

Slide 1:

- DARIF asked Europol for a strategic analysis to support operational actions of DARIF
- after threat assessments regarding the Danube Region (2011), it turned out that there is only little known about the SOC situation particularly related to the river
- The report is mainly based on the contributions of MS and Third Parties (esp. Austria, Hungary, Romania, Serbia and Ukraine)
- last meeting in December and later on we had a lot of very informative discussion (e.g. Rotterdam Harbour Police in The Netherlands, regional Water Police in DE/RP, Regional Directorate of Border Police in Ruse)

Slide 2:

- very diverse forms of criminal activities which will require further dedicated assessments in order to define priorities for future operational actions
- they are often experienced as local incidents but often coordinated by larger international networks
- trafficking:
  - mainly bulk cargos (like scrap, mineral raw materials, solid fuels and grain) where controls are extremely difficult
  - container traffic is expected to grow and with it the access to hidden spaces for smuggling and facilitated logistics
  - so far: mainly illegal tobacco products or tax evading bunkering of oil, isolated cases of drugs trafficking, but the real scope of smuggling via the Danube river and via rivers all-in-all remains an intelligence gap.
  - Illegal immigration
  - border **of the EU** (e.g. between Serbia and Hungary or via Black Sea to Romania or Bulgaria), **to the Schengen area within the EU** (e.g. between Romania or Croatia and Hungary) or between EU countries **on route towards the Schengen area** (e.g. between Bulgaria and Romania).
  - most cases river crossings in small boats, but there had been also larger groups of illegal immigrants on cargo vessels which were not designed for passenger transport which poses a severe threat also to the smuggled people
- THB

- there are single reports on forms of labour exploitation especially with crew members of cruise vessels which could qualify for THB (depending on the legislation)
- organised property crime
- often experienced as local threat, but e.g. boat motors and pleasure boats involves the subsequent use of overland trafficking to Eastern European destination markets which requires sophisticated networks behind as they are known for Mobile OCGs (EU priority)
- or raids on anchored vessels with up to 10 boats
- environmental crime
- mostly local illegal dumping of waste water which of course may affect transregionally
- illegal trafficking of hazardous facilitated by legal business structures (systematic collecting of the waste, getting paid for special treatment, then dumping it illegally including mixing it with bunker oil)
- illegal trafficking of caviar (danger to protected species like the Danube sturgeon)