



EUROPEAN COMMISSION

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REPORT FROM THE COMMISSION TO THE COUNCIL

**Annual Report on the implementation of Council Regulation (EC) 866/2004 of 29 April
2004 and the situation resulting from its application**

SEC(2010) 1094

INTRODUCTION

Council Regulation (EC) 866/2004 on a regime under Article 2 of Protocol 10 to the Act of Accession¹ (hereafter: Green Line Regulation, GLR) entered into force on 1 May 2004. It defines the terms under which provisions of EU law apply to the movement of persons, goods and services across the Line between the areas of the Republic of Cyprus in which the government does not exercise effective control and the areas in which it does. In order to ensure the effectiveness of these rules, their application has been extended to the boundary between these areas and the UK Eastern Sovereign Base Area (ESBA).²

This report covers the period 1 May 2009 - 30 April 2010 but the next report will cover the period from 1 May to 31 December 2010 in order to align the reporting period with the calendar year (i.a. to use annual statistics). During the reporting period the Commission did not propose any amendments to the Regulation and did not take any new Decisions on implementing measures.

The Commission has maintained a constructive dialogue with the relevant authorities of the Republic of Cyprus and the Sovereign Base Area (SBA) Administration, at working level, with regard to the implementation of the Regulation.

1. CROSSING OF PERSONS

1.1. Crossing at authorised crossing points

The Regulation provides a stable legal framework for the free movement of Cypriots, other EU citizens and third country nationals who cross the Green Line (hereafter "the Line") at authorised crossing points. There was a slight fall in the number of Greek Cypriots and Turkish Cypriots crossing compared with the previous year. According to data from the Republic of Cyprus, 670,910 (previous: 730,310) crossings by Greek Cypriots in 175,671 vehicles (previous: 193,909) were noted from government-controlled areas to the northern part of Cyprus and 1,185,073 (previous: 1,287,126) crossings by Turkish Cypriots in 424,537 vehicles (previous: 451,334) from the northern part of Cyprus to the government-controlled areas during the reporting period.³ However, the number of non-Cypriot EU citizens and third country nationals crossing the line increased by 66%. According to data from the Republic of Cyprus Police (hereafter: CYPOL), during the reporting period a further 1,228,880 crossings were effected by non-Cypriot EU citizens and third country nationals (previous 739,097). 72% of these crossings (889,081) occurred at the Ledra Street pedestrian crossing point which opened in April 2008. The Ledra Street crossing point accounted for the vast majority of crossings by non-Cypriots (primarily tourists) during the period.

These figures are broadly in line with those gathered from the Turkish Cypriot community i.e. 630,116 crossings by Greek Cypriots in 202,352 vehicles from the government-controlled

¹ OJ L 161, 30.4.2004, p. 128. Regulation as last amended by Council Regulation (EC) No 587/2008 (OJ L 163, 24.6.2008, p.1) – known as the "Green Line" Regulation.

² See 3rd recital of the Green Line Regulation

³ The authorities of the Republic of Cyprus do not keep records for the return of Greek Cypriots to the government-controlled areas or the return of Turkish Cypriots to the northern part of Cyprus (see Annex VII).

areas to the northern part of Cyprus and 1,489,466 crossings by Turkish Cypriots in 564,791 vehicles from the northern part of Cyprus to the government-controlled areas.

The above mentioned CYPOL figures, however, do not include data on persons and vehicles crossing at the *Pergamos* and *Strovilia* crossing points, from the northern part of Cyprus into the SBA.⁴ No detailed statistics are kept by the SBA administration for these two crossing points. However SBA estimates, based on information from Turkish Cypriot sources, report 97,395 Greek Cypriots crossed to the northern part of Cyprus and 556,382 Turkish Cypriots crossed to the SBA. There is no information as to whether these Turkish Cypriots travelled onwards from the SBA to the government-controlled area.

The number of CYPOL personnel working directly at the crossing points fell from 67 in 2008 to 63 in 2009 and to 59 in 2010. No major incidents were reported as regards daily crossings.

1.2. Illegal migration across the Green Line and asylum

CYPOL figures from May 2009 to April 2010 indicate a 54% decrease in illegal migration across the Line from the northern part of Cyprus to the government-controlled areas. 2,546 illegal migrants were apprehended within the government-controlled areas (excluding those refused crossing at Green Line crossing points) down from 5,560 illegal immigrants in the previous period. 11 persons directly entered the government-controlled areas and 16 persons entered via the Eastern SBA, bringing the total number of apprehended illegal migrants to 2,573. CYPOL indicated as a probable reason the decrease in employment prospects due to the economic slowdown in Cyprus. The majority of illegal immigrants apprehended were citizens of Syria, Iran, Georgia, Pakistan, Bangladesh, Republic of Moldova⁵ as well as the occupied Palestinian territory (Annex VIII). Illegal migrants are normally apprehended during controls along the Green Line and at airports when seeking to leave Cyprus. Third country nationals seeking international protection are normally identified at police stations while applying for asylum.

CYPOL's assessment of the entry route of illegal migrants into the government-controlled areas is based on the same criteria as in previous years, primarily through documents (visas, passport entry/exit stamps from Turkey or a "visa" or a "residence permit" of the "TRNC"), statements made by the immigrants but also other evidence such as Turkish Cypriot newspapers and Turkish bank notes.

1,311 persons applied for asylum in the Republic of Cyprus. New asylum procedures enabled the shortening of the process from six to three months. However, no person who entered government-controlled areas during the period has been granted refugee status.⁶

Most illegal migrants arrive in government-controlled areas via Turkey and the northern part of Cyprus (four airlines from 11 airports in Turkey; ferries from four ports in Turkey to Kyrenia and Famagusta). CYPOL also reported cases of migrants arriving in the Republic of Cyprus on fishing and speedboats (reportedly involving payments of up to €2,000 to people smugglers).

⁴ The GLR does not contain reporting obligations for this traffic.

⁵ Henceforth Moldova

⁶ Several persons who entered the government-controlled areas during the previous reporting period were granted refugee status during the current reporting period.

According to information from the Turkish Cypriot community, 72 illegal Syrian immigrants were apprehended in the northern part of Cyprus. 2 Syrian citizens were refused permission to cross the Line into the northern part of Cyprus at official crossing points. During the reference period, 619 persons were "deported" from the northern part of Cyprus.⁷

The Latakia (Syria) – Famagusta ferry ran at irregular intervals, i.e. 16 times between 15 April and 04 October 2009. During this period approximately 1,600 persons (75% Syrian citizens) used this to reach the northern part of Cyprus, avoiding transit through Turkey. The Republic of Cyprus authorities suspect that a large number of illegal immigrants used this route. The ferry link restarted in June 2010. The authorities continue to urge the Syrian Government to close the ferry link since the operation of the port of Famagusta has been declared illegal by the Government of the Republic of Cyprus.

Precise data are not available for persons sent back from crossing points, but CYPOL estimates 2,000 during the period.

No direct co-operation exists on police and immigration between the Republic of Cyprus and the Turkish Cypriot community. However, the two sides meet within the framework of a bi-communal technical committee on crime and criminal matters under UN auspices, the office of which is located in the buffer zone at Nicosia airport. It is a mechanism for information sharing and joint initiatives on crime and criminal matters. During the reporting period, one case was jointly treated.

CYPOL described co-operation with other relevant governmental departments and the SBA administration as very good. 316 cases of illegal employment were detected in joint "labour inspections" with the Ministry of Labour and Social Insurance.

The CYPOL Aliens and Immigration Department employs 315 officers who have 36 vehicles at their disposal. In addition, two fully operational helicopters are available for surveillance flights. At crossing points ultra-violet equipment is available as well as connections to central Government databases (e.g. "Stop-List", Civil Registry, Vehicles Registration, etc.) and connections to the CYPOL intranet system and the internet.

Control operations along the Line include regular day and night air and land patrols. Land patrols (mobile and on foot) are carried out by officers from local police stations which have jurisdiction at areas in the vicinity of the Line⁸ Additionally, officers from the CYPOL Aliens & Immigration Department and CYPOL Divisional Squads patrol the Line daily. A Special CYPOL Squad from Larnaka Police Division is permanently present in the vulnerable area of Pergamos–Pyla (see infra under ESBA). The CYPOL Aviation Unit carried out approximately 115 hours helicopter patrol flights across the Line during the period. Both land and air patrols are coordinated by CYPOL Headquarters.

⁷ Turkey: 351, Syria:104, Moldova: 57, Iran: 12, Nigeria: 10

⁸ The time spent by local police stations on land patrolling along the "green line" during a 24 hour-period is approximately 120 man/hours.

As the Line is not considered an external border, purchase of equipment is not eligible for funding under the External Border Fund⁹ However, CYPOL staff participate in all FRONTEX¹⁰ training programmes e.g. on detection of forged personal documents.

Eastern Sovereign Base Area (ESBA)

In general, illegal immigration via the ESBA has decreased during the period. SBA officers describe cooperation between the Republic of Cyprus and SBA Customs and Immigration in this area as excellent. During the reporting period, 1,174 persons were refused crossing, the majority being Turkish citizens. Other foreigners were tourists from the USA, Australia, Iran, Russia, Israel, Belarus and Serbia who entered via Tymbou/Ercan airport in the northern part of Cyprus and were not aware of Republic of Cyprus entry requirements¹¹

A total of 17 illegal immigrants were apprehended within the ESBA, of whom six entered the government-controlled areas legally but stayed on after their visas expired¹². The remaining 11 entered the island through the northern part of Cyprus and crossed the Line illegally¹³. Four of them entered the northern part of Cyprus through Tymbou/Ercan airport.

Away from the crossing points, the SBA Police conducts irregular, risk-based, intelligence-led patrols to counter illegal migration. These patrols are supplemented by patrols from SBA Customs and military assets. The SBA Customs service currently has approximately 40 operational staff working a 24/7 shift pattern 365 days a year to cover the two approved crossing points at Pergamos and Strovilia.

Between 1 May 2009 and 31 March 2010, 385 patrols have been carried out along the SBA - Green Line area. Normally, patrols are several times a day. SBA Customs have thermal imaging equipment (cameras, recording devices, covert vehicles) to detect movement across the Line. This equipment is deployed on a regular basis in a variety of high risk locations. Equipment is also available to detect traces of narcotics and explosives. Drug detection dogs are also deployed at crossing points. Ultra-violet passport readers are used at checkpoints.

Several unauthorised crossing points in or near the village of *Pergamos* (located partly in the SBA and partly in the northern part of Cyprus), which are still used by local residents and farmers, are particularly difficult to control. As mentioned in previous Green Line reports, these unauthorised "crossing points" remain an area of concern. This issue needs to be urgently addressed by the SBA in line with the requirements of Article 5 (2) of Protocol No 3 to the 2003 Act of Accession.¹⁴

⁹ Decision No 574/2007/EC of the European Parliament and of the Council establishing the External Borders Fund for the period 2007 to 2013 as part of the General programme "Solidarity and Management of Migration Flows", OJ L 144 of 6.6.2007, p.22

¹⁰ European Agency for the Management of Operational Cooperation at the External Borders

¹¹ Turkey: 958, USA: 38, Australia: 31, Iran: 27, Russia: 14, Israel: 12, Belarus: 12, Serbia: 10

¹² Egypt: 2, Syria:1, Nepal: 2, China: 1

¹³ Palestine: 4, Syria: 2, Iraq: 3, Egypt:1, India: 1

¹⁴ OJ L 236, 23.9.2003, p. 940

2. CROSSING OF GOODS

2.1. Value of trade

Pursuant to Art 8 of the Commission Regulation (EC) 1480/2004¹⁵, the Turkish Cypriot Chamber of Commerce (hereafter: TCCoC) as well as the authorities of the Republic of Cyprus reported on a monthly basis on the type, volume and value of goods for which accompanying documents were issued. Both reports include goods having crossed to the government-controlled areas through the crossing points of *Pergamos* and *Strovilia* under the authority of the SBA Administration.

According to reports from the TCCoC, the total value of goods for which accompanying documents were issued in the period amounted to €6,267,082 whereas the value of goods actually traded was €5,579,720.¹⁶

According to the reports provided by the authorities of the Republic of Cyprus, the total trade value of goods which actually crossed the Line decreased by 16.8% (€878,702) to €5,232,328¹⁷, compared to €6,111,030 in the previous period, primarily due to a considerable fall in potato trade. In previous reporting periods since 2007, potatoes were the largest single component of Green Line trade (up to 30% of overall trade). However, due to weather problems and non-availability of certified seed potatoes for the second crop this figure dropped to 14% during this reporting period.

May and June 2009 were saw the highest trade volume (€726,836 and €891,830), with first crop seed potatoes being the main trade product during these two months, i.e. 40% and 47% respectively of the monthly trade volume. The trade volume dropped sharply to €342,033 in August and fluctuated between €240,000 and €480,000 until April 2010.

Although not covered by the scope of the GLR, trade from the government-controlled areas to the northern part of Cyprus decreased to €708,196 in the reporting period (down from €1,095,060), according to figures from the Cyprus Chamber of Commerce and Industry. Trade from government-controlled areas to the northern part of Cyprus therefore represents 13.5% of the trade in the opposite direction (17.9% in the previous reporting period). However, it is estimated that Turkish Cypriots purchased goods worth €43 million in the wholesale and retail sector in the government-controlled areas, in 2009, bringing them to the northern part of Cyprus as part of their personal luggage. The same amount was spent by Greek Cypriots in the wholesale and retail sector in the northern part of Cyprus.¹⁸

The Turkish Cypriot community continues to apply a trade regime, which, in principle, "mirrors" the restrictions of the GLR. However, this regime is not always consistently applied, making it difficult to establish sustainable trade relations. Protection of local businesses is openly stated by the Turkish Cypriot side as the main reason. On several occasions, Greek Cypriot traders were not permitted to bring products into the northern part of Cyprus through the Green Line. Their objections to this treatment were reported to the Commission via the Cyprus Chamber of Commerce and Industry.

¹⁵ Commission Regulation (EC) No 1480/2004 of 10 August 2004, OJ L 272, 20.8.2004, p. 3.

¹⁶ See Annexes I, II and III of this report

¹⁷ 0.09% of Republic of Cyprus total imports (€5,654 million in 2009, source Statistical Service of Cyprus)

¹⁸ Source: Economic Interdependence Project - Peace Economics Consortium, Nicosia

2.2. Type of goods

From May 2009 to April 2010 stone articles such as marbles, bricks and stone were the most traded items, followed by vegetables, fresh fish and building materials.¹⁹ The trade in fresh fish which was introduced only during the previous reporting period grew by almost 150% from €307,000 to €760,000.

97% of the trade volume across the Line was intra-island trade. As of December 2009, metal scrap (copper, aluminium, steel) worth €41,206 was sold to the United Kingdom and steel scrap to India for a trade value of €86,470. These transactions required the involvement of a company registered in the government-controlled areas for intra-EU transactions and third country export formalities. The Turkish Cypriot Chamber of Commerce reported that in the case of intra-EU transactions VAT payments were due twice, in the government-controlled areas as well as in the Member State of final destination of the goods. The Commission is currently analysing the issue.

2.3. Irregularities

During the reporting period, 24 cases of irregularities involving a total trade value of €34,110 were reported by the Republic of Cyprus authorities which represents less than 1% of the total value of Green Line trade. The goods concerned were not allowed to cross the Line. In three cases, fresh fish was confiscated and destroyed as the consignments did not meet food safety standards and were unfit for human consumption. In one of these cases, the vehicle and boxes were considered as not being according to EU packaging regulations (total related trade value €2,016). Generally, according to EU procedures, non-compliant consignments of animal products such as fish are returned to the veterinary departments of the country of origin. Since no such department is recognized in the northern part of Cyprus, the fish in question was confiscated and destroyed at the checkpoint. Consideration should be given to returning such irregular consignments to the Turkish Cypriot Chamber of Commerce in future.

In six cases of scrap transport, the carrier had not obtained waste management permits from the competent Republic of Cyprus Environmental Department. Six transports of stones and glass were not accompanied by the necessary documentation, while in eight cases construction materials were not labelled according to CE marking requirements.

In the above-mentioned cases of construction materials the Turkish Cypriot Chamber of Commerce indicated inconsistencies in the treatment of partial consignments. It was noted that partial consignments of construction materials were refused due to missing CE markings while other partial deliveries of the same lot were allowed to cross.

2.4. Still existing obstacles and difficulties concerning the movement of goods

Obstacles to trade across the Green Line persist. The Republic of Cyprus authorities consider the issue of professional driving licences and roadworthiness certificates mentioned in previous reports as settled. The Republic of Cyprus authorities require driving licence and roadworthiness certificate for lorries to be obtained in the government-controlled areas, free of charge, but the Turkish Cypriot Chamber of Commerce does not consider this requirement justified and points to the fact that in 2009 and 2010 out of more than 3,000 Turkish Cypriot lorry drivers only 48 applied for the driving licence test, of which 39 passed. No applications

¹⁹ See Annexes IV and V of this report

were filed for roadworthiness certificates. As a result, Turkish Cypriot commercial vehicles and in particular lorries and busses above 7.5 tonnes can still not move freely throughout the island. The Republic of Cyprus authorities do not recognize documents as for private passenger vehicles. This causes an economic disadvantage for Turkish Cypriot transport companies since for transports above 7.5 tonnes they have to mostly use trucks registered in government-controlled areas which (with a Turkish Cypriot car insurance) can circulate freely also in the northern part. Facilitation of access for Turkish Cypriot lorries and busses to the government-controlled areas would contribute to a better balanced economic development of the transport sector in the northern part of Cyprus.

No progress can be reported either with regard to other trade. As in previous years, Turkish Cypriot traders continued to report difficulties in having their products stocked in shops and advertising their products and services in the press in the government-controlled areas. These difficulties reflect a widespread reluctance among Greek Cypriots to purchase Turkish Cypriot branded products and as such constitute a psychological barrier to trade.²⁰ Smuggling of goods across the Line has decreased but remains widespread reflecting the geographical nature of the Line which lends itself to clandestine activity along its whole length. Control operations take place in areas near the Line in order to tackle particular mainly seasonal issues such as the transportation of game/wild birds or fire crackers (also via the ESBA) to the government-controlled areas. Other items seized include cigarettes, alcohol, commercial quantities of fresh fish and snails as well as counterfeit textiles. However, according to Republic of Cyprus authorities, the volume of smuggling has decreased due to reduced price differentials. CYPOL as well as ESBA patrols along the Line are dual function: anti-smuggling as well as illegal immigration controls. The number of criminal cases filed in district courts for smuggling was 12 in 2008, 11 in 2009 and 7 in 2010 (until March). Most goods were detected at authorized crossing points: Pyla, SBA, buffer zone near Zodia and Potamia.

Concerning the traditional supply of the Turkish Cypriot population of the village of Pyla, located in the Buffer Zone (Art 4 (10) GLR), the quantities of construction materials, fish, cigarettes etc. are monitored and recorded by the SBA administration. The Turkish Cypriot neighbouring village of Pergamos is divided by the Green Line and those Turkish Cypriots living on the SBA side seek the same treatment as Pyla with regard to the 'movement of goods' across the Line but this is not allowed under the GLR which only refers to Pyla.

2.5. Facilitation of trade

The Commission continues to seek ways of enhancing trade across the Green Line. A Commission decision lifting the prohibition of the Green Line regulation to allow trade in additional new agricultural products, with the main focus being on dairy products (milk and cheese, yoghurt, whey), could be envisaged if the results of the mission of independent experts checking whether dairy products can meet EU requirements is favourable. Other products for which the Turkish Cypriot Chamber of Commerce has indicated interest are fish from fish farms and snails.

The Commission is also examining the possibility of amending the implementing rules²¹ of the GLR by lifting the obligation that potatoes must be grown directly from certified seed

²⁰ Cf Hatay, Mullen, Kalimeri, "Intra-island trade in Cyprus – Obstacles, oppositions and psychological barriers", Prio Cyprus Centre 2008.

²¹ Article 3(1) Commission Regulation (EC) 1480/2004 of 10 August 2004.

potatoes. This would allow trade of second crop potatoes produced under the control of the independent phytosanitary experts appointed by the Commission to provide the necessary assurance with regard to the identity and the health status of this second crop.

As mentioned above under point 2.3, certain consignments with construction materials were refused crossing the Line due to missing CE markings. Many Turkish Cypriot traders were not familiar with the new (December 2009) Republic of Cyprus procedure, for getting their products CE-certified. The Commission organized a study tour to Brussels for representatives of the Turkish Cypriot Chamber of Commerce to receive more information on CE marking requirements and a TAIEX²² seminar in Nicosia to provide detailed information on CE markings to Turkish Cypriot traders. Concerning language requirements for accompanying documents, the Cyprus Market Surveillance Authority agreed to accept documents in English or English translations of Turkish originals.

Under the auspices of the USAID-funded EDGE project, various actions are planned to facilitate Green Line trade. These include a bi-communal Arbitration Center, business facilitation events and detailed trade analyses to discover further trade potential.

3. CONCLUSIONS

Control of the Green Line at the authorised crossing points is satisfactory. During the reporting period the number of apprehended illegal immigrants fell by more than 50% from the previous year's level but the illegal crossing of third country nationals still remains an area of concern. The Commission assesses that further strengthening of the surveillance of the Line between the crossing points conducted by the Republic of Cyprus and the Sovereign Base Area Administration would be important to help tackle the problem of illegal migration. The Republic of Cyprus remains careful to avoid any measures which could lead to the Line taking on the appearance of an external border.

The unauthorised crossing points in the SBA areas remain an area of concern. This issue needs to be urgently addressed by the SBA.

During the current reporting period the value of trade across the Line decreased for the first time since the coming into force of the GLR in 2004 (by 17% down to €5,232,328 compared to €6,111,030 in the previous reporting period). The main reason for this decrease is the fall in the potato trade. Excluding the trade in potatoes (amounting to some €700,000), Green Line trade was stable. The most traded products were stone articles, vegetables, fresh fish and building materials. The overall scale of Green Line trade still remains limited, in part due to the restricted scope of the Regulation itself.

Obstacles to trade remain. Turkish Cypriot commercial vehicles, in particular lorries above 7.5 tonnes and buses, cannot move freely across the island. No further progress can be reported with regard to other non-tariff trade barriers.

Finally, it appears that smuggling of goods across the Line has decreased but still remains widespread.

²² EU Technical Assistance and Information Exchange instrument

The overall conclusion is that the Green Line Regulation continues to provide a workable basis for allowing the passage of persons and goods to and from the government-controlled areas of the Republic of Cyprus. The Commission will continue to monitor the implementation of the Regulation.

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COMMISSION STAFF WORKING DOCUMENT
Accompanying document to the
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Annex I

Overview table summarising the monthly reports of the Turkish Cypriot
Chamber of Commerce according to Article 8 of Commission Regulation 1480/2004
EUR (accompanying documents issued)

	2009						2010						
Traded Products	May	June	July	August	September	Oktober	November	December	January	February	March	April	TOTAL
Aluminium products	34.715	21.673	57.865	42.525	37.975	79.330	40.695	25.313	35.150	17.796	66.560	3.120	462.716
Live Animals/Animal products (fresh fish)	62.567	129.908	86.697	84.030	53.108	53.121	32.871	28.888	18.523	25.445	106.818	83.799	765.773
Building/ Articles of Stone	61.319	65.500	85.661	35.148	40.417	49.644	57.794	8.776	50.490	8.956	24.938	43.450	532.094
Ceramic products / refractory goods	24.342	27.100	31.381	7.123	37.927	22.953	49.718	13.598	33.085	28.948	21.083	31.808	329.066
Chemical Products	47.071	49.582	48.375	31.137	45.991	41.602	35.509	20.367	19.696	17.046	27.123	25.000	408.498
Clothing	0	0	0	0	0	0	0	0	0	0	0	0	0
Earth and stone	0	0	558	0	862	0	2.788	0	2.660	0	1.640	0	8.508
Electronic Equipment	0	0	0	0	0	0	0	0	3.140	0	0	0	3.140
Glass and glassware	25.756	24.627	21.213	4.037	13.366	30.620	3.125	0	0	0	600	3.970	127.313
Handicraft products	4.704	6.897	8.094	1.558	4.980	6.032	4.425	184	102	480	4.687	1.485	43.627
Iron/Steel	5.700	300	0	4.355	1.200	2.013	810	1.520	1.620	1.795	595	2.220	22.128
Miscellaneous/Manufactured articles	9.600	14.044	16.641	6.433	6.270	14.345	6.544	6.156	4.657	3.288	12.929	11.877	112.785
Paintings	0	0	715	0	0	0	0	0	0	0	0	0	715
Paper Products	9.000	4.000	4.000	3.200	750	3.600	3.600	4.800	2.600	4.350	4.400	2.606	46.906
Pastrycooks' products	0	8.700	5.375	0	0	0	0	0	0	120	400	400	14.995
Plastic Products	65.683	94.659	99.189	57.863	90.376	115.440	95.471	59.425	72.228	59.052	62.767	79.429	951.580
Pre-fabricated buildings	0	0	0	0	0	0	0	0	0	0	0	0	0
Prepared Foodstuffs	88	0	7.600	0	2.280	0	0	0	6.000	0	0	0	15.968
Printed Books, newspapers etc.	0	0	0	800	0	0	1.650	800	0	0	0	0	3.250

Raw metal	29.855	43.320	35.665	41.433	60.039	110.090	66.902	79.900	122.887	66.115	114.855	54.762	825.825
Saddlery and Harness	0	0	0	0	2.015	0	0	0	0	0	1.230	1.800	5.045
Textile articles	0	0	0	0	0	0	0	0	0	0	0	0	0
Vegetable residues and by-products	3.465	0	3.101	0	3.802	0	3.716	0	0	2.600	0	2.600	19.284
Vegetables	420.076	372.421	18.550	8.500	18.400	32.600	40.350	41.617	32.288	70.990	42.490	24.100	1.122.382
Water Storage/heating	0	0	0	0	0	0	0	0	0	0	0	0	0
Wood	0	0	0	0	0	0	0	210	210	0	0	0	420
Wooden products/ furniture	66.325	35.541	50.794	25.331	48.806	41.352	33.735	25.261	30.068	20.820	43.397	23.636	445.065
Total	870.264	898.270	581.475	353.473	468.564	602.741	479.702	316.815	435.402	327.801	536.513	396.062	6.267.082

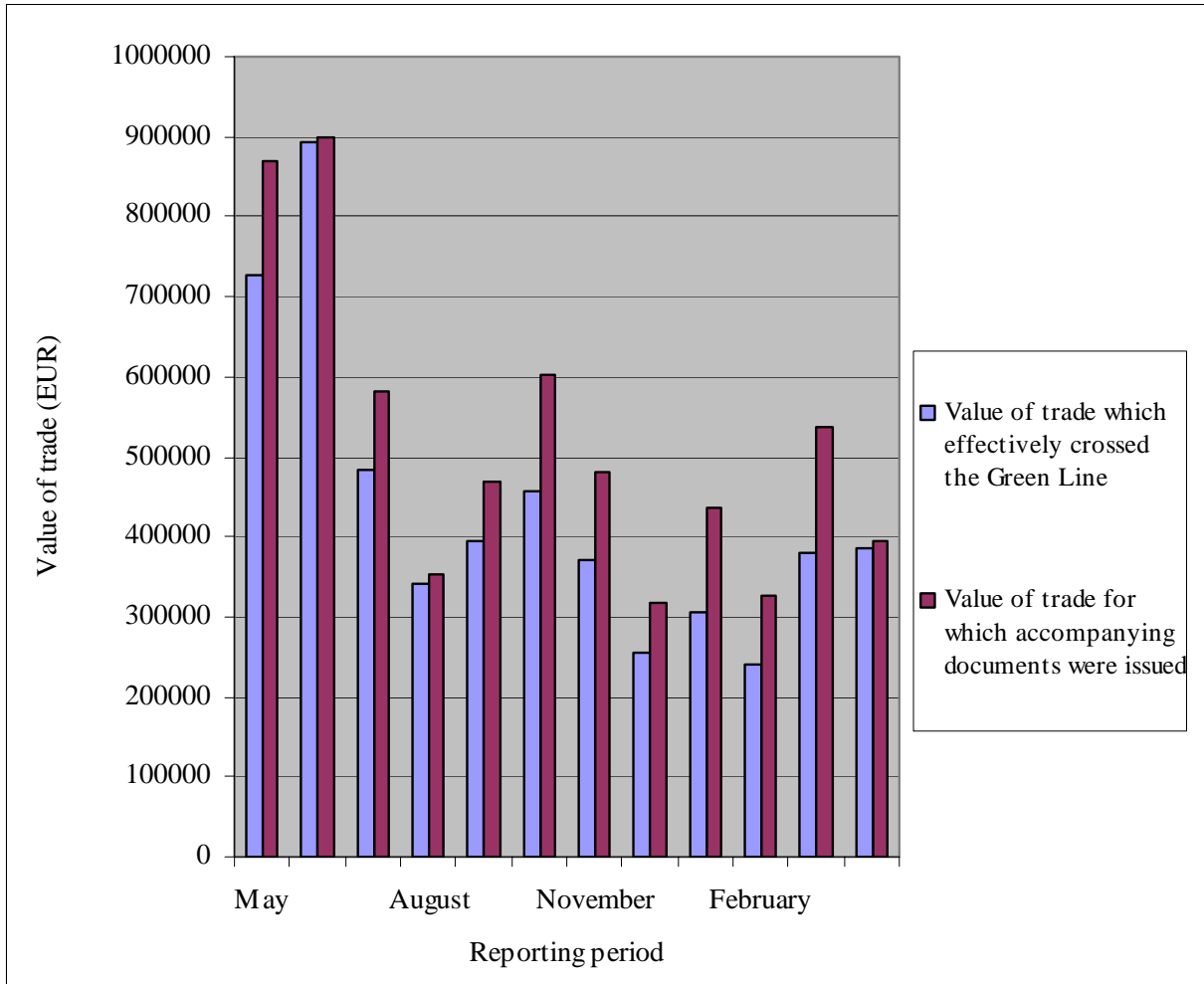
Source: table based on data received from the Turkish Cypriot Chamber of Commerce

**Annex II: Value of goods crossing the Green Line reported by the
authorities of the
Republic of Cyprus (May 2009-April 2010)**

May	726.836
June	891.830
July	482.404
August	342.033
September	395.585
October	457.535
November	369.773
December	254.933
January	305.020
February	240.322
March	379.740
April	386.316
TOTAL	5.232.328

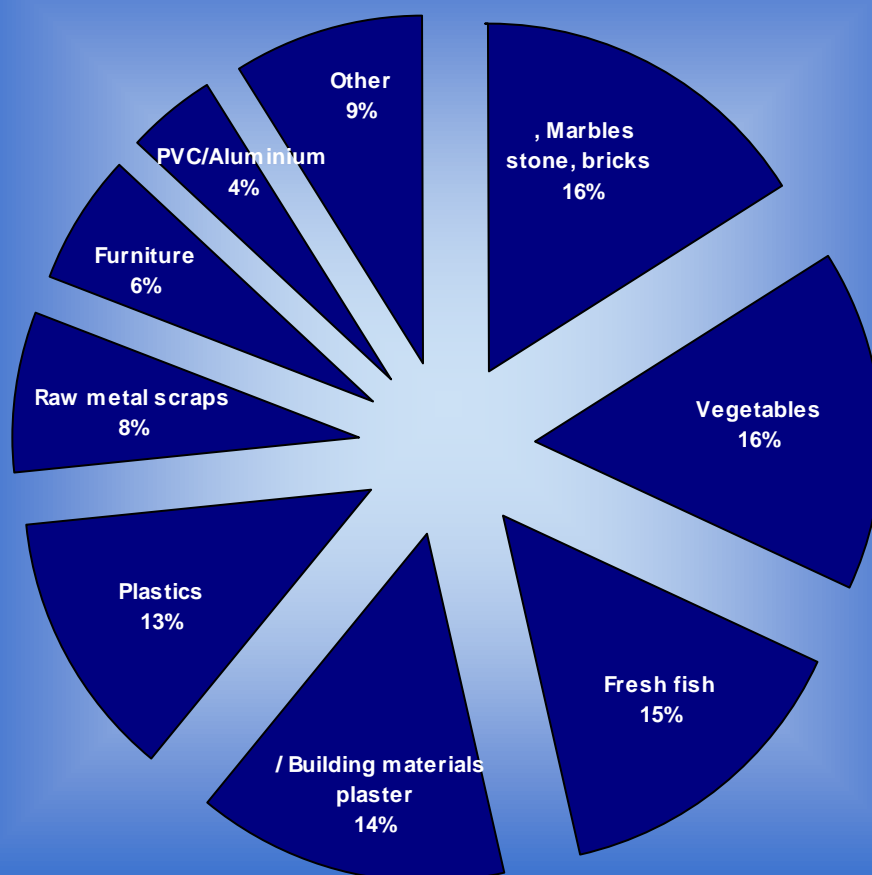
Source: table based on data received from the Cyprus Chamber of Commerce and Industry

Annex III: Values of goods which crossed the Green Line and value of goods for which accompanying documents were issued by the Turkish Cypriot Chamber of Commerce



Source: - goods effectively crossed - table based on data received from the Cyprus Chamber of Commerce and Industry
 - with accompanying documents - table based on data received from the Turkish Cypriot Chamber of Commerce

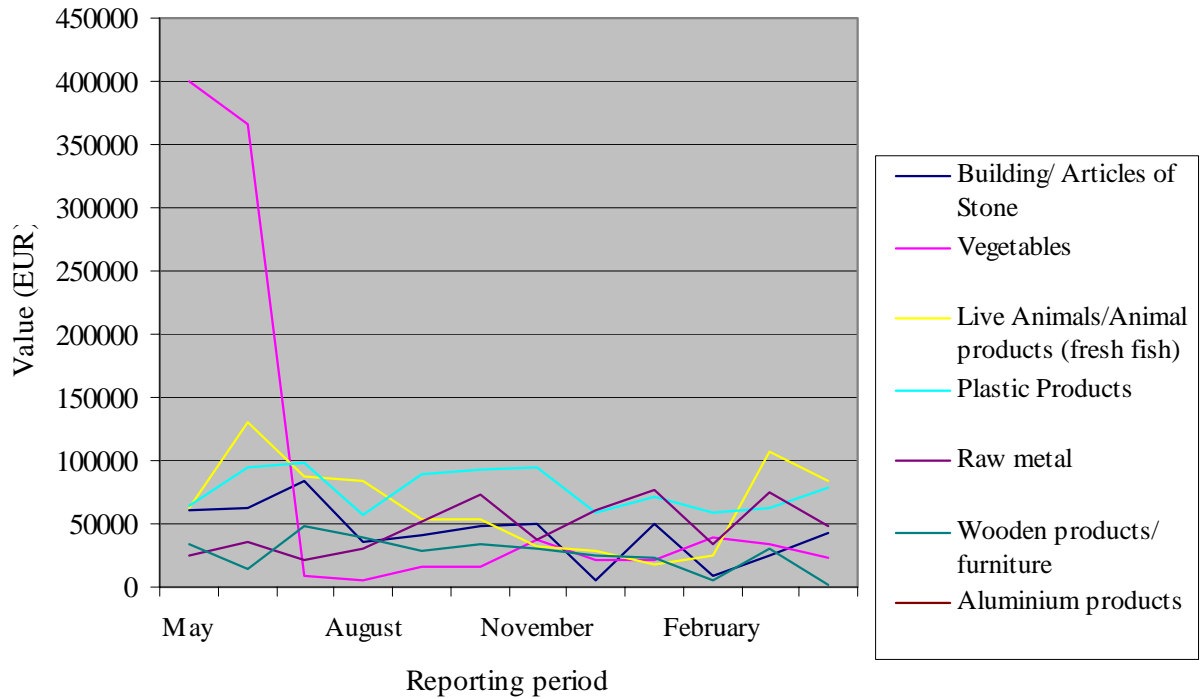
Annex IV: Most traded products



Marbles, stone, bricks	837.154
Vegetables	832.592
Fresh fish	759.062
Building materials / plaster	747.337
Plastics	658.457
Raw metal scraps	396.066
Furniture	311.780
PVC/Aluminium	220.401
Other	469.480
Total:	5.232.328

Source: table based on data received from the Cyprus Chamber of Commerce and Industry

Annex V: Development of most traded goods (highest trade value)



Source: table based on data received from the Turkish Cypriot Chamber of Commerce

Annex VI: ILLEGAL IMMIGRATION STATISTICAL DATA

FOR THE PERIOD 01/05/2009-30/04/2010

MONTH /YEAR	ILLEGAL IMMIGRANTS having entered from the areas in which the Republic of Cyprus DOES NOT exercise effective control			ILLEGAL IMMIGRANTS having entered the areas in which the Republic of Cyprus exercises effective control			ILLEGAL IMMIGRANTS from the British Sovereign Base Areas (7)
	NOT APPLIED FOR ASYLUM (1)	APPLIED FOR ASYLUM (2)	VOLUNTAR Y DEPARTUR E (3)	NOT APPLIED FOR ASYLUM (4)	APPLIED FOR ASYLUM (5)	VOLUNTARY DEPARTURE (6)	
May 2009	27	111	111	0	0	0	0
June 2009	11	99	64	3	0	0	2
July 2009	20	151	99	5	0	0	0
August 2009	26	143	178	0	0	0	10
September 2009	28	145	52	0	0	0	0
October 2009	26	143	93	0	0	1	0
November 2009	26	75	68	0	0	0	0
December 2009	16	105	70	0	0	0	0
January 2010	22	97	63	0	0	0	0
February 2010	22	76	61	0	0	0	4
March 2010	19	82	66	0	0	0	1
April 2010	12	84	55	0	2	0	0
TOTAL	255	1311	980	8	2	1	17
TOTAL	2546 (total number of 1+2+3) (98.91%)			11 (total number of 4+5) (0.43%)			17 (total number of 6) (0.66%)
GRAND TOTAL	2574 (total number of 1+2+3+4+5+6) (100%)						

SOURCE: Police Aliens & Immigration Department, Ref. No. 433/2 , 30/04/2010

Annex VII

Movement of G/C and T/C persons and vehicles across the crossing points as per Council Regulation no.866/04 (01/05/2009 - 30/04/2010)

MONTH	MOVEMENTS OF PERSONS			MOVEMENTS OF VEHICLES		
	GREEK-CYPRIOTS	TURKISH - CYPRIOTS	TOTAL	VEHICLES GCs	VEHICLES TCs	TOTAL
05 / 2009	69487	111559	181046	17475	39928	57403
06 / 2009	64593	97369	161962	15945	37248	53193
07 / 2009	61567	91852	153419	18074	35314	53388
08 / 2009	65015	85938	150953	17525	32118	49643
09 / 2009	61332	116604	177936	14743	40152	54895
10 / 2009	57683	106415	164098	14467	38590	53057
11 / 2009	59510	110991	170501	13549	39490	53039
12 / 2009	50300	105096	155396	14251	37292	51543
01 / 2010	45573	94141	139714	13104	32803	45907
02 / 2010	37488	95256	132744	10217	32472	42689
03 / 2010	47571	92339	139910	12960	32005	44965
04 / 2010	50791	77603	128394	13361	27125	40486
TOTAL	670910	1185163	1856073	175671	424537	600208

Source of data: Republic of Cyprus, Cyprus Police

Annexe VIII

COUNTRIES OF ORIGIN OF APPREHENDED ILLEGAL IMMIGRANTS
WITH A VISA OR A STAMP IN THEIR PASSPORT FROM TURKEY OR THE TURKISH CYPRIOT COMMUNITY
May 2009- April 2010

<i>NATIONALITY</i>	<i>TOTAL</i>	Entry/exit stamps from Turkey	Entry/exit stamps from the Turkish Cypriot community	Visa issued by Turkey allowing transit to the northern part of Cyprus	Visa/residence permit issued for the northern part of Cyprus
<i>SYRIA</i>	545	502	406	366	0
<i>IRAN</i>	151	125	136	1	0
<i>GEORGIA</i>	103	91	68	12	0
<i>PAKISTAN</i>	90	7	89	6	0
<i>BAGLADESH</i>	53	25	52	9	5
<i>MOGGOLIA</i>	46	40	40	1	0
<i>WEST BANK (PALESTINE)</i>	49	34	43	26	0
<i>MOLDOVIA</i>	54	25	54	2	0
<i>INDIA</i>	46	4	45	0	2
<i>IRAQ</i>	32	32	17	19	0
<i>JORDAN</i>	37	25	28	12	2
<i>UKRAINE</i>	30	19	28	4	0
<i>SRI LANKA</i>	32	1	32	1	0

<i>NATIONALITY</i>	<i>TOTAL</i>	Entry/exit stamps from Turkey	Entry/exit stamps from the Turkish Cypriot community	Visa issued by Turkey allowing transit to the northern part of Cyprus	Visa/residence permit issued for the northern part of Cyprus
<i>CHINA</i>	22	13	21	8	1
<i>UZBEKISTAN</i>	20	14	18	2	0
<i>LEBANON</i>	15	7	13	7	0
<i>EGYPT</i>	16	14	10	3	1
<i>RUSSIA</i>	14	10	14	0	0
<i>ARMENIA</i>	12	6	11	0	0
<i>NIGERIA</i>	8	4	8	0	1
<i>CAMEROON</i>	24	0	24	0	4
<i>TUNISIA</i>	7	7	7	0	0
<i>TURKEY</i>	7	7	7	0	1
<i>USA</i>	6	5	6	5	0
<i>MOROCCO</i>	6	5	5	0	0
<i>YUGOSLAVIA</i>	4	2	4	1	1
<i>CANADA</i>	3	3	3	3	0
<i>INDONESIA</i>	3	3	3	0	0

<i>NATIONALITY</i>	<i>TOTAL</i>	Entry/exit stamps from Turkey	Entry/exit stamps from the Turkish Cypriot community	Visa issued by Turkey allowing transit to the northern part of Cyprus	Visa/residence permit issued for the northern part of Cyprus
<i>BRAZIL</i>	2	2	2	0	0
<i>KENYA</i>	2	2	2	2	0
<i>VIETNAM</i>	2	0	2	0	0
<i>AUSTRALIA</i>	2	2	2	0	0
<i>NEW ZEALAND</i>	1	1	1	0	0
<i>KYRGISTAN</i>	2	2	2	0	1
<i>FYROM</i>	1	0	1	0	0
<i>KAZAKSTAN</i>	1	1	1	0	0
<i>MALI</i>	2	0	2	0	0
<i>ALGERIA</i>	1	1	1	0	0
<i>ALBANIA</i>	3	2	2	0	0
<i>NEPAL</i>	1	0	1	0	0
<i>GANA</i>	2	1	2	0	0
<i>JAMAICA</i>	1	1	1	0	0

<i>NATIONALITY</i>	<i>TOTAL</i>	Entry/exit stamps from Turkey	Entry/exit stamps from the Turkish Cypriot community	Visa issued by Turkey allowing transit to the northern part of Cyprus	Visa/residence permit issued for the northern part of Cyprus
<u>TOTAL</u>	1458	1045	1214	490	19

SOURCE: Police Headquarters, Aliens & Immigration Department, 22/4/2010