



REPORT

STUDY VISITS TO THE ROAD BORDER CROSSING POINTS

within the **Secure Borders** project

1. Study Visit to the Road Border Crossing Point

BCP “Chop (Tysa) – Záhony”

01–02 October 2025, within the framework of the **Secure Borders** project (HUSKROUA/23/S/3.2/018) of the **Interreg NEXT Hungary–Slovakia–Romania–Ukraine Programme 2021–2027**.

Objective

To assess the current state of infrastructure at the Chop–Záhony border crossing point, facilitate experience exchange between communities, and identify joint development priorities.

Key Messages and Participants

- The meeting was attended by representatives of customs and border guard services, project partners, cross-border cooperation experts, and local authorities.
- From the Ukrainian side: Valerii Samardak, Mayor of Chop.
- From the Hungarian side: László Helmeczi, Mayor of Záhony.
- From partner organisations: Nataliya Nosa (IARDI), Andrea Csap (EGTC “Tysa”), Mykola Yasevych (Service for Restoration and Development of Infrastructure in Zakarpattia Region)
- Other participants according to separate list

Key Issues Discussed

1. Systemic approach to border development

The Secure Borders project was presented as an integrated approach to the modernisation of border infrastructure, combining infrastructure upgrades, technological processes, logistics, development of service areas, and security measures.

2. Cross-border cooperation between communities. Grant opportunities and the role of experts

EU initiatives were highlighted as practical instruments for preparing joint projects and attracting funding. Particular emphasis was placed on the importance of expert support, including analytical work, planning schemes, and preparation of project proposals.

Within this agenda item, the Mayor of Chop, Valerii Samardak, stressed that cooperation between communities has been ongoing for many years but was significantly complicated by



the war. At the same time, new opportunities for joint projects have recently emerged. He underlined that communities must clearly articulate their needs and proposals. To effectively attract funding from the Hungarian government and EU programmes, it is essential to clearly demonstrate what the funds are required for.

Key challenges identified by the Mayor of Chop:

- Pollution near the Tysa River and the need for wastewater treatment facilities;
- Drinking water supply issues;
- The need to accelerate border crossing procedures;
- Establishment of a service area in front of the border crossing point.

The Mayor of Záhony, László Helmeczi, emphasised that environmental problems were not caused by local residents, yet Hungarian communities are the ones dealing with their consequences.

He also presented ideas to improve transport connectivity, including the development of a pedestrian–railway crossing (construction of an additional section to the existing bridge) and the creation of a recreational water area near the Tysa River dam and floodplain.

3. Visit to the Road Border Crossing Point “Chop – Záhony”

General Information and Context

The road border crossing point “**Chop (Tysa) – Záhony**” is the largest crossing point on the Ukrainian–Hungarian border.

Its operation is regulated by:

- Resolution of the Cabinet of Ministers of Ukraine No. 544-r of 19 September 2002;
- The Agreement between the Cabinet of Ministers of Ukraine and the Government of Hungary on border traffic control at road and railway border crossing points (Kyiv, 4 May 2012).

Type of crossing: Road

Traffic: Passenger / Freight

Status and operating regime: International / 24/7

Development of the “Chop (Tysa) – Záhony” Border Crossing Point

The relevance of further development of the Chop (Tysa) crossing point is driven by the following factors:

- **Reduction of queues:** Modernisation and expansion will improve capacity to manage large flows of vehicles and passengers, especially under increased border pressure.
- **Convenience for citizens:** Simplification and acceleration of border procedures will enhance travel comfort.
- **Security:** Implementation of modern technical equipment and control systems will strengthen security and counteract smuggling. The war and redirection of freight and



passenger flows have acted as a catalyst for the expansion and renewal of infrastructure at Ukrainian–Hungarian border crossing points.

- **EU integration:** Improvement of border infrastructure is part of Ukraine's broader strategy for EU integration and strengthened cooperation with neighbouring countries.
- **Economic development:** Enhanced border infrastructure will contribute to Ukraine's transit potential and increased trade with EU countries.

Recent Modernisation Measures

In recent years, the development of the Chop (Tysa) – Záhony crossing point has included upgrades financed by international donors. Within the **USAID “Economic Support to Ukraine”** project, the following works were implemented:

- **Customs and border control:** Replacement of 16 modular buildings with modern units equipped with furniture, air conditioning and heating; upgraded lighting in control areas.
- **Freight area:** Renewal of road surface, road markings, installation of traffic signs and LED lighting.
- **Security:** Installation of automatic vehicle stopping devices to restrict unauthorised exit.
- **Infrastructure:** Repair of pedestrian paths, replacement of road slabs and water-filled barriers.
- **Equipment:** Provision of 2 truck scales, 1 vehicle loader, 2 handheld scanners, and planned delivery of 36 units of computer equipment.

Additionally, material and technical assistance included the installation of power generation and uninterrupted power supply systems for the administrative buildings at the Chop (Tysa) – Záhony crossing point.

Strategic Planning Framework

In December 2024, the Cabinet of Ministers of Ukraine approved the **Operational Action Plan for 2024–2030** for the implementation of the Strategy for the Development of Border Infrastructure with EU Member States and the Republic of Moldova until 2030 (Resolution No. 1337-r).

According to paragraph 17 of the Plan, reconstruction of the Ukrainian side of the **Chop (Tysa) – Záhony** crossing point is envisaged, including:

- **2025–2027:** Modernisation of facilities, including air conditioning and heating systems; energy efficiency measures and autonomous power supply — **UAH 163 million (EUR 3.3 million)**.
- **2025:** Preparation of capital repair project documentation.
- **2026–2027:** Implementation of capital repair works.

A conceptual infrastructure development scheme is provided in **Annex 1**.

The issue of transferring property and a 6-hectare land plot from the state enterprise *Ukrinterautoservice* to the Restoration Service remains unresolved.



Traffic Statistics and Observations

Traffic statistics for 2013–2024 (Annex 2) indicate the possibility of crossing **690 trucks per day**, exceeding the original design capacity of **500 trucks per day**.

While on the Hungarian side, participants visited a newly constructed infrastructure facility — a stationary scanner on the freight railway line, which is expected to be commissioned soon.

Expert Information

- Europe is introducing new border security standards under the **Entry/Exit System (EES)**, including fingerprint and biometric data collection. Initial implementation may slow traffic due to system adaptation, but will ultimately accelerate control procedures and enhance security.
- In October, a pilot phase of electronic traveller registration will begin, replacing paper documents with tablet-based systems at control points.

Conclusions

The visit was conducted in a constructive format, involving representatives of local authorities, experts, and operational services.

The following next steps were identified:

1. Preparation of community proposals for the Secure Borders project;
2. Coordination of positions regarding service areas and the pedestrian–railway crossing;
3. Monitoring the implementation of electronic border control systems;
4. Preparation of an analytical report following site visits, jointly with the Service for Restoration.





2. Study Visit to the Road Border Crossing Point

“Dzvinkove – Lónya” BCP

within the **Secure Borders** Project

On **16 October 2025**, a study visit took place at the Ukrainian–Hungarian border crossing point **Dzvinkove–Lónya**, with the participation of representatives of customs and border authorities, project partners, and project experts.

The visit was another practical step within the implementation of the project activities aimed at assessing the condition of border infrastructure, identifying the needs of local communities, and developing proposals to improve the efficiency of border crossing points.

The event started with a meeting in the village of **Batyovo**, attended by:

- **Dmytro Taranenko**, Head of the Batyovo Settlement Council (Ukraine);
- **Ernő Nagy**, Head of the Lónya Community (Hungary);
- **Nataliya Nosa**, Secure Borders Project Manager, Executive Director of the International Association of Regional Development Institutions (IARDI)
- **Andrea Csap**, Director of the European Grouping of Territorial Cooperation (EGTC) “Tysa” (Hungary);
- **Mykola Yasevych**, Head of the International Cooperation and Investment Unit, Service for Restoration and Development of Infrastructure in Zakarpattia Region;
- as well as representatives of customs and border services, cross-border cooperation experts, local authorities, and civil society organisations.
- Other participants according to separate list

General Information and Context

The operation of the road border crossing point **“Dzvinkove – Lónya”** is currently regulated by:

- Resolution of the Cabinet of Ministers of Ukraine No. **544-r** of **19 September 2002** (it was opened as a local passenger crossing point); and
- the **Agreement** between the Cabinet of Ministers of Ukraine and the Government of Hungary on border traffic control at road and railway border crossing points (Kyiv, **4 May 2012**).

Type of crossing: Road (excluding buses)

Traffic: Passenger

Status and operating hours: International / **07:00–18:00** (Central European Time)

Development of the “Dzvinkove – Lónya” Border Crossing Point

Article 9(3) of the 04 May 2012 Agreement states that, subject to the creation of appropriate conditions, the Contracting Parties may also allow international bus traffic or extend the operating regime, informing each other through diplomatic channels.

The preparation of design and cost documentation on the Ukrainian side—aimed at moving the infrastructure of the **Dzvinkove–Lónya** crossing point closer to the border line—was initiated back in **2009–2010**, as the Ukrainian part of the crossing point has been located **1.07 km** from the state border since its opening. However, works were not launched due to the lack of allocated funding.

In **December 2024**, the Cabinet of Ministers of Ukraine approved the **Operational Action Plan for 2024–2030** for the implementation of the Strategy for the Development of Border Infrastructure with EU Member States and the Republic of Moldova until 2030 (Resolution No. **1337-r**).

According to paragraph **18** of the Plan, reconstruction of the Ukrainian side of the **Dzvinkove – Lónya** crossing point is envisaged, including:

- **2025**: formalisation of land use rights – **UAH 200,000 (EUR 4,000)**;
- **2026**: preparatory works for reconstruction of the crossing point and service area – **UAH 80 million (EUR 1.6 million)**;
- **2025–2027**: reconstruction of the crossing point and service area – **UAH 320 million (EUR 6.5 million)**;
- **2027**: installation of a stationary scanner – **UAH 98 million (EUR 2 million)**.

Capacity indicators for **2013–2024** are provided in the file “**UA-HU_13-24.xlsx**”.
The development concept for the crossing point is attached (Annex 1).

Key Statements by Participants

In her remarks, **Nataliya Nosa** emphasised that **Dzvinkove–Lónya** is an important element of the transport system of the border region, enabling active interaction between border communities. She underlined that its development is not only an infrastructure priority but also has socio-economic importance:

“Our task is not only to modernise border crossing points, but to create convenient, efficient, and safe conditions for people who cross the border every day.”

She also noted that the Secure Borders project contributes to a more integrated European space in which borders connect, rather than divide, communities.

Dmytro Taranenko, Head of the Batyovo community, highlighted the importance of close cooperation between communities and authorities. He stressed that the development of the **Dzvinkove–Lónya** crossing point is crucial not only for border and transport infrastructure but also for local development—creating opportunities for business, tourism, and residents.

He additionally noted the broader European relevance of the project, linked to the development of **TEN-T corridors** (ten corridors in total, four of which pass through Ukraine). He stated that more than **70% of trade between Ukraine and Hungary** is carried by road transport; therefore, investments in border transport infrastructure are essential.

He pointed out that the waiting time for freight vehicles to cross the border is currently around **5–6 days**, which requires systemic solutions at the intergovernmental level, and emphasised



the shared interest in ensuring convenient cross-border movement and sustainable, results-oriented cooperation between communities.

Mykola Yasevych, representing the Service for Restoration and Development of Infrastructure in Zakarpattia Region, presented the vision for modernising the crossing point and the next steps in preparing the necessary documentation:

- analysis of the technical condition of the crossing point;
- preparation of documentation to expand capacity;
- creation of new traffic lanes for freight transport and passenger buses;
- optimisation of traffic logistics;
- improved conditions for pedestrians and cyclists;
- extension of operating hours from daytime to **24/7**.

He emphasised the objective of aligning Ukrainian infrastructure with European standards and highlighted the strategic importance of the **Dyida – Beregdaróc** crossing point, intended to connect the Hungarian **M3 motorway** with the Ukrainian **Kyiv–Chop highway (M-06)**. Its implementation would open a new transport and logistics corridor between Ukraine and the EU; however, several challenges remain, including delays in access road construction, uncertainty regarding financing of the Ukrainian part, the need to update the feasibility study, and harmonisation of technical standards between the parties.

Ernő Nagy, Head of the Lónya community, noted the effectiveness of cross-border cooperation and stressed a major local transport challenge: the **absence of a bridge over the Tysa River**, which significantly limits mobility and access to regional centres of Szabolcs-Szatmár-Bereg County. Currently, Lónya has a ferry connection operating only during daylight hours and with winter restrictions. Flood risks on the Tysa River, combined with limited logistics, also complicate emergency response systems.

Additional Topics Discussed

During the visit, the parties discussed:

- joint improvements to access roads;
- upgrading infrastructure for customs and border control;
- creation of waiting areas for pedestrians and cyclists;
- prospects for digitalising border crossing procedures.

A notable part of the meeting was the exchange of European practices, including the organisation of **motorcycle traffic** at border crossing points. Participants agreed that dedicated lanes for motorcycles and rest areas would significantly improve comfort and user safety.

BCP Visit to the “Batyovo” Technopark Construction Site

In the village of **Batyovo** (Berehove District, Zakarpattia Region), the Ukrainian–Hungarian delegation visited the construction site of the **Batyovo Technopark**, which is considered a перспективна investment platform for establishing a cross-border logistics and industrial hub.

Due to its strategic location—near the Batyovo railway junction and close to international border crossing points **Dzvinkove–Lónya**, (future **Dyida – Beregdaróc**) and **Luzhanka – Beregsurány**—the area has strong potential for the development of an industrial park integrating customs and warehousing, logistics, production, and service capacities.

The Batyovo Technopark initiative is considered within the broader agenda of border infrastructure development and enhancement of Zakarpattia's logistics capacity, particularly in the context of modernising transport corridors and increasing economic activity along the Ukrainian–Hungarian border. The initiative aims to:

- support export growth and attract European investors;
- simplify logistics and improve freight efficiency;
- stimulate the local economy and create new jobs;
- support digitalisation and the introduction of “green” industrial technologies;
- integrate with infrastructure projects of the Interreg NEXT programme and contribute to the development of **Euro Corridor No. 5 (Trieste – Kyiv)**.

Conclusion

The study visit to the **Dzvinkove–Lónya** border crossing point was an important step in the implementation of the **Secure Borders** project. It contributed to strengthening partnerships between Ukrainian and Hungarian communities, identifying concrete directions for modernising border infrastructure, and improving the efficiency of border controls.

Participants agreed to continue joint work on technical solutions and the preparation of strategic documents that will support the creation of a safe, efficient, and modern border in the Ukrainian–Hungarian cross-border region.



3. Study Visit to the Road Border Crossing Point

BCP “Kosyno – Barabás”

within the **Secure Borders** Project

On **24–25 September 2025**, a study visit took place at the Ukrainian–Hungarian border crossing point **Kosyno–Barabás**, with the participation of representatives of customs and border authorities, partners, and experts of the international project “**Secure and Efficient Borders in the Carpathian Region**” (Secure Borders, **HUSKROUA/23/S/3.2/018**).

The event began with a meeting in the **Kosyno community**, attended by:

- **István Balogh**, Head of the Kosyno Community;
- **László Szabó**, Head (Starosta) of the Barabás Community;
- **Nataliya Nosa**, Secure Borders Project Manager, Executive Director of the International Association of Regional Development Institutions (IARDI);
- **Andrea Csap**, Director of the European Grouping of Territorial Cooperation (EGTC) “Tysa” (Hungary);
- **Mykola Yasevych**, Head of the International Cooperation and Investment Unit, Service for Restoration and Development of Infrastructure in Zakarpattia Region;
- as well as representatives of customs and border services, cross-border cooperation experts, local authorities, and civil society organisations.

General Information and Context

The operation of the road border crossing point “**Kosyno – Barabás**” is currently regulated by:

- Resolution of the Cabinet of Ministers of Ukraine No. **544-r** of **19 September 2002** (initially opened as a local passenger crossing point); and
- the **Agreement** between the Cabinet of Ministers of Ukraine and the Government of Hungary on border traffic control at road and railway border crossing points (Kyiv, **4 May 2012**).

Type of crossing: Road (excluding buses)

Traffic: Passenger

Status and operating hours: International / **07:00–19:00** (Central European Time)

Development of the “Kosyno – Barabás” Border Crossing Point

Article **10(3)** of the Agreement of **4 May 2012** stipulates that, subject to the creation of appropriate conditions, the Contracting Parties may allow international bus traffic or extend the operating regime, informing each other through diplomatic channels.

The preparation of design and cost documentation on the Ukrainian side—aimed at modernising infrastructure, increasing capacity, and changing the operating regime of the **Kosyno–Barabás** crossing point—was initiated in **2009–2010**. However, construction works were not launched due to the lack of funding.



In **December 2024**, the Cabinet of Ministers of Ukraine approved the **Operational Action Plan for 2024–2030** for the implementation of the Strategy for the Development of Border Infrastructure with EU Member States and the Republic of Moldova until 2030 (Resolution No. **1337-r**).

According to paragraph **19** of the Plan, reconstruction of the Ukrainian side of the **Kosyno – Barabás** border crossing point is envisaged, including:

- **2025**: formalisation of land use rights – **UAH 200,000 (EUR 4,000)**;
- **2026**: preparatory works for reconstruction of the border crossing point and service area – **UAH 80 million (EUR 1.6 million)**;
- **2025–2028**: reconstruction of the border crossing point and service area – **UAH 320.4 million (EUR 6.5 million)**;
- **2028**: installation of a stationary scanner – **UAH 98 million (EUR 2 million)**.

Capacity indicators for **2013–2024** are provided in the file “**UA-HU_13-24.xlsx**”.
The development concept of the border crossing point is attached (**Annex 1**).

Key Statements and Discussions

During the meeting, **Nataliya Nosa**, Secure Borders Project Manager and Executive Director of IARDI, presented the key objectives and expected results of the project. She emphasised the strategic importance of modernising the **Kosyno–Barabás** border crossing point for improving population mobility, strengthening economic ties, and developing border infrastructure as a whole.

As part of the visit, a **feasibility study** for the development of the border crossing point was presented by **Mykola Yasevych**, Head of the International Cooperation and Investment Unit of the Service for Restoration and Development of Infrastructure in Zakarpattia Region. He outlined the main directions of future modernisation, including:

- construction of new infrastructure facilities;
- establishment of a modern service area;
- introduction of digital monitoring and traffic management systems;
- improvement of comfort and capacity of the border crossing point.

Special attention was given to a working meeting on the **Hungarian side**, in the Barabás community. Ukrainian and Hungarian participants discussed cooperation between border police and customs services, exchanged experience in traffic flow management and digital solutions, and agreed to synchronise infrastructure projects on both sides of the border to ensure an integrated approach to border infrastructure development.

Additional Topics

During the visit, the organisation of **motorcycle traffic** was also discussed. Participants considered the possibility of creating dedicated lanes for two-wheeled vehicles and establishing safe waiting areas for motorcyclists and cyclists, which would significantly enhance user comfort and safety.

Within the meeting in the Barabás community, the parties also discussed local community needs, opportunities to attract funding from EU funds, and prospects for developing **cross-border tourism**. **László Szabó**, Head of the Barabás community, emphasised that joint work under the project would contribute to the sustainable development of border areas, creation of new jobs, and increased investment attractiveness of the region.

Conclusion

The study visit confirmed the effectiveness of cross-border cooperation between Ukrainian and Hungarian communities. Participants agreed on joint preparation of technical documentation, development of strategic proposals, and implementation of coordinated actions aimed at creating a **modern, safe, and efficient Kosyno–Barabás border crossing point** that meets European standards.







4. Study Visit to the Road Border Crossing Point

BCP “Luzhanka – Beregsurány”

within the **Secure Borders** Project

07 November 2025, within the framework of the **Secure Borders** project (HUSKROUA/23/S/3.2/018) of the **Interreg NEXT Hungary–Slovakia–Romania–Ukraine Programme 2021–2027**.

Objective

Assessment of the current state of infrastructure at the **Luzhanka – Beregsurány** border crossing point, exchange of experience between communities, and identification of joint development priorities.

On **07 November 2025**, a working visit of representatives of the Ukrainian and Hungarian sides took place at the **Luzhanka – Beregsurány** border crossing point within the framework of the **Secure Borders** project.

Participants

- **Hanna Andriivna Nody**, Head of the Velyka Byihaň Settlement Council;
- **Nataliya Nosa**, Secure Borders Project Manager, Executive Director of the International Association of Regional Development Institutions (IARDI);
- **Andrea Csap**, Director of the European Grouping of Territorial Cooperation (EGTC) “Tysa” (Hungary);
- **Mykola Yasevych**, Head of the International Cooperation and Investment Unit, Service for Restoration and Development of Infrastructure in Zakarpattia Region;
- representatives of customs and border services, cross-border cooperation experts, local authorities, and civil society organisations.

General Information and Context

The operation of the road border crossing point “**Luzhanka – Beregsurány**” is currently regulated by:

- Resolution of the Cabinet of Ministers of Ukraine No. **373-r** of **31 May 1996** (amended by No. **359-r** of **07 June 2004**); and
- the **Agreement** between the Cabinet of Ministers of Ukraine and the Government of Hungary on border traffic control at road and railway border crossing points (Kyiv, **4 May 2012**), as amended on **08 April 2024**.

Type of crossing: Road

Traffic: Passenger / Freight up to 7.5 tonnes

Status and operating regime: International / **24/7**



Development of the “Luzhanka – Beregsurány” Border Crossing Point

Article **11** of the Agreement of **4 May 2012**, as amended on **08 April 2024**, stipulates the following:

- **Paragraph 1:** The use of the border crossing point applies to international passenger and freight transport with a permissible maximum weight of up to 7.5 tonnes, as well as empty freight vehicles leaving Ukraine without weight restrictions.
- **Paragraph 3:** Subject to the creation of necessary conditions, the Contracting Parties may allow freight transport without weight restrictions at the border crossing point, informing each other through diplomatic channels.
- **Paragraph 4:** For the implementation of paragraph 3, the Contracting Parties agree that this border crossing point shall be reconstructed based on approved construction projects and technical documentation.

During the meeting, it was emphasised that the current geopolitical situation in Europe, caused by the war in Ukraine, creates serious challenges on the one hand, but on the other hand opens new opportunities for the development of border regions. Due to the blockage of maritime routes, transport flows are increasingly being redirected to land corridors. As a result, border crossing points in Zakarpattia are becoming key logistics hubs for the renewed routes of the European **TEN-T transport network**.

At present, freight vehicles are allowed to cross the border at this crossing point **without weight restrictions**.

Participants recalled that the **first version of the territorial development scheme of Zakarpattia Region** was recently presented by the Zakarpattia Regional Military Administration. For the first time, this document systematically defines the main transport directions planned for development in the context of European corridors. In this regard, the **Secure and Efficient Borders** project is gaining particular relevance, as it not only contributes to the modernisation of border crossing points but also supports the formation of a new regional infrastructure policy.

The preparation of design and cost documentation and the reconstruction of the Ukrainian side of the **Luzhanka – Beregsurány** crossing point, aimed at increasing capacity, were initiated in **2009–2010**, but works were suspended due to a lack of funding.

In **December 2024**, the Cabinet of Ministers of Ukraine approved the **Operational Action Plan for 2024–2030** for the implementation of the Strategy for the Development of Border Infrastructure with EU Member States and the Republic of Moldova until 2030 (Resolution No. **1337-r**).

According to paragraph **21** of the Plan, reconstruction of the Ukrainian side of the **Luzhanka – Beregsurány** border crossing point is envisaged, including:

- **2024–2026:** Reconstruction of the border crossing point – **UAH 486.5 million (EUR 9.9 million)**, financed through EU **Connecting Europe Facility (CEF)** assistance;
- **2024–2026:** Reconstruction of infrastructure facilities at the crossing point – **UAH 398.1 million (EUR 8.1 million)**;

- **2026:** Procurement of a mobile scanner – **UAH 157.5 million (EUR 3.2 million)**;
- **2025:** Formalisation of land use rights – **UAH 900,000 (EUR 18.4 thousand)**;
- **2025–2027:** Expansion of the border crossing point – **UAH 504 million (EUR 10.3 million)**;
- **2026–2027:** Construction of a service area – **UAH 172 million (EUR 3.5 million)**.

Capacity indicators for **2013–2024** are provided in the file “**UA-HU_13-24.xlsx**”.
The development concept of the border crossing point is attached (**Annex 1**).

Current Condition and Key Challenges

During the study visit, participants conducted a detailed assessment of **access roads, pedestrian areas, bicycle routes, and related engineering infrastructure**. It was noted that both the Ukrainian and Hungarian sides of the border have serious shortcomings in terms of ensuring safe movement for pedestrians and cyclists.

On the **Hungarian side**, towards the town of Beregsurány, there is a **complete absence of a pedestrian sidewalk**. People crossing the border are forced to walk along the roadside, often directly in the safety lane next to the carriageway, where heavy trucks operate continuously. Basic safety elements are missing: no barriers, sidewalks, road markings, or even minimal lighting. At night, the situation becomes particularly dangerous. Even a short stop by a vehicle along the road constitutes a violation and may result in a fine.

A similar situation exists on the **Ukrainian side**. From the border crossing point to the nearest settlements, there are no equipped sidewalks or bicycle paths, no short-term stopping or parking areas, and no street lighting. One participant shared that last year they received a fine for walking along the road without a reflective vest, despite moving only a few dozen metres. This highlights the urgent need to address pedestrian and bicycle infrastructure at border areas.

Need for the Development of Pedestrian and Cycling Infrastructure

Special attention was paid to the condition of a **bicycle path built more than 15 years ago**, which is currently in poor condition: partially overgrown with grass, damaged in some sections, and completely unlit. Participants unanimously supported the idea of restoring the path, stressing that it should be part of a comprehensive infrastructure development approach rather than a standalone initiative.

In the context of the planned **Berehove bypass road**, it was proposed to include a bicycle path as a separate engineering element within the overall project. This would ensure safe and logical connections between settlements and reduce pedestrian and cyclist traffic on the main road. Experts noted that it would be optimal to route the bicycle path through settlements such as **Astei** and **Luzhanka**, with further access to **Berehove**, allowing it to function both as a transport and recreational route.

It was also emphasised that bicycle infrastructure should be implemented together with **lighting solutions**, as the access roads to the border crossing point are extremely dark in the evening. This is not only a matter of convenience but also of safety. Examples were cited from neighbouring communities where autonomous solar-powered lighting systems were



tested. While some solutions required frequent maintenance and proved less effective, participants agreed that future projects should integrate modern, environmentally friendly, and EU-compliant technological approaches.

Infrastructure and Corridor Development

The Service for Restoration and Development of Infrastructure in Zakarpattia Region reported that the reconstruction of the border crossing point includes the **upgrade and modernisation of all auxiliary networks**, including electricity, water supply, cabling, and internet communications. Preparations are already underway to increase electrical capacity required after expansion. Gas supply is not planned, but connections to centralised water, sewage, and telecommunications networks are envisaged, avoiding duplication of works and creating preconditions for the development of adjacent infrastructure.

Representatives also presented the layout of the future **Berehove bypass road**, designed to divert traffic around settlements and improve connectivity towards **Astei** and **Luzhanka**. The route will pass near fuel stations and connect to the village of **Ostei**, forming a new logistics configuration for freight transport. A bicycle lane is also planned alongside the bypass to connect border areas.

Regarding **Dyida – Beregdaróc**, land allocation for the new border crossing point and access road has officially begun (approximately **240 land plots** along the road and **14 plots** for the crossing point itself). The project has moved forward after years of stagnation (2012–2018) and has been included in regional development programmes.

The relevance of corridor development was reaffirmed. On the Hungarian side, extensions of the **M3 motorway to Dyida** and **M34 to Záhony** are planned; in Slovakia, focus remains on the **D1 motorway towards Vyšné Nemecké**. The potential prioritisation of the **Solomonovo – Čierna nad Tisou** connection to relieve transport nodes is also under discussion.

The European side has expressed interest in financing **pre-project works under CEF in 2025–2027**. Given limited domestic resources in Ukraine for complex mountainous engineering, the involvement of foreign design companies is considered possible.

Financing and Implementation Timeline

Reconstruction of the **Luzhanka – Beregsurány** border crossing point is being implemented through a **mixed financing scheme**:

- infrastructure elements (roads, engineering networks, traffic lanes) are financed through the **Connecting Europe Facility (CEF)**;
- construction of administrative buildings is financed from the **State Budget of Ukraine**.

The contractor is **PBS**, which has already started preparatory works on site. According to the schedule, the main reconstruction phase is expected to be completed by **December 2026**, with full implementation by **July 2027**.

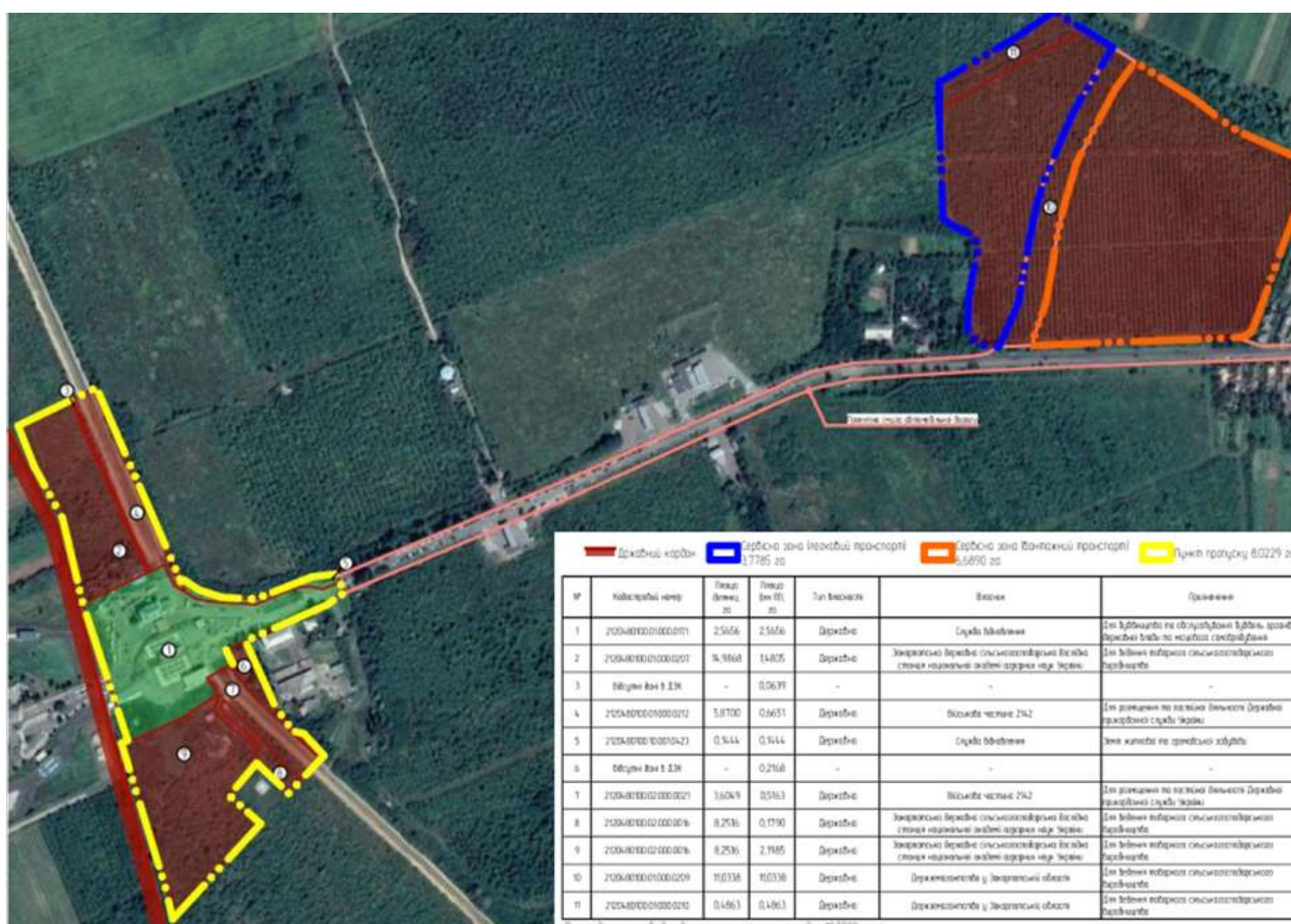
After completion of modernisation, the border crossing point will be able to fully serve **all categories of transport**—freight, buses, and passenger vehicles. Currently, only empty

freight vehicles pass through Luzhanka, but full unrestricted freight traffic is expected after reconstruction.

Prospects and Expected Results

Participants agreed that **Luzhanka – Beregsurány** has the potential to become a modern, comfortable, and safe next-generation border crossing point. This goes beyond infrastructure upgrades and aims at creating a **European model of border interaction**, including pedestrian and bicycle routes, adequate lighting, rest areas, advanced logistics, and digital services.

The **first phase of reconstruction** is expected to be completed in **spring 2026**. At that time, it is planned to hold the **final conference of the “Secure and Efficient Borders” project** directly at the upgraded border crossing point. This event will symbolise the tangible results of cross-border cooperation between Ukraine and Hungary, demonstrating how European partnerships help border regions move from concepts and plans to real, visible change.



5. Study Visit to the Road Border Crossing Point

“Vylok – Tiszabecs” BCP

within the Secure Borders Project

On **29 October 2025**, a study visit took place at the Ukrainian–Hungarian road border crossing point **“Vylok – Tiszabecs”**, with the participation of representatives of local self-government, customs and border services, partners, and experts of the international project **“Secure and Efficient Borders in the Carpathian Region”** (Secure Borders, HUSKROUA/23/S/3.2/018).

The event was organised within the **Interreg VI-A NEXT Hungary–Slovakia–Romania–Ukraine Programme 2021–2027**, with financial support from the **European Union**.

The overall objective of the project is to improve cross-border cooperation between Ukraine and Hungary by introducing European standards of border management, synchronising the work of customs and border services, modernising border crossing points, and developing infrastructure. These measures are expected to reduce border control processing time and enhance the level of security.

Project Partners

- **Lead Partner:** International Association of Regional Development Institutions “IARDI” (Ukraine)
- **Partner 1:** Service for Restoration and Development of Infrastructure in Zakarpattia Region (Ukraine)
- **Partner 2:** European Grouping of Territorial Cooperation (EGTC) “Tysa” (Hungary)

Participants

The visit brought together:

- **Stepan Karlovych Kovach**, Head of the Vylok Settlement Council;
- **Yosyp Pavlovych Orosi**, Head of the Pyiterfolviv (Péterfalva) Village Council;
- **Lőrinc Gustav**, Mayor of Tiszabecs;
- **Nataliya Nosa**, Secure Borders Project Manager, Executive Director of the International Association of Regional Development Institutions (IARDI);
- **Andrea Csap**, Director of EGTC “Tysa” (Hungary);
- **Mykola Yasevych**, Head of the International Cooperation and Investment Unit, Service for Restoration and Development of Infrastructure in Zakarpattia Region;
- as well as representatives of customs and border services, cross-border cooperation experts, local authorities, and civil society organisations.

General Information and Context

The operation of the road border crossing point **“Vylok – Tiszabecs”** is currently regulated by:

- Resolution of the Cabinet of Ministers of Ukraine No. **373-r** of **31 May 1996**; and



- the **Agreement** between the Cabinet of Ministers of Ukraine and the Government of Hungary on border traffic control at road and railway border crossing points (Kyiv, **4 May 2012**).

Type of crossing: Road

Traffic: Passenger

Status and operating regime: International / **24/7**

Development of the “Vylok – Tiszabecs” Border Crossing Point

Article **12(3)** of the Agreement of **4 May 2012** states that, subject to the creation of appropriate conditions, the Contracting Parties may allow **freight transport with a gross weight of up to 3.5 tonnes**, informing each other through diplomatic channels.

The preparation of design and cost documentation and reconstruction on the Ukrainian side—aimed at increasing the capacity of the **Vylok – Tiszabecs** crossing point—was initiated in **2009–2010**. At that time, a **pier/landing stage** was also designed for processing **canoeists travelling along the Tysa River**. However, works were suspended due to lack of financing.

The war and the redirection of freight and passenger flows have acted as a catalyst, increasing the urgency of expanding and upgrading the Ukrainian part of border crossing infrastructure on the Ukrainian–Hungarian border.

In **December 2024**, the Cabinet of Ministers of Ukraine approved the **Operational Action Plan for 2024–2030** for the implementation of the Strategy for the Development of Border Infrastructure with EU Member States and the Republic of Moldova until 2030 (Resolution No. **1337-r**).

According to paragraph **22** of the Plan, reconstruction of the Ukrainian side of the **Vylok – Tiszabecs** border crossing point is envisaged, including:

- **2025:** formalisation of land use rights – **UAH 2 million (EUR 40.8 thousand)**;
- **2026–2028:** reconstruction of the border crossing point – **UAH 287 million (EUR 5.8 million)**;
- **2028:** installation of a stationary scanner for passenger cars – **UAH 98 million (EUR 2 million)**.

Capacity indicators for **2013–2024** are provided in the file “**UA-HU_13-24.xlsx**”.

The development concept of the border crossing point is attached (**Annex 1**).

Land issues remain unresolved and constitute one of the key tasks to be addressed in order to enable the expansion of the border crossing point.

Discussions and Key Issues of the Visit

During the meeting, participants discussed the current condition of infrastructure at the **Vylok – Tiszabecs** border crossing point and its further development.

Construction of the facility started in **2009**, but was suspended, including due to unresolved land issues. It has now been established that the land plot where the crossing point is planned is divided between **two communities — Vylok and Pyiterfolviv**, which requires alignment of legal and spatial planning aspects.

As a result of the visit, participants agreed to renew coordination, re-examine spatial planning schemes, and clarify the location and parameters of **service areas and transport access roads**. It was also noted that it is necessary to verify whether all relevant data have been included in the **Zakarpattia Regional Planning Scheme**.

6. Study Visit to the Road Border Crossing Point

“Velyka Palad – Nagygódos”

within the **Secure Borders** Project

On **17 October 2025**, a study visit took place at the Ukrainian–Hungarian road border crossing point **Velyka Palad – Nagygódos**, with the participation of representatives of customs and border authorities, project partners, and project experts.

The implementation of this initiative is expected to contribute to reducing border control processing time, increasing security levels, and aligning Ukrainian border crossing points with **European Union standards**.

Objective

The objective of the visit was to review the current condition of border infrastructure, discuss development prospects, and identify priority areas of cooperation between Ukrainian and Hungarian partners in order to improve the efficiency of the **Velyka Palad – Nagygódos** border crossing point.

General Information and Context

The operation of the road border crossing point **“Velyka Palad – Nagygódos”** is currently regulated by:

- **Resolution of the Cabinet of Ministers of Ukraine No. 397 of 08 April 2025**, under which the crossing point was opened as a **temporary facility** with temporary infrastructure conditions for road passenger traffic (excluding buses) until the completion of construction of the permanent border crossing point “Velyka Palad – Nagygódos”; and
- the **International Agreement** between the Cabinet of Ministers of Ukraine and the Government of Hungary amending the Agreement on border traffic control at road and railway border crossing points, dated **08 April 2024**.

Type of crossing: Road (excluding buses)

Traffic: Passenger

Status: International

Operating regime: Permanent operation during designated hours, **07:00–18:00**

Development of the “Velyka Palad – Nagygódos” Border Crossing Point

According to the newly added **Article 13a** to the Agreement of **4 May 2012**, the following provisions apply:

- **Paragraph 7:** Subject to the creation of the necessary technical and infrastructure conditions, the Contracting Parties may allow the extension of operating hours and international passenger traffic (including bus transport), informing each other through diplomatic channels.
- **Paragraph 8:** Subject to the creation of appropriate conditions, the Contracting Parties may allow freight transport at the border crossing point with a maximum permissible gross vehicle weight of **less than 3.5 tonnes**, informing each other through diplomatic channels.
- **Paragraph 9:** Subject to the creation of the necessary technical and infrastructure conditions, the Contracting Parties may agree on conducting border control at a **joint border crossing point**, including the rules and conditions thereof, informing each other through diplomatic channels.

In **December 2024**, the Cabinet of Ministers of Ukraine approved the **Operational Action Plan for 2024–2030** for the implementation of the Strategy for the Development of Border Infrastructure with EU Member States and the Republic of Moldova until 2030 (Resolution No. **1337-r**).

According to **paragraph 23** of the Plan, construction of the **Velyka Palad – Nagygódos** border crossing point on the Ukrainian side is envisaged, including:

- **2025:** formalisation of land use rights – **UAH 400,000 (EUR 8.2 thousand)**;
- **2024:** construction of a control checkpoint – **UAH 6.6 million (EUR 136 thousand)**;
- **2024–2025:** construction of the border crossing point and service area – **UAH 386 million (EUR 7.95 million)**.

In **2025**, the Service for Restoration ensured the construction of a control checkpoint on the section of the **M-26 road** (access road to the “Velyka Palad” border crossing point), according to the approved scheme (**Annex 1**).

Planned stages:

- **2025–2026:** formalisation of land use rights;
- **2026–2027:** coordination of parameters with the Hungarian side and design works;
- **2027–2028:** construction of the border crossing point.

The infrastructure development concept is attached (**Annex 2**).

Meeting and Key Discussions

The event began with a meeting in the village of **Péterfalva**, attended by:

- **Yosyp Pavlovych Orosi**, Head of the Péterfalva Village Council;



- **Nataliya Nosa**, Secure Borders Project Manager and Executive Director of the International Association of Regional Development Institutions (IARDI);
- **Andrea Csap**, Director of the European Grouping of Territorial Cooperation (EGTC) “Tysa” (Hungary);
- **Mykola Yasevych**, Head of the International Cooperation and Investment Unit of the Service for Restoration and Development of Infrastructure in Zakarpattia Region (joined remotely);
- as well as representatives of customs and border services, cross-border cooperation experts, local authorities, and civil society organisations.

During the meeting, participants emphasised that the development of the **Velyka Palad – Nagygódos** border crossing point is of **strategic importance** for border communities and provides an opportunity to redirect traffic flows from the overloaded neighbouring crossing point “**Vylok – Tiszabecs**”. The crossing point has the potential to become one of the **key transport hubs** on the Ukrainian–Hungarian border.

“Perhaps this crossing should become more convenient and more useful for local communities. The main thing is that heavy trucks do not pass through the village. This issue must be addressed in a comprehensive manner,” noted **Yosyp Orosi**, stressing the importance of balanced transport infrastructure development and consideration of local residents’ needs.

Participants agreed that the implementation of the project would help balance traffic flows and create safer, more modern, and more comfortable border crossing conditions.

According to **Nataliya Nosa**, the development of this border crossing point has not only infrastructure-related but also **economic significance**:

“We see significant potential in Velyka Palad for the creation of a strong border hub that will ensure sustainable community development, stimulate economic activity, and serve as an example of effective use of European funds for the development of border areas.”

Mykola Yasevych emphasised that the preparation of a **detailed development plan** for the border crossing point is currently underway, along with discussions of technical aspects involving local communities. It is expected that by the end of the year, a development concept will be prepared, taking into account modern security requirements, environmental standards, and the principles of a ‘**green border**’.

Infrastructure Issues Identified

During border crossing procedures and discussions with customs and border service representatives, participants highlighted the need for:

- **reconstruction of two bridges on the Hungarian side**, including one located on the right-hand side when entering Ukraine, which requires widening or reconstruction to allow the movement of freight vehicles with a gross weight of up to **3.5 tonnes** and buses engaged in international transport.



Special attention was also paid to the creation of a **new service area**, improvement of traffic logistics, development of engineering infrastructure, and enhancement of communication between Ukrainian and Hungarian partners.

Participants agreed to return to the discussion of technical project details within the **next two weeks**.

Conclusion

The study visit to the **Velyka Palad – Nagygyódos** border crossing point marked an important milestone in the implementation of the **Secure Borders** project. It contributed to strengthening inter-municipal cooperation, facilitating experience exchange between Ukrainian and Hungarian communities, and aligning further actions aimed at developing modern border infrastructure that meets **European standards**.

