1. Basic Information
1.1 Désirée Number: HU 0103.03
1.2 Title: Customs Border Modernisation 2001
1.3 Sector: Justice and Home Affairs
1.4 Location: Border stations at Hercegszántó and Drávaszabolcs on the Southern border of Hungary

2. Objectives
2.1 Overall Objective(s):
Implementation of Customs Acquis concerning effective border management.

2.2. Project purpose:
- Border posts at Hercegszántó and Drávaszabolcs are fully functioning and comparable to external EU borders stations.
- Illicit traffic and trade in hazardous materials at all relevant crossing points eliminated.

2.3 Accession Partnership and NPAA priority:
The AP in section 3.1 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:
In Hungary, the Interministerial Border Control Committee chaired by the Ministry of Interior 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. Border crossings on the Yugoslav and Croatian borders enjoy priority.
The border stations at Hercegszántó and Drávaszabolcs are on these priority borders. They have been selected for Phare funding on the basis of their regional importance. According to point 5/a) and Appendix A of Government Decree 2013 / 2001 (I. 17.)
infrastructural, technical and personnel-related development must be carried out at the
given road border crossing stations by 31st December 2002.

Their modernisation is co-ordinated with the modernisation of the access roads. A
Government Decree from 1999 draws up a 10-year long conception for building roads
and highways in Hungary. It specifies the prolongation of road No. 6 to
Drávaszabolcs. Road construction is the responsibility of the Ministry of Transport
and Water Management, which is represented in the Interministerial Committee.

**Drávaszabolcs border crossing:**

<table>
<thead>
<tr>
<th></th>
<th>Bus</th>
<th>Car</th>
<th>Truck</th>
<th>Passenger traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exit side</td>
<td>2.761</td>
<td>331.566</td>
<td>24.407</td>
<td>833.031</td>
</tr>
<tr>
<td>Entrance side</td>
<td>2.953</td>
<td>321.099</td>
<td>28470</td>
<td>805.944</td>
</tr>
<tr>
<td>Total</td>
<td>5.714</td>
<td>652.665</td>
<td>52.877</td>
<td>1.638.975</td>
</tr>
</tbody>
</table>

The present infrastructural conditions at the Hungarian side of Drávaszabolcs border
crossing point are not satisfactory. The waiting time for trucks can reach 4-6 hours by
afternoon but the trucks are processed at night. The prime reason for modernising
Drávaszabolcs border crossing is that it will be an external border of the EU. For 2
years now there have been modernisation activities on the Croatian side and
continuing negotiations are underway between the two parties about future
development. Without this modernisation the Hungarian Customs and Finance Guard
will not be able to fulfil its tasks on a level reaching EU requirements.

**Hercegszántó border crossing**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th>Patient traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Entrance and exit side</td>
<td>109.321</td>
<td>5.658</td>
<td>419.639</td>
</tr>
</tbody>
</table>

At border station Hercegszántó a dynamic growth of traffic volumes is expected in the
near future. Therefore, the present facilities will not be able to handle the new
situation. The actual controlling time for passenger traffic is 2-3 minutes but this
depends on the volume of traffic and the number of staff. Customs treatment and VAT
refund processes can take a longer time. Government Decree No. 2115/1998. (IV.29.)
has decided on developing the traffic volume at the border station. Extension of traffic
volume at the border station can only be started after signing an adequate treaty. Even
if the relevant treaty on transportation of goods does not yet exist, the intention of
development was harmonised with the Yugoslavian partner, who agrees with it,
counting on the growth of traffic, which also could help the area to latch on to the
regional and the European international commerce without any circuitous.

**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 Ártánd, 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. HU9805-02 is providing funding support to the rehabilitation of the Border Crossing Points at Röszke and Letenye. All resulting works contracts have been concluded.

Finally, HU9905-02 is providing funding support to the rehabilitation of the Border Crossing Points at Záhony, Gyula and Ártánd, and for the purchase of hazardous material detection systems. The Tender Dossiers of this programme have been submitted for approval to the Delegation of the EU Commission in Budapest. The tenders for Záhony, Gyula, Ártánd were published on 29th December. The tender opening session for the hazardous material detection systems was held on 6th November 2000. The evaluation report for the hazardous material detection systems was submitted on 4th January. The HU9905-02 project provides different equipment than which is planned in this project fiche, and for other border-crossing stations, so there is no overlapping between the projects. Mobile equipment planned in the COP’2000 project won’t be used at border-crossing points.

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 in Hungary 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:

- Border stations at Hercegszántó and Drávaszabolcs rebuilt.
- Devices for detection 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 2 local open works tenders. The purchase of the hazardous material detection systems will be realised via 1 open international supply tender.

3.4.1. Works Tender – Reconstruction of Border Crossing Points (Hercegszántó, Drávaszabolcs)

At the border crossing points of Hercegszántó and Drávaszabolcs international passenger and truck terminals will be built.

Hercegszántó is currently an international passenger crossing point which is open 24 hours a day. The border crossing on the Yugoslav side of the border has been modernised.
Drávaszabolcs on the Croatian border is currently an international passenger and truck 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.

The modernisation activities will typically include the following constructions:

<table>
<thead>
<tr>
<th>International truck terminal</th>
<th>International passenger terminal</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Control building for goods traffic (Exit and Entrance Side)</td>
<td>• Passenger terminal building</td>
</tr>
<tr>
<td>• Inspection building (Entrance Side)</td>
<td>• Car inspection building (Entrance Side)</td>
</tr>
<tr>
<td>• Unheated storage (Exit and Entrance Side)</td>
<td>• Bus inspection (Exit and Entrance Side)</td>
</tr>
<tr>
<td>• Weigh-bridge houses (Exit and Entrance Side)</td>
<td>• Passenger control building (Entrance Side)</td>
</tr>
<tr>
<td>• Axle-load scale (Exit and Entrance Side)</td>
<td>• Passenger toilet (Exit and Entrance Side)</td>
</tr>
<tr>
<td>• Total weight scale (Exit and Entrance Side)</td>
<td>• Exchange booth (Entrance Side)</td>
</tr>
<tr>
<td>• Control booths (Exit and Entrance Side)</td>
<td>• Control booths (Exit and Entrance Side)</td>
</tr>
<tr>
<td>• Canopies (Exit and Entrance Side)</td>
<td>• Canopies (Exit and Entrance Side)</td>
</tr>
<tr>
<td>• Truck terminal according to the scale of traffic</td>
<td>• Covered storage (Exit Side)</td>
</tr>
<tr>
<td>• Holding areas dangerous consignment</td>
<td>• Staff parking and garage</td>
</tr>
<tr>
<td>• Settlement of technical instruments for controlling radioactive materials (Entrance Side)</td>
<td>• At least 2 lanes in case of passenger border station (Exit Side)</td>
</tr>
<tr>
<td>• At least 3 lanes in case of truck border station (Exit Side)</td>
<td></td>
</tr>
</tbody>
</table>

According to the Customs Law, the HCFG would have to provide place for specified services located at border-crossing points. Yet, according to the National Strategy on the Development of Borders there will be no veterinary or phytosanitary control posts at Hercegszántó and Drávaszabolcs, so there is no need for co-operation agreements for these border crossing points.

3.4.2. Supply Tender – Hazardous Materials Detection

Stationary monitoring systems will be installed at one road and three rail border crossing stations, on the Ukrainian and Croatian borders. Hand-held instruments will be purchased to locate the exact place of the radiation source in a cargo. Fixed X-ray equipment will be installed for the quick and effective inspection of both freight cargo and smaller packages in passenger traffic at border station terminals at Ukrainian and Yugoslav border crossing points.
4. Institutional Framework

The programme will be managed by the Hungarian Customs and Finance Guard (HCFG) as Employer. Engineer will be an independent person (not a member of HCFG staff) to 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 with the Hungarian Customs and Finance Guard acting as Trustee for the property.

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 equipment, the HCFG Border Control and Inspection Department will be responsible. Monitoring will be done by a subcommittee of JMC. Sectoral Monitoring Committee for JHA.

5. Detailed Budget (€ Million)

<table>
<thead>
<tr>
<th>Component</th>
<th>Phare Support*</th>
<th>National Co-financing</th>
<th>IFI</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Investment Support</td>
<td>Institution - Building</td>
<td>Total Phare (=I+IB)</td>
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<tr>
<td>Works tender - Reconstruction of Border Crossing Points</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hercegszántó *</td>
<td>1.5</td>
<td>1.5</td>
<td>1.5</td>
<td>3.0</td>
</tr>
<tr>
<td>Drávaszabocs *</td>
<td>1.0</td>
<td>1.0</td>
<td>1.0</td>
<td>2.0</td>
</tr>
<tr>
<td>Sub-Total</td>
<td>2.5</td>
<td>2.5</td>
<td>2.5</td>
<td>5.0</td>
</tr>
<tr>
<td>Supply Tender - Hazardous Materials</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Detection</td>
<td>0.5</td>
<td>0.5</td>
<td>0.5</td>
<td>1.0</td>
</tr>
<tr>
<td>Total</td>
<td>3.0</td>
<td>3.0</td>
<td>3.0</td>
<td>6.0</td>
</tr>
</tbody>
</table>

The Hungarian co-financing will be provided from the Central Government Budget. The project will be jointly co-financed between Phare and Government resources. The Phare amount is binding as a maximum amount available for the project. The ratio between the Phare and national amount is also binding and has to be applied to the final contract price.

6. Implementation Arrangements

6.1. Implementing Agency

Implementing Agency for the programme will be the Central Finance and Contracts Unit (CFCU). Ms. Judit Rózsa, Director of CFCU will be PAO.

**PAO:**  Ms. Judit Rózsa, Director of CFCU  
**Address:**  Deák Ferenc u. 5.  
H-1052 Budapest  
Telephone:  (361) 327 3652  
Fax:  (361) 327 3572  
e-mail:  cfcu@sdi.hu

**SPO:**  Ms. 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@vpop.hu
Implementing Agency will be the CFCU. HCFG Integration Office will provide general project co-ordination. The different functions of contracting, tendering, administration, accounting and payment will be carried out by CFCU. HCFG Investment and Allocation Office will be responsible for the implementation of the border crossing modernisation component. HCFG Border Control and Inspection Department will be responsible for the procurement of equipment for hazardous materials detection.

6.2 Twinning: Not applicable.

6.3 Non-standard aspects
The rules of the Practical Guide will be strictly followed.

6.4 Contracts
The reconstruction of border crossing points will be implemented through two local open works tenders for the crossing points at Hercegszántó and Drávaszabolcs, respectively. For Hercegszántó the PHARE support will be € 1.5 Million and the national co-financing will be € 1.5 Million, too. For Drávaszabolcs the PHARE support will be € 1 Million and the national co-financing will be € 1 Million, too. The purchase of the hazardous materials detection system will be realised with one open international supply tender. For the hazardous materials detection the expected value of PHARE support will be € 0.5 Million and the national co-financing will be € 0.5 Million, too.

7. Implementation Schedule

<table>
<thead>
<tr>
<th>Components</th>
<th>Start of Tendering</th>
<th>Start of Project Activity</th>
<th>Project Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reconstruction of Border Crossing Points</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reconstruction of Border Crossing Point at Hercegszántó for international passenger and truck traffic</td>
<td>12 / 2001</td>
<td>08 / 2002</td>
<td>10 / 2003</td>
</tr>
<tr>
<td>Reconstruction of Border Crossing Point at Drávaszabolcs for international passenger and truck traffic</td>
<td>12 / 2001</td>
<td>08 / 2002</td>
<td>10 / 2003</td>
</tr>
</tbody>
</table>

8. Equal Opportunity
HCFG is an equal opportunity employer. No discrimination whatsoever will be applied during the construction and operation phases of the project.

9. Environment
The construction works at the two 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 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 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 half of the project’s cost.

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

11.4. Project readiness and Size: Technical plans for the two construction projects and the technical specification of the equipment supply are under preparation, and will be available by the time of signing the financing memorandum.

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 state aids provisions: Not applicable

11.7. Contribution to National Development Plan Not applicable.

12. Conditionality and sequencing

In the cases of both Hercegszántó and Drávaszabolcs the respective international agreements must be modified. It is expected that this preparatory work will be
completed before mid-2001. The implementation of the works contracts is scheduled accordingly.

No stationary equipment will be installed under this Phare project on future EU internal borders.

Technical plans for the two construction projects and the technical specification of the equipment supply are under preparation, and will be available by the time of signing the financing memorandum. Phare support will be conditional upon the availability of necessary technical studies and plans, including an environmental impact assessment, as well as the provision of 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

### Customs Border Modernisation – 2001

<table>
<thead>
<tr>
<th>Overall Objectives</th>
<th>Objectively verifiable indicators</th>
<th>Sources of Verification</th>
</tr>
</thead>
</table>
| Implementation of Customs Acquis concerning effective border management. | Growth in legitimate foreign trade and transboundary passenger traffic at the Yugoslav and Croatian borders. | • HCFG performance reports.  
• Transports’ association reports |

### Project purpose

- Border posts at Hercegszántó and Drávaszabolcs fully functioning comparable to external EU borders stations
- Illicit traffic and trade in hazardous materials at all relevant crossing points eliminated.
- 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 achieving in the Union.
- Detection rate of dangerous materials at the Southern border in line with standards achieved in comparable Member States.

### Results

- All works completed on time and at the right levels of quality, as planned
- All required equipment delivered and fully operational

### Activities

- Construction of international passenger and truck terminals at Hercegszántó and Drávaszabolcs
- Installation of monitoring systems at border crossing stations on the Ukrainian, Yugoslav and Croatian borders
- All works on time and at the right levels of quality, as planned
- All required equipment delivered and fully operational

### Means

- Border stations rebuilt at Hercegszántó and Drávaszabolcs
- Devices for detection of hazardous materials fully operational.
- All necessary operator training performed by suppliers

### Assumptions

- Stable situation at Hungary’s state borders.
- Continued political will to ensure closer political and economic integration with neighbouring countries and the EU.
- Continuation of Hungary’s liberal open-market policies
- Continuation of national customs modernisation programmes in line with the Customs Acquis.

### Preconditions

- High-quality co-ordination and co-operation between Hungarian with partner institutions in Yugoslavia and Croatia 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
- Local co-finance for the border stations and the detection equipment available when needed
• In the cases of Hercegszántó and Drávaszabolcs the respective international agreements must be modified
• High-quality project management provided by the Hungarian Customs and Finance Guard
• Phare support will be conditional upon the availability of feasibility studies including Environmental Impact Assessments and the provision of the Hungarian co-financing
Annex 2

Customs Border Modernisation
Project Fiche No. HU0103-03

DETAILED IMPLEMENTATION TIME CHART

<table>
<thead>
<tr>
<th>Components</th>
<th>2001</th>
<th>2002</th>
<th>2003</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>J</td>
<td>A</td>
<td>S</td>
</tr>
<tr>
<td>Border Crossing Points</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hercegszántó</td>
<td>D</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Drávaszabolcs</td>
<td>D</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Hazardous materials detection</td>
<td>D</td>
<td>D</td>
<td>D</td>
</tr>
</tbody>
</table>

| Design                          |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Tendering and Contracting       |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Implementation                  |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
**CUMULATIVE CONTRACTING AND DISBURSEMENT SCHEDULE***)

(Million Euro)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Hercegszántó</td>
<td>Contracted</td>
<td>1.50</td>
<td>1.50</td>
<td>1.50</td>
<td>1.50</td>
<td>1.50</td>
<td>1.50</td>
</tr>
<tr>
<td></td>
<td>Disbursement</td>
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<td>0.49</td>
<td>0.83</td>
<td>1.17</td>
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<tr>
<td>Drávaszabolcs</td>
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<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
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<td>0.50</td>
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<td>Total</td>
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<tr>
<td></td>
<td>Disbursement</td>
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<td>1.32</td>
<td>1.89</td>
<td>2.46</td>
<td>3.00</td>
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</tr>
</tbody>
</table>

*) Only for the Phare funded components of the project.
Annex 4

Customs Border Modernisation
Project Fiche No. HU0103-03

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 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.

Technical plans for the two construction projects and the technical specification of the equipment supply are under preparation, and will be available by the time of signing the financing memorandum.

By 31st December 2002 infrastructural, technical and personnel-related development must be carried out at road border crossing stations defined in point 5/a) and Appendix A of Government Decree 2013 / 2001 (I. 17.).
Annex 5

Customs Border Modernisation
Project Fiche No. HU0103-03

List of Relevant Laws and Regulations of Hungary

Hungarian National Programme for the Adoption of the Acquis

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)

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)

List of Relevant Laws and Regulations of EU

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

Community Customs Code and its Implementing Provisions


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