



Anatomy of the border:
infrastructure, security
and human rights

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NGO "Europe without barriers"
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Project goal - to obtain a comprehensive assessment of innovations and changes in the practice of crossing a state border by citizens of Ukraine and foreigners after completion of visa liberalization process with the EU in order to increase the level of mobility of Ukrainians and formation of an entry friendly policy for foreigners.



Project team:
5 partner organizations in 5
regions and 42 interviewers

Centrum pre strategické
PARTNERSTVO
Центр стратегічного
ПАРТНЕРСТВА

громадська організація
інформаційно-правовий центр
НАШЕ ПРАВО



просвіта
Благодійна організація





Methodology of the study

qualitative research, which show the tendencies typical for the functioning of 20 border crossing points along the Ukrainian state border with the EU member states, Belarus and Russia in April-May 2018

2200 interviews

1386

with Ukrainian
respondents

836

with foreigners



Main categories of users of the EU - Ukraine border

1

Persons, engaged in trade near the border

2

Labour migrants

3

Persons who drive foreign-registered cars without re-registering them in Ukraine and paying customs clearance

4

Persons who crossed the border in order to visit the relatives

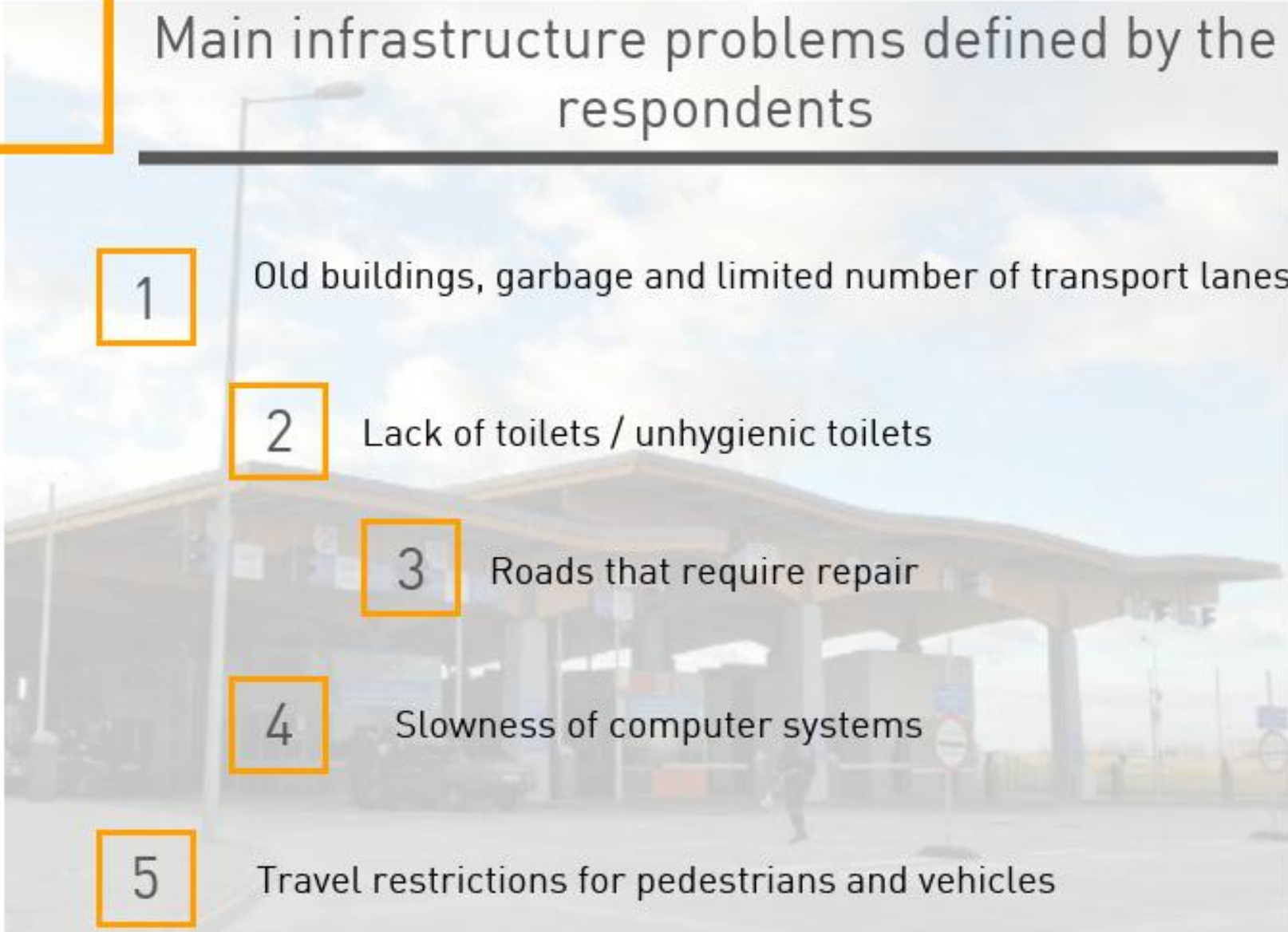
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Tourists and persons who crossed the border in order to conduct business and/or for a business trip



INFRASTRUCTURE

- the bandwidth of most BCPs is not designed for the actual traffic flow
- respondents at almost all checkpoints declared about the necessity of premises and roads modernization (with the exception of recently opened and reconstructed BCPs)
- the modernization of the border crossing points requires intensification of negotiations with neighboring countries and the EU institutions on the opening of new reconstruction projects and the introduction of joint control procedures



Main infrastructure problems defined by the respondents

1

Old buildings, garbage and limited number of transport lanes

2

Lack of toilets / unhygienic toilets

3

Roads that require repair

4

Slowness of computer systems

5

Travel restrictions for pedestrians and vehicles

Old buildings, garbage and limited number of transport lanes



Reconstruction in BCP "Uzhhorod"

The most acute this problem was in:



"Uzhhorod- Vyšné Nemecké"
"Malyi Bereznyi - Ubl'a"



"Vylok - Tiszabecs"
"Luzhanka - Beregsurány"
"Dzvinkove - Lónya"



"Krakivets-Korchova"
"Ustiluh-Zosin"



"Diakove - Halmeu"

Lack of toilets / unhygienic toilets

The most acute this problem was in:



"Malyi Bereznyi - Ubľa"
"Mali Selmentsi - Velké Slemence"



"Chop-Zahony"
"Kosyno - Barabás"



"Shehyni - Medyca"
"Uhryniv - Dothobyczów"
"Rava-Ruska - Hrebenne"



"Diakove - Halmeu"



Public toilet in BCP "Kosyno"



Roads that require repair



The most acute this problem was in:



"Hrushiv - Budomierz", "Smilnytsia - Krościenko"



"Senkivka - Veselivka - Novi Yurkovychi"



"Kosyno - Barabás"



PROBLEM WITH FORMING THE QUEUES

the respondents who traveled by car to Poland declared about **the longest queues**

foreigners mostly spent **less time** for entering Ukraine

the introduction of the procedure for the removal of fingerprints of foreigners **almost did not affect the duration of queues** in the investigated checkpoints

it is necessary to strengthen efforts **to solve the problem of queuing**, eliminating cases of **bribery, nepotism and the sale of places in queues.**

CORRUPTION

20% of Ukrainian respondents and 23% of foreigners knew about corruption cases at the Ukrainian border with the EU countries

11% of Ukrainian respondents and 15% of foreigners knew about corruption in the bodies of the EU neighboring states

4% of Ukrainian respondents and 9% of foreigners knew about corruption cases at the Ukrainian border with Belarus and Russia

2% of Ukrainian respondents and 8% of foreign respondents said about corruption in the bodies of Belarus and Russia





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