Large Scale Projects
Large Scale Projects

THE PROGRAMME HANDBOOK NO.6
Large Scale Projects (LSPs) are the biggest infrastructure and investment undertakings realised within the Cross-border Cooperation Programme Poland–Belarus–Ukraine 2007–2013. Their cross-border nature is clearly visible to the naked eye since their main subject are investments directly and literally on the borders between European Union (Poland) and neighbouring countries (Belarus, Ukraine).

According to the CBC Implementing Rules Article 2 (7) LSP’s are projects comprising a set of works, activities or services intended to fulfil an indivisible function of a precise nature pursuing clearly identified objectives of common interest for the purposes of implementing cross-border investments.

LSPs are implemented within priority 2. Improving the quality of life, measure 2.2 Efficient and secure borders described in the basic document for the Cross-border Cooperation Programme Poland–Belarus–Ukraine approved by the European Commission on the 6th of November 2008.
Measure 2.2 has the objective of increasing the efficiency of border infrastructure and procedures and to improve border security. **A higher throughput capacity at border crossing points and their security are crucial for achieving the programme’s objectives.** In order to better utilise and expand the social and economic potential within the programme area, it is necessary to alleviate the administrative, institutional and infrastructural obstacles to the free movement of goods, services and people across borders. Support is provided for activities that increase the transparency and efficiency of border controls and customs procedures.

**LSPs are crucial for the development of the Programme area and implemented by partners who are the only entities able to implement the scope of LSPs activities concerning the construction of new border crossings and modernisation of existing border crossings.**

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**LSP CREATION**

### 1. LSP Identification

Because of the significant importance and specific character of the LSPs, their selection was not realised within any call for proposals. Three participating countries jointly identified large scale cross-border projects (in accordance with the CBC Implementing Rules article 4) and then the process of LSP creation was carried out in the following steps:

**Step 1: Shortlist**

The Joint Monitoring Committee (JMC) approved a draft shortlist of large scale projects on the basis of project Summaries. The shortlist along with the project summaries and the JMC’s recommendation was then submitted to the European Commission for approval.

**Step 2: Final list of projects to be financed**

Once the shortlist was confirmed by the European Commission, the Joint Technical Secretariat (JTS) experts carried out the assessment of necessary specialist documents such as Feasibility Study or Environmental Impact Assessment (EIA) reports.

Based on these documents, the JMC drew up a list of projects recommended to be financed, and passed it on for the European Commission for acceptance.
2. LSP contracting phase

Projects happily accepted by the EC formed the final list of 9 LSPs to be financed.

Before the grant contracts were signed and implementation phase started, all the significant projects from the final list had to be elaborated in necessary details.

Work on the detailed scope of planned works, list of equipment to be purchased and description of other activities supporting cross-border cooperation, as well as setting the project budget was not easy. It took time and efforts of both beneficiaries and Programme bodies (JTS, JMA) to prepare good projects with a tangible long-term effect and benefits for neighbouring countries.

A series of meetings, trainings and seminars organised by the JTS for LSPs partners were conducted by the JTS with participation of national authorities of cooperating countries.

Finally, 9 grant contracts for the realisation of LSPs were signed by the JMA for total EU co-financing 45.3 million EUR.

The ceremony of signing the first grant contract in the Programme took place on the 19th of April 2011 during the Joint Monitoring Committee meeting in Łańcut. The contract was signed for the realisation of project no. IPBU.02.02.01-20-002/09 entitled Infrastructural development of the Połowce – Peschatka road border crossing – Stage III (Polish-Belarusian border) – powiat of Hajnowka RP – Brest district RB which was at the same time the first signed contract for LSP among all ENPI Programmes.
### Statistics of Contracted LSP

- **Number of contracted projects:** 9
- **Total value of LSP:** 50.3 M €
- **Total amount of LSP EU co-financing:** 45.3 M €
- **The smallest LSP budget:** 2.2 M €
- **The biggest LSP budget:** 12.1 M €
- **The smallest LSP grant:** 1.9 M €
- **The biggest LSP grant:** 10.9 M €
- **Longest LSP:** 36 months
- **Shortest LSP:** 18 months
- **Number of completed projects:** 2
- **Total grant amount of completed projects:** 9.6 M €
- **Number of projects which will be completed until the end of 2014:** 4
- **Total EU co-financing amount of projects which will be completed until the end of 2014:** 19.9 M €
- **Total grant amount paid by the JMA to beneficiaries:** 18.5 M €

### Partnership Structure in LSP

- **PL-UA:** 6
- **PL-BY:** 3
**LIST OF ALL CONTRACTED LSP**

<table>
<thead>
<tr>
<th>Project Code</th>
<th>Description</th>
<th>Lead Partner</th>
<th>Project Partner</th>
<th>Total Amount (EUR)</th>
<th>Grant Amount (EUR)</th>
</tr>
</thead>
<tbody>
<tr>
<td>IPBU.02.02.01-70-001/09</td>
<td>Development of Modern Border Guard Sections Infrastructure</td>
<td>Administration of the State Border Guard Service of Ukraine</td>
<td>The Border Guard of the Republic of Poland</td>
<td>8,842,447.87</td>
<td>7,958,203.08</td>
</tr>
<tr>
<td>IPBU.02.02.01-20-002/09</td>
<td>Infrastructural Development of the Połówce – Peschatka Road Border Crossing – Stage III (Polish-Belarusian Border) – Powiat of Hajnówka RP – Brest District RB</td>
<td>Podlaski Voivode</td>
<td>State Customs Committee of the Republic of Belarus</td>
<td>4,933,213.43</td>
<td>4,436,438.84</td>
</tr>
<tr>
<td>IPBU.02.02.01-06-003/09</td>
<td>Construction of the Road Border Crossing in Doliobyczów – 4 Buildings</td>
<td>Lublin Executive Board for Maintenance of Border Crossings</td>
<td>Ministry of Revenue and Duties of Ukraine</td>
<td>5,549,542.01</td>
<td>4,994,587.81</td>
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<tr>
<td>IPBU.02.02.01-18-004/09</td>
<td>The Construction of the Exit as a Part of the Construction of the Road Border Crossing Budomierz – Hruszew</td>
<td>Podkarpacki Voivodeship Office</td>
<td>State Customs Service of Ukraine</td>
<td>5,764,688.76</td>
<td>5,188,219.88</td>
</tr>
<tr>
<td>IPBU.02.02.01.66-005/09</td>
<td>Construction and Instrumentation of the Road Border Checkpoint “Peschatka – Stage III (Belarusian-Polish Border) – Brest District RB – Powiat of Hajnówka RP</td>
<td>State Customs Committee of the Republic of Belarus</td>
<td>Brest Custom House, Podlaskie Voivodeship, Minsk Central Custom House</td>
<td>12,111,111.11</td>
<td>10,900,000.00</td>
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</tbody>
</table>
**IPBU.02.02.01-70-006/09**

**THE RECONSTRUCTION OF INTERNATIONAL AUTOMOBILE BORDER CROSSING POINT (IABCP) “USTYLUG”**

- **Lead Partner:** Ministry of Revenue and Duties of Ukraine
- **Project Partner:** Lublin Executive Board for Maintenance of Border Crossings

<table>
<thead>
<tr>
<th>Total Amount (EUR)</th>
<th>Grant Amount (EUR)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5,487,022.59</td>
<td>4,936,674.22</td>
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</table>

**IPBU.02.02.01-70-007/09**

**CREATION OF FUNCTIONAL MODULE BORDER CROSSING POINT FILTER IN THE INTERNATIONAL AUTOMOBILE BORDER CROSSING POINT (IABCP) RAVA RUSKA, PROVIDING WITH THE EQUIPMENT AND FACILITIES OF THE BORDER CROSSING POINTS KRAKIVETZ, SHEGINI AND YAGODYN**

- **Lead Partner:** Ministry of Revenue and Duties of Ukraine
- **Project Partners:** State Customs Committee of the Republic of Belarus, Administration of the State Border Guard Service of Ukraine

<table>
<thead>
<tr>
<th>Total Amount (EUR)</th>
<th>Grant Amount (EUR)</th>
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<tbody>
<tr>
<td>2,213,731.87</td>
<td>1,992,137.31</td>
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**IPBU.02.02.01-66-008/10**

**CONSTRUCTION OF RELOCATABLE X-RAY SCANNING CONTROL SYSTEM OF VEHICLES ON THE ROAD CHECKPOINT “BRUZGI”**

- **Lead Partner:** State Customs Committee of the Republic of Belarus
- **Project Partners:** Grodno Regional Custom House, Podlaskie Voivodeship, Minsk Central Custom House

<table>
<thead>
<tr>
<th>Total Amount (EUR)</th>
<th>Grant Amount (EUR)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,722,222.22</td>
<td>2,450,000.00</td>
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</table>

**IPBU.02.02.01-70-009/10**

**DEVELOPMENT OF IT INFRASTRUCTURE OF UKRAINIAN CUSTOMS AND BORDER GUARDS SERVICES AT UKRAINIAN – POLISH BORDER**

- **Lead Partner:** Ministry of Revenue and Duties of Ukraine
- **Project Partners:** Lublin Voivodeship Office, Podkarpackie Voivodeship Office

<table>
<thead>
<tr>
<th>Total Amount (EUR)</th>
<th>Grant Amount (EUR)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,719,382.00</td>
<td>2,447,443.80</td>
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</table>
In the LSPs implementation phase, assistance of the JTS is constantly provided by individual consultations by phone, e-mail, meetings and seminars on issues such as regulations of the grant contract, public procurements procedures, reporting requirements, etc.

Experts from Interact also helped to provide beneficiaries with necessary knowledge in this scope.

**Trainings and seminars organised by the JTS for LSPs partners at the implementation phase**

- **Trainings**: 6
- **Participants**: 83
IPBU.02.02.01-70-001/09

DEVELOPMENT OF MODERN BORDER GUARD SECTIONS INFRASTRUCTURE

Lead Partner
Administration of the State Border Guard Service, Ukraine

Partner
The Border Guard of the Republic of Poland

Duration
36 months

Total budget amount
8,842,447.87 EUR

EU co-financing
7,958,203.08 EUR

Action location
Ukraine: Volynska and Lvivska oblasts: Ambukiv, Pavlovychi, Korytnytsya, Migove, Syanky, Nizhankovychi, Grabove, Vysotsk, Novogruzke

The overall objective of the project is to increase the efficiency of the protection of the Ukrainian-Polish border through the development of the supporting border guard infrastructure, and strengthening cooperation between the authorities responsible for border management at managerial and executive levels. This objective will be achieved thanks to establishing a modern infrastructure of 9 border guard units (Ambukiv, Pavlovychi, Korytnytsya, Migove, Syanky, Nizhankovychi, Grabove, Vysotsk, Novogruzke), increasing capacity to prevent illegal migration, smuggling, trafficking and other cross-border crimes, and establishing mechanisms of transfer of knowledge and best EU practices.
Refurbished and constructed administrative buildings, service apartments, dog pavilions at the existing border guard sections (two-stage roofs, modern internal engineering services and networks):

Refurbished area: 8,224.75 m²  
Constructed area: 724.54 m²

Reconstructed auxiliary infrastructure:
- warehouses
- pumping stations
- sewer pipelines
- diesel generator stations
- electric communication and power networks
- local engineer nets

Full-scale technical re-equipment of border guard units with the European practice and standards:
- 100 items of vehicles and other transportation means
- 18 items of surveillance equipment
- 354 items of the communication equipment
- 87 items of office equipment
- 183 items of software
- 9 sets of furniture and other equipment

2 trainings from the usage of new equipment and management
The project Development of modern Border Guard Sections Infrastructure aims to strengthen political and economic security on the Ukrainian border by tackling the following challenges:

- Security systems on the Ukrainian state border have to be strengthened to counter the threats of international terrorism, smuggling of arms and terrorist weapons, proliferation of weapons of mass destruction and environmentally hazardous substances, drug trafficking and illegal migration.
- Technical border infrastructure on the western section of the border, legacy of the 1970s-1980s is worn out and obsolete and calls for comprehensive modernization.
- The existing equipment of border crossing points hampers effective border screening of people, vehicles and cargo, given the increasing border traffic.

The government fully support the project implementation as it is consistent with a number of law enforcement programmes, namely the State Border Service Development Concept until 2015 affirmed by Presidential Decree #546 of 19.06.2006 and Special Law Enforcement Programme on Equipment and Reconstruction of the State Border until 2015, approved by the Cabinet of Ministers resolution #831 of 13.06.2007.

Equipping the State Border Service of Ukraine with modern technologies for protecting the state border, fostering cross-border cooperation and sharing border security expertise will promote sustainable outputs of the project, particularly in light of new threats and challenges Ukraine and the entire world are facing.
The overall objective of the project was the protection of political and economic interests of Poland and the European Union by adapting the external EU border to the requirements of the Schengen Treaty. The achievement of this objective is ensured by the improvement of the effectiveness of the border infrastructure and procedures, and the increase of security at the Połowce – Peschatka border crossing by extending the crossing point. The project was successfully completed.
Moreover, after the construction of the border crossing (works beyond the project), clearance of 200 trucks up to 7.5 t and 50 coaches in both directions per day will be ensured.

With the expansion of infrastructure of the Połowce- Peschatka border crossing, security at the state border has been increased, illegal border crossings have been reduced, business entities in the region of the border crossing have been more active, and hence employment in the region has increased and the living conditions of the inhabitants have improved. Simultaneously, modernisation and expansion of access roads will reduce the risk of collisions and accidents. International road transport between Poland-Belarus- Russia will improve. The planned border crossing will occupy a total area of 18.03 acres.

The undertaking was a symmetrical design, implemented on both sides of the Polish-Belarusian border, i.e. the construction of road border crossing in Połowce on the Polish side, i.e.: ‘The construction of infrastructure for Połowce - Peschatka road border crossing - Stage III (Polish – Belarusian border) – Hajnówka Poviąt RP – Brest Oblast RB’ and the construction of road border crossing in Peschatka on the Belarusian side, i.e.: ‘The construction and instrumentation of ‘Peschatka’ road border crossing - Stage III (Polish-Belarusian border) – Brest Oblast RB – Hajnówka Poviąt RP’.

MACIEJ ŻYWNO, PODLASKI VOIVODE
As part of the investment, a complete infrastructure for passenger traffic, freight and pedestrians customs clearance has been built with the assumption of daily throughput in both directions:

- 200 trucks up to 7.5 t
- 2000 cars
- 50 coaches.

The facilities provided under the project co-financed by the Cross-border Cooperation Programme Poland-Belarus-Ukraine 2007-2013:

- Pavilion of sentries No. 11B
- Shelters No W5A and No. W5B
- Pavilions of customs clearance of cars No. 9A and No. 9B.
- Main Building
- Buildings for detailed inspections of cars No. 4A and No. 4B

Połowce - Peschatka road border crossing has been in operation since December 1993. By 2007, the customs clearances took place only on the Belarusian side. After the Polish accession to Schengen in 2007, the communication infrastructure started to function on the Polish side and the Polish border guards were able to conduct clearances. The unit has the status of bilateral passenger border crossing - only for the citizens of the Republic of Poland and the Republic of Belarus (and only for cars and coaches). After completion of the project, Połowce will have a modern international border crossing, with an area of approximately 18 hectares. The border guards will perform their duties in two directions in a day, about 200 trucks up to 7.5 tons and about 2,000 cars and 50 buses.

Połowce is the only border crossing on the border of the European Union without having international status.
IPBU.02.02.01-06-003/09

CONSTRUCTION OF ROAD BORDER CROSSING
AT DOŁHOBYCZÓW – 4 BUILDINGS

Lead Partner
Lublin Executive Board for Maintenance of Border Crossings, Poland

Partner
Ministry of Revenue and Duties of Ukraine

Duration
34 months

Total budget amount
5 549 542.01 EUR

EU co-financing
4 994 587.81 EUR

Action location
Poland, Lubelskie Voivodeship, Poviat Hrubieszowski

The overall objective of this LSP is increasing the openness and safety of the Polish-Ukrainian border in Lubelskie Voivodeship, and it will be achieved through the construction of a new border crossing point (4th in Lubelskie Voivodeship), the facilitation of movement of people, goods and services across the border, and better protection of the border against the trespassing of undesirable visitors (illegal border crossing) and fight against cross-border crime (smuggling of excise goods and drugs, arms trafficking).
Moreover, after project completion and start of functioning of the new border crossing point, the amount of detected smuggling will increase and the movement of people, goods and services across the border will be ensured at a satisfactory level: 4000 passenger vehicles/per 24 hours in both directions; 1000 lorries up to 3.5 t/per 24 hours in both directions and up to 30 buses/per 24 hours in both directions.
The project titled Construction of Road Border Crossing at Dołhobyczów – 4 buildings is part of a large investment task, involving the construction of the new border crossing, located between the existing road border crossings in Zosin and Hrebenne. It is the longest (139 km), undeveloped stretch of the Polish-Ukrainian border. The new border crossing fills this gap in border infrastructure, by increasing the openness of the border and, at the same time, relieving the neighbouring border crossings. It can be anticipated that this border crossing will be the only permanent place for border crossing in this section for many years to come.

The Ukrainian borderland in the area of the new border crossing is inhabited by a significant proportion of the population of Polish origin (until 1951 these areas belonged to Poland). Social ties between the inhabitants of both border areas are constantly supported by families, former neighbours and NGOs. The open border crossing will further satisfy the needs in terms of personal contacts, among others, under the local border traffic.

Taking into account the geographical location and the area of impact of the border crossing as well as noted volumes and trends observed in the border traffic with Ukraine, adequate infrastructure has been built in the area of the border crossing in order to service about 4 000 cars and min. 30 buses daily (in both directions in total).

Total expenditure for this investment has amounted to PLN 154.1 million so far, including PLN 21.23 million (about 13.78 %), coming from the proceeds obtained from the CBC Programme Poland - Belarus - Ukraine 2007-2013.
BUDOMIERZ – HRUSZEW

Lead Partner
Podkarpackie Voivodeship Office, Poland

Partner
State Customs Service of Ukraine

Duration
18 months

Total budget amount
5 764 688.76 EUR

EU co-financing
5 188 219.88 EUR

Action location
Poland, Krośnieńsko-Przemyski subregion, Lubaczowski Powiat, Budomierz

The overall objective of the project was to adapt the eastern Polish border to the European Union standards, to increase the efficiency of the border and to improve the conditions of crossing the border. The project facilitated travel to Ukraine and accelerated border crossing movement in the region. Thanks to this, the heavy traffic in Medyka and Korczowa crossing border points could be decreased. Moreover, custom clearance procedures could be faster and more efficient, thus cross-border cooperation between people, institutions, organisations, companies and local communities to better exploit the opportunities offered by the region is facilitated. Modernised infrastructure also enables better prevention against drug traffic, smuggling, illegal immigration. The project was successfully completed.
**FINAL PROJECT ACHIEVEMENTS**

- **6 858.00 m²** internal road with 6 strips
- **1 244.90 m²** administrative building
- **1 969.40 m²** buildings of detailed inspection
- **2 637.00 m²** the roof over the strips
- **239.00 m²** exit clearance pavilion complex

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**Once the border crossing Budomierz – Hruszew starts operating, the following effect will be achieved, among others, thanks to co-financing from the CBC Programme Poland–Belarus–Ukraine:**

<table>
<thead>
<tr>
<th>Number of travellers and vehicles being able to pass the border in Podkarpacie during 24 h</th>
<th>Reduction of waiting time at the border to:</th>
<th>Number of passengers and vehicles passing the border at the new border crossing in Budomierz</th>
</tr>
</thead>
<tbody>
<tr>
<td>27 389 people</td>
<td>1.30 h Medyka</td>
<td>8 000 passengers</td>
</tr>
<tr>
<td>11 040 vehicles</td>
<td>1.48 h Krościenko</td>
<td>3 080 vehicles</td>
</tr>
<tr>
<td></td>
<td>1.18 h Korczowa</td>
<td></td>
</tr>
</tbody>
</table>

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**KATARZYNA LECHOWSKA-WINIARZ**

DEPUTY DIRECTOR OF THE DEPARTMENT OF INFRASTRUCTURE OF THE PODKARPACKIE VOIVODESHIP OFFICE IN RZESZÓW

Voivode of the Podkarpackie Voivodeship is a beneficiary of many aid schemes, from which he raises funds for expansion of border crossings infrastructure and the purchase of control equipment for Border Guard and Customs Service.

In the years 2012–2013, Voivode of the Podkarpackie Voivodeship as the Lead Partner implemented project known as *The construction of the exit as a part of the construction of the road border crossing Budomierz–Hruszew*. This project was a part of a long-term investment, consisting in the construction of a new road border crossing point with Ukraine in Budomierz in Podkarpacie from a scratch. This investment included realization of installation and finishing works on several facilities of the crossing from the resources of the Cross-border Cooperation Programme Poland–Belarus–Ukraine 2007-2013.

Installation works included, among others, installation of low-voltage systems and the equipment for border and customs control such as readers, scanners, monitoring systems.
or access control systems. This modern equipment meets the highest standards, which are vital for ensuring the effective protection of external border of the European Union.

Such ambitious undertaking, being the construction of modern road border crossing on the external border of the European Union, would be difficult to conduct with the use of only budgetary resources remaining in the investors disposition. That is why the possibility of access to the Union’s funds, also those which come from programmes for funding cross-border initiatives is so important.

The use of funds which come from the Cross-border Cooperation Programme Poland–Belarus-Ukraine 2007-2013 and thus creating a modern control infrastructure on the Polish-Ukrainian border allows to increase the security level of this border, improve the work of customs and border control services and also intensify cross-border cooperation. New border crossing which was opened in December 2013 actually increases the throughput of the border that translates into improvement for establishing and maintaining bilateral relations between different types of business entities, social, scientific or touristic organizations from both countries.

We hope that the opening of border crossing in Budomierz will also have a positive influence on the development of local infrastructure in border areas. This entails in particular the development of local transport network, including the construction and expansion of roads, which will serve for better communication of the crossing and for the development of enterprises aiming at service of the cross-border traffic.

I would also like to add that efficient implementation of the Project would not be possible without the good cooperation of the Podkarpackie Provincional Government in Rzeszów with Joint Technical Secretariat of the Cross-border Cooperation Programme Poland–Belarus-Ukraine 2007-2013.

The strategic objective of the project is primarily to protect the economic interests of the Republic of Belarus. The implementation of planned actions enables to realise the idea of cross-border cooperation by means of the provision of well-developed infrastructure of border checkpoint “Peschata – Połowce”, allows to attain project goals such like efficiency upgrading of the border checkpoints infrastructure, as well as passing procedures across borders and enhancement of border safety.

This will exert influence on the social and economic integration of the area.
PROJECT RESULTS

Raising checkpoints capacity and reducing time needed for border passage

1130 passenger cars per day
50 trucks per day
20 buses per day

Improved prevention of and fight against organised crime and smuggling:

Up to 10% more of detected violations

Construction of checkpoint modern infrastructure appropriately equipped:

1 main building (service industrial building for state control services)
2 checkpoint pavilions with a shelter
2 pavilions of the dimensional control with shelters
16 pavilions for vehicles clearance on the channels of traffic flow
1 building for sanitary, phytosanitary, veterinary control services with the pavilion for detailed inspection
1 pavilion for cynological service

Photograph: State Customs Committee of the Republic of Belarus
IPBU.02.02.01-66-008/10

CONSTRUCTION OF RELOCATABLE X-RAY SCANNING CONTROL SYSTEM OF VEHICLES ON THE ROAD CHECKPOINT “BRUZGI”

Lead Partner
State Customs Committee of the Republic of Belarus

Partners
Podlaskie Voivodeship, Poland
Grodno Regional Custom House, Belarus
Minsk Central Custom House, Belarus

Duration
31 months

Total budget amount
2 722 222.22 EUR

EU co-financing
2 450 000.00 EUR

Action location
Belarus, Hrodna oblast, the road checkpoint “Bruzgi”

The main purpose of the project is to improve the safety of the Belarusian-Polish border. Implementation of the project will support preventing and combating smuggling and other violations in the field of customs by introducing at the checkpoint “Bruzgi” a new technology of non-intrusive customs inspection of vehicles, which includes an X-ray scanning system. It is also planned to prepare experts to work on the scanning equipment and to arrange expedited inspection of cargo transport. Additionally, thanks to the introduced solutions, the time of crossing the border will be reduced.
PROJECT RESULTS

1 set of constructed infrastructure for non-intrusive inspection of transport vehicles – relocatable inspection set with X-ray scanning system: hardware, protective building (an area of 400 sq.m.) and building for the personnel (an area of around 75 sq.m.)

Improved border crossing capacity: more than 5000 vehicles per day

Increased number of vehicles inspected using the new inspection set and increased number of detected violations up to 20%

20 specialists trained on working with the new scanning control system

ALEKSEI UGRIN
HEAD OF THE LAW DEPARTMENT AT THE STATE CUSTOMS COMMITTEE OF THE REPUBLIC OF BELARUS

The State Customs Committee of the Republic of Belarus implements two technical assistance projects within the Cross-border Cooperation Programme Poland–Belarus–Ukraine 2007–2013, titled Construction and instrumentation of the road border checkpoint „Peschatka” (LSP no. IPBU.02.02.01.66-005/09) and Construction of relocatable X-ray scanning control system of vehicles on the road checkpoint „Bruzgi” (LSP no. IPBU.02.02.01-66-008/10).

The scope of the project Construction and instrumentation of the road border checkpoint „Peschatka” includes the construction of the road checkpoint, whereas the unique aspect of the project Construction of relocatable X-ray scanning control system of vehicles on the road checkpoint „Bruzgi” is “turnkey” supply of Vehicle X-ray Scanning-control system, including the construction of the building for placing the scanning equipment and administrative building for personnel on the territory of the checkpoint.
These two different projects have an important meaning for customs bodies of the Republic of Belarus and for the country in general.

It is worth mentioning that before the reconstruction the road checkpoint Peschatka did not fulfil the modern requirements: low traffic capacity, insufficient level of infrastructural facilities and technical equipment, and, as a result, the low effectiveness of tackling problems with smuggling and other violations in the field of customs. In this case, EU aid in investing the project will definitely ensure a positive effect for the region and the country, and will also have a positive effect on strengthening integration processes in border regions. The implementation of planned projects will allow to decrease time spent for passing the border and increase effectiveness of struggling with administrative customs violations.

Estimated traffic capacity will be several time higher: 1130 cars, 50 trucks and 20 buses per day.

Whereas, the instrumentation of road checkpoint in Bruzgi with modern technical equipment – X-ray scanning system – will have an extremely positive effect for the work organisation in the checkpoint.

Inculcation of the X-ray scanning–control system will improve customs control, decrease time of control procedure, lower costs for transporters and help to fight with the smuggling.

Geopolitical position of Belarus – in the centre of Europe, and the fact that customs services are developing in the atmosphere of permanent growth of export – modernisation in line with international standards and improvement of customs technologies in order to create free-access environment for business. Ensuring control on the Belarusian part of the border, customs bodies of the Republic of Belarus pay attention to fast reaction to security breaches connected with smuggling and administrative customs violations in foreign economic activity.

Projects of international technical assistance under the implementation are an instrument in reaching the main goal, sustainable economic growth through the activation of foreign economic, investments and international cooperation.
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