STANDARD SUMMARY PROJECT FICHE
PROJECT NUMBER HU0005-02

1. Basic Information
1.1 Désirée Number:
1.2 Title: Customs Border Modernisation
1.3 Sector:
1.4 Location: Border stations at Tompa, Barcs, and Beregsurány on the Southern and North-Eastern borders of Hungary

Objectives
2.1 Wider Objective(s):
Effective implementation of Customs Acquis concerning the development of efficient border posts.

2.2. Immediate Objectives:
• Border posts at Tompa, Beregsurány, and Barcs are fully functioning and comparable to external EU borders stations.
• Containment and eradication of illegal trade of hazardous materials

2.3 Accession Partnership and NPAA priority:
The AP defines the further upgrading of law enforcement and the development of efficient border posts as a medium-term priority.
Similarly, chapter 8.2.3 of the NPAA declares the development of customs offices located at the future external borders of the EU a national priority. All border posts involved in the present project have been targeted for modernisation in the NPAA. The effective containment of illegal trade of dangerous materials is a NPAA priority laid down in chapters 6.1.3 (Management of waste materials) and 8.2.7 (Detection of nuclear and hazardous wastes).

2.4 Contribution to National Development Plan - Not applicable.
2.5 Cross Border Impact - Not applicable.

3. Description
3.1 Background and justification:
An Interministerial Committee chaired by the Ministry of Finance directs the modernisation of Hungarian border crossing points. On request by the State Secretariat for Integration of the Ministry of Foreign Affairs, the Committee has adopted a programme for the development of external border crossing points in preparation for Hungary’s Accession. The programme has a duration until 2002. It focuses on those borders that are likely to remain external borders of the European Union in the longer term. Thus, border crossings on the Ukrainian, Yugoslav and Croatian borders enjoy priority.
The border stations at Beregsurány, Tompa, and Barcs are on these priority borders. They have been selected for Phare funding on the basis of their regional importance. Their modernisation is coordinated with the modernisation of the access roads. Road construction is the responsibility of the Ministry of Transport, Communication and Water Management, which is represented in the Interministerial Committee.

3.2. Linked activities:
The Hungarian Customs and Finance Guard (HCFG) has been a recipient of Phare support since 1991. The bulk of the support concerned the border crossing modernisation programme. The programme started with the ZZ9314 project that provided funds for building of a new truck terminal in Nagylak on the Romanian border. Thereafter the ZZ9421 programme contributed to the modernisation of Nagylak and Rédics border crossing points. The HU9404 programme assisted the modernisation of Ártáld, Gyula, Nagylak, Rajka and Záhony border crossing points on the Romanian, Slovakian and Ukrainian frontiers. The modernisation of border stations continued under the HU9510 Transit Facilitation programme, through which further funding for the truck terminal at Rajka was provided. Finally, HU9805.02 is providing funding support to the rehabilitation of the Border Crossing Points at Röszke and Letenye. The Tender Dossiers of this programme have been submitted for approval to the Delegation of the EU Commission in Budapest.

Phare support on a smaller scale has also been made available in the context of the various Phare Cross-Border Co-operation Programmes. The most significant single project is the rehabilitation of the Csengersima border station on the Hungarian/Romanian frontier.

Upgrading the customs border posts is closely connected with the various reforms for a better border management and especially the reforms needed for Schengen compatibility. Since 1997, all Phare Programmes have provided substantial allocations for these purposes. The present project will be closely co-ordinated with these efforts.

3.3 Results:

- Infrastructure rebuilt and control equipment are installed at Tompa, Beregsurány, and Barcs border stations.
- Mobile devices for non-intrusive inspection of hazardous materials are fully operational.
- All necessary operator training has been performed by suppliers.

3.4 Activities:

The reconstruction of border crossing points will be implemented through 3 open international works tenders. The purchase of the mobile detection systems will be realised via 1 open international supply tender. At the two border crossing points of Tompa and Beregsurány international passenger terminals, at the border crossing point of Barcs international passenger and truck terminals will be built.

3.4.1. Works Tender – Reconstruction of Border Crossing Points (Tompa, Beregsurány, Barcs)

Tompa is currently an international passenger and truck crossing point which is open 24 hours a day. It attracts the second biggest traffic volume on the Hungarian-Yugoslav frontier. Besides, Tompa is selected for controlling the traffic of hazardous wastes. The border crossing on the Yugoslav side of the border has been modernised; only a modification of the relevant international agreement is needed.

Beregsurány on the Ukrainian border is currently an international passenger crossing point open 24 hours a day. It requires urgent modernisation to improve the situation in the area and to make possible secure and civilised customs guard operations. Its upgrading to a truck crossing point has been under consideration for some time (it would relieve the increasingly congested crossing point at Záhony), but at present it is not feasible. This project involves modernisation of the passenger crossing point only so it is not necessary to conclude a new international agreement - only a modification to the present one. The Ukrainian authorities have expressed in writing their intention for modernisa-
tion.

Barcs on the Croatian border is an international passenger and truck crossing point open 24 hours a day. Modification of the respective international agreements is needed - the Croatian authorities have expressed in writing their intention for modernisation.

In the case of Tompa and Barcs the traffic load is tolerable, at present. Yet with the political changes in Croatia, and possibly in Yugoslavia, a very significant traffic growth must be accommodated. A summary of 1999 traffic data is provided in the following table.

<table>
<thead>
<tr>
<th>Crossing Point</th>
<th>Passengers (number of persons)</th>
<th>Car (number)</th>
<th>Truck (number)</th>
</tr>
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<tr>
<td></td>
<td>Week Day</td>
<td>Weekend</td>
<td>Week Day</td>
</tr>
<tr>
<td>Beregsurány</td>
<td>2546</td>
<td>2842</td>
<td>1200</td>
</tr>
<tr>
<td>Tompa</td>
<td>3619</td>
<td>2060</td>
<td>786</td>
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<tr>
<td>Barcs</td>
<td>1300</td>
<td>3200</td>
<td>500</td>
</tr>
</tbody>
</table>

The modernisation activities will typically include the following constructions:

**International truck terminal**

- Control building for goods traffic (Exit and Entrance Side)
- Inspection building (Entrance Side)
- Unheated storage (Exit and Entrance Side)
- Weighbridge and weighbridge houses (Exit and Entrance Side)
- Axle-load scale (Exit and Entrance Side)
- Total weight scale (Exit and Entrance Side)
- Covered sty (Entrance Side)
- Control booths (Exit and Entrance Side)
- Canopies (Exit and Entrance Side)
- Truck terminal according to the scale of traffic
- Holding areas dangerous consignment
- Settlement of technical instruments for controlling radioactive materials (Entrance Side)
- Control station for phytosanitary and veterinary inspections, laboratory and bureau, areas for holding livestock
- At least 3 lanes in case of truck border station (Exit Side)

**International passenger terminal**

- Passenger terminal building
- Car inspection building (Entrance Side)
- Bus inspection (Exit and Entrance Side)
- Passenger control building (Entrance Side)
- Tax (VAT) refund building (Exit Side)
- Passenger toilet (Exit and Entrance Side)
- Exchange booth (Entrance Side)
- Control booths (Exit and Entrance Side)
- Canopies (Exit and Entrance Side)
- Covered storage (Exit Side)
- Staff parking and garage
- At least 2 lanes in case of passenger border station (Exit Side)
3.4.2. Supply Tender – Hazardous Materials Detection

Two types of vehicles equipped with screening devices will be deployed for on-the-spot controls in the regions along the Southern and North-eastern borders of Hungary. The first type will allow the rapid screening of passengers’ luggage, and of packages carried by rail and car. The other type of vehicles will allow fast inspection of entire containers and trucks without the necessity of opening the container or truck. The screening equipment can show the real contents of containers and trucks which might have been declared empty or carrying different cargo.

Detailed technical specifications and the precise number of vehicles to be deployed will be submitted with the Tender Dossier currently under preparation.

4. Institutional Framework

The programme will be managed by the Hungarian Customs and Finance Guard (HCFG) as Employer. The HCFG Investment Department will take the technical responsibility for the construction projects, considering also the requirements of other institutions involved in border management tasks. In the case of the detection devices, the HCFG Border Control and Inspection Department will be responsible.

Engineer will be an independent person (not a member of HCFG staff). The person of Engineer will be chosen by national public procurement rules and financed from the Hungarian budget. Selection will take place prior to the launching of tenders. Owner will be the Hungarian State. Trustee of the property will be the Hungarian Customs and Finance Guard.

5. Detailed Budget:

<table>
<thead>
<tr>
<th>Component</th>
<th>Phare Support</th>
<th>National Co-financing*</th>
<th>IFT*</th>
<th>Total</th>
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<td>Institution-Building</td>
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<td></td>
<td>(Million Euro)</td>
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<td>Works tender - Reconstruction of Border Crossing Points</td>
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<tr>
<td>Tompa</td>
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<td>4.0</td>
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<tr>
<td>Beregsurány</td>
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<td>1.5</td>
<td>3.0</td>
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<tr>
<td>Barcs</td>
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<tr>
<td>Sub-Total</td>
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<td>Total</td>
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<td>6.0</td>
<td>6.0</td>
<td>12.0</td>
</tr>
</tbody>
</table>

6. Implementation Arrangements
6.1. Implementing Agency
The contracting authority and financial management of the project will be the responsibility of the CFC, headed by Ms Judit Rózsa. 

PAO: Judit RÓZSA, Head of the CFCU, Ministry of Finance
Address: József nádor tér 2-4. 1051 Budapest
Telephone: (36-1) 327-2520
Fax: (36-1) 327-5972
e-mail: jrozsa.cfcu@sdii.hu

All technical aspects will be taken over by the HCFG. Senior officers of the competent Departments will co-ordinate the preparation of technical specifications, participate in tender evaluations, and supervise and monitor the implementation of the projects.

HCFG contact point:
Mikolt Csap, Director General for EU Accession and International Affairs
Address: Delej u. 20 H-1089 Budapest
Telephone: (361) 303 8977
Fax: (361) 303 8987
e-mail: csap.mikolt@vpoh.hu

6.2 Twinning
Not applicable.

6.3 Non-standard aspects
All contracts will be concluded with international tendering, ensuring competition and valid procedures of Phare DIS. Technical Specifications of works tenders will be in line with FIDIC rules.

6.4 Contracts
The reconstruction of border crossing points will be implemented through three open international works tenders for the crossing points at Tompa, Beregsurány, and Barcs, respectively. The purchase of the mobile detection systems will be realised with one open international supply tender. The expected EURO values of the contracts have been stated in section 5. above.

7. Implementation Schedule

<table>
<thead>
<tr>
<th>Components</th>
<th>Start of Tendering</th>
<th>Start of Project Activity</th>
<th>Project Completion</th>
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<tbody>
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<td>Reconstruction of Border Crossing Points</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Reconstruction of Border Crossing Points at Barcs for international passenger and truck traffic</td>
<td>05/2001</td>
<td>11/2001</td>
<td>02/2003</td>
</tr>
</tbody>
</table>

II. Hazardous Materials Detection
8. Equal Opportunity
HCFG is an equal opportunity employer.

9. Environment
The construction works at the three border crossing points are subject to the usual environmental impact assessment. All HCFG building projects are in line with national and international environmental legislation. Permission plans, which are the basis of construction works, need to be authorised by the Ministry of Transport, Communication and Water Management. At the Inter-Ministerial Committee dealing with the development and establishment of Hungarian border crossing points, environmental experts are also taking part. - The modernisation will reduce the negative environmental effects that congested border posts are causing. The mobile detection of dangerous materials will help the HCFG to eliminate the traffic of environmentally hazardous substances.

10. Rates of Return
Financial rates of return are not applicable. Economic rates of return for the works projects can be calculated after completion of the current detailed project studies.

11. Investment Criteria

11.1. Catalytic effect: The Phare contribution will act as a catalyst for a priority Accession driven action in the field of border management. It will bring the operational capacity of the Hungarian Customs and Finance Guard in important fields to the level of customs services of EU Member States. Without Phare support, the modernisation of the border stations and the instrumentation would take place much later.

11.2. Co-financing: HCFG will contribute about half the project’s cost.

11.3. Additionality The Phare intervention will displace no other financiers.

11.4. Project readiness and Size: All important technical studies are either ready or in the final stages. Contract sizes meet Phare requirements.

11.5. Sustainability: All works and equipment purchased will be in accordance with European Union norms and standards. They will respect the principles of sustainable and environmentally sound development enshrined in Article 2 of the Amsterdam Treaty.

The Hungarian Customs and Finance Guard is in a position to maintain and operate the buildings, structures and equipment effectively in the long run. Funds for the operation and maintenance will be provided by the regular HCFG budget.

11.6. Compliance with Not applicable
state aids provisions:

11.7. Contribution to National Development Plan

Not applicable.

12. Conditionalities:

PHARE SUPPORT WILL BE CONDITIONAL UPON THE AVAILABILITY OF FEASIBILITY STUDIES INCLUDING ENVIRONMENTAL IMPACT ASSESSMENTS AND THE PROVISION OF THE HUNGARIAN CO-FINANCING
ANNEXES TO PROJECT FICHE

1. Logical framework matrix in standard format
2. Detailed implementation chart
3. Contracting and disbursement schedule
4. Reference to feasibility /pre-feasibility studies
5. List of relevant Laws and Regulations
## LOGFRAME PLANNING MATRIX FOR PROJECT

### Programme name:
**Customs Border Modernisation**

### Contracting period expires:
09/2002

### Phare contribution:
6.0 (M Euro)

### Total Budget:
12.0 (M Euro)

### Annex 1 to Project Fiche

#### Project Number: HU0005-02

#### Project Title: Customs Border Modernisation

### Wider Objectives

- Effective implementation of Customs Acquis as required in the 8.2.3 Chapter for Customs System of the National Programme for the Adoption of the Acquis.
- Safe transport and traffic in the Southern and Eastern border areas of Hungary.

### Immediate Objectives

- Border posts at Tompa, Beregsurány, and Barcs are fully functioning comparable to external EU border stations.
- Containment and eradication of illegal trade of hazardous materials according to Chapters 6.1.3 and 8.2.7. of the National Programme for the Adoption of the Acquis.
- Controlling time in case of the passenger traffic does not exceed 30 minutes.
- Average truck waiting time does not exceed 3 hours.
- Lane selections according to EU norms (passenger traffic: 2 lanes, truck traffic: 3 lanes).
- X-ray detection rate comparable or exceeding the rates achieved in the Union.

### Outputs

- Infrastructure rebuilt and control equipment installed at Tompa, Beregsurány, and Barcs border stations.
- Mobile devices for non-intrusive inspection of hazardous materials are fully operational.
- All necessary operator training performed by suppliers.

### Indicators of Achievement

#### How, When and By Whom Indicators Will Be Measured

- HCFG performance reports.
- Transporters association reports.
- HCFG progress reports and completion report.
- General programme documentation.
- Handing-over notes.

#### Assumptions and Risk

- Stable situation at Hungary’s state borders.
- Continued political will to ensure closer political and economic integration with neighbour countries and the EU.
- Continuation of Hungary’s liberal open-market policies.
- Continuation of national customs modernisation programmes.
- High-quality co-ordination and co-operation between Hungarian institutions and with international partner institutions ensured.
- Staff in sufficient numbers and of the right qualification available for the operation of the modernised border stations and the supplied equipment.
- Funds for the operation of the stations and the equipment available when required.
Inputs:
6.0 million Euro from the 2000 Phare Programme to match Hungarian contributions of 6.0 million Euro from the national budget.
# CUSTOMS BORDER MODERNISATION

## Project Fiche No. HU0005-02

### DETAILED IMPLEMENTATION TIME CHART

<table>
<thead>
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<th>Component</th>
<th>2000</th>
<th>2001</th>
<th>2002</th>
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<tr>
<td><strong>Border Crossing Points</strong></td>
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<tr>
<td>Tompa</td>
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<tr>
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<td>Barcs</td>
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<tr>
<td><strong>Hazardous materials detection</strong></td>
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<table>
<thead>
<tr>
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<tbody>
<tr>
<td>T</td>
<td>Tendering and Contracting</td>
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<tr>
<td>I</td>
<td>Implementation</td>
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</tbody>
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CUMULATIVE CONTRACTING AND DISBURSEMENT SCHEDULE* )

(Million Euro)

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<tr>
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</tbody>
</table>

*) Only for the Phare funded components of the project.

NB : 
1. All contracting must be done by 30.09.2002
2. All disbursements must be done by 30.09.2003
Customs Border Modernisation
Project Fiche No. HU0005-02

Reference to Feasibility/Pre-feasibility Studies

HCFG Integration Strategic Plan (1998) prepared by the HCFG Integration Office and subsequent Work Plans related to Customs procedures, Human Resources, Training, Justice and Home Affairs, CAP, Financial Control

The aforementioned Plan examines in detail the necessity for further investment projects. Proposed calculations for upgrading border crossing stations and other projects also take into account the earlier experiences of similar sized projects.

Construction works at the border crossing points are subject to the usual environmental impact assessment. All HCFG building projects are in line with national and international environmental legislation. Permission plans, which are the basis of construction works, need to be authorised by the Ministry of Transport, Communication and Water Management. Environmental impact assessment will be completed before the start of tendering.
Annex 5

Customs Border Modernisation
Project Fiche No. HU0005-02

List of Relevant Laws and Regulations

Hungarian National Programme for the Adoption of the Acquis

Agenda 2000 - Commission Opinion on Hungary’s Accession to the European Union

Declaration of Endorsement of the Pre-Accession Strategy for Customs and Tax Administrations in Hungary. (Endorsed by Commissioner Mario Monti and the Hungarian Ministry of Finance)

Community Customs Code and its Implementing Provisions

Schengen Acquis


Blueprint managed by DG XXI. of the European Commission

The HCFG has a range of tasks in connection with the implementation of the Acquis concerning hazardous wastes and their traffic (as it is regulated by the Basle Convention). The following legal documents are relevant: Council directive 91/689, 94/31, Council regulation 259/93, 120/97, 2408/98, Council decision 93/98, 97/640, Commission decision 94/904, 94/575, 94/721, 94/774, 96/302, 96/660, 98/368

Act No. C of 1995 on Customs Law, Customs Procedures and Customs Administration and its Implementing Provisions:


Act No. XXXII of 1997 on border control and the Border Guard

Government Decree 2212/1998. (X. 30.) (Korm.) on Legal Harmonisation (the implementation of concrete elements of the Acquis)