “The contents of this publication is the sole responsibility of name of the author/Supplier/implementing partner and can in no way be taken to reflect the views of the EU”.