

## **Ukrainian - Russian border experiment international transport crossing point "Deakovo - Kujbyshevo - 2"**

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**S u m m a r y .** In the article the next problems are reviewed: the question of work of Ukrainian and Russian customs border services in the frames of the experiment carried out on the territory of Russia, which has the aim to optimize the control procedures of crossing the border by vehicles, passengers and local residents. Also examined the problem of poor state of the Ukrainian road - transport system, especially in border areas the lack of modern-points, areas of service, including sites of international importance, as well as roads that meet the requirements of the European Standards. These factors have a negative impact on the logistics of planning and passing traffic in the Eurasian transport system - communication and information environment.

**Key words:** state border, international border crossing point, customs procedure.

### **INTRODUCTION**

Analysis of the effectiveness of border – customs control procedure, the road condition and cross-border infrastructure are components that affect the acceleration of the border crossing process by freight and passenger vehicles, as well as local residents, optimization of control procedure implemented by personnel check points of each neighboring countries [1]. However, the implementation of this type of research activities faces difficulties due to the lack of both individual buildings, pavilions and actually the whole border crossing check points for the vehicles and passengers, that affects the quality of the scientific analysis, the performance of border - customs procedures, in-depth inspection of vehicles and passengers transportation [14]. The reliability of this process is greatly influenced by the fact that

the quality of service within the crossing points and the adjacent areas of access, which is provided, for example by freight carriers, is defined by the state of a large number of different factors which are difficult to take into account as part of an integrated approach [17].

The purpose of this work is to determine the engagement terms of the border crossing point staff and - customs procedures in the course of experiment, that will assess the quality of the customs border and services, which are provided to carriers and passengers within the particular border check - point "Djakovo (Ukraine) - Kuibyshev (Russian Federation) [16].

The peculiarity of the experiment novelty is that for the first time in the cross-border mutual cooperation practice the work of Ukrainian customs border personnel and other control services is held not on its own territory, but within the buildings and communication facilities of the checkpoint, located on Russian territory, at the distance of 1 km. to the state border. [3]

### **OBJECTS AND PROBLEMS**

The list of documents that characterize the area, buildings and other structures of the international automobile checkpoint was examined during the work on the research [2].

I. Among the primary documents were examined those of them that characterize the

process of construction organization and preparation the project for operation, including:

1.1 Act of State Acceptance Committee "On taking in exploitation the completed construction of automobile checkpoint" Kuybyshevo - 2 "of Taganrog customs –border control which indicates:

1.2 Taking in exploitation the completed construction of buildings and structures of automobile checkpoint (ACP) on Russian - Ukrainian border carried on the 29.09.2004 [24].

1.3 For exploitation on the Russian - Ukrainian border the complex of buildings and facilities presented by the customer FSUE "Rostek" together with the general contractor LLC "Stroyinvest ENGINEERING SC - 848.

1.4 The work was done in accordance with the resolution on the construction from 23.10.2002 № 113, issued by the State Inspectorate of Architecture - Construction Supervision of Kuibyshev district of Rostov region [20].

1.5 The work was carried out on the basis of a feasibility study for the construction of the road checkpoint "Kuybyshevo - Djakovo" (ACP), designed by CJSC "Rostovgiproavtotrans" Rostov - na- Donu and working papers done by Institute of "Rostov Promstroy NIIproekt" (accession number 170865, order №2986).

1.6 Feasibility Study (FS) approved by the order of the State Customs Committee of the Russian Federation dated 29.03.2002, № 285.

1.7 Construction - installation works carried out in the periods:

- the beginning of work - III decade of 2002.;
- the end of work - III decade of 2004.

1.8 Presented for the acceptance object has the following key performance indicators, which are presented in the table [19].

**Table.** The basic operational indicators of the border crossing checkpoint "Kuybyshevo - 2 - Dyakovo"

Capacity Indicators	Units of measure	On draft (units)	In fact (units)
Passing capacity	auto/day	400	400
Including: -passenger automobiles	auto/day	360	360
-busses	auto/day	12	12
-trucks	auto/day	28	28

II. The study of the documents and inspection of the buildings, structures shows that the technological and architectural - building

solutions for the international automobile checkpoint are characterized by the following data:

2.1. ACP "Kuybyshevo - 2 - Djakovo" conducts border customs, immigration, sanitary - quarantine, veterinary, phytosanitary, radiation monitoring and control of Rostransinspection of the vehicles, passengers and cargo. Taking into consideration the terrain and road specifics conditions on the Ukrainian part of the road, ensures the passage of the total weight of trucks up to 3.5 tons.

2.2. The restricted area is 2.85 hectares., which includes the bus station, a tent for the passenger traffic, a tent for the border control, in-depth examination pavilions for trucks with a warehouse for temporary storage of detained goods, in-depth examination pavilions for diesel, passenger cars, the building of sanitary – quarantine control, intakes, treatment facilities, communication tower of the control - crossing checkpoints and other buildings.

2.3. Foundations of the buildings and structures – are made of pile, the frame is from steel, the exterior walls – 3 layers panels of piecemeal assembly, the roof is from sheeting with insulation «URSA», the cover of driveways and grounds are made of asphalt, the fencing of the restricted area is metal mesh with alarms.

2.4. The established on the object equipment is under the draft and has passed the individual test and comprehensive testing.

2.5. The arrangements of labor, environmental protection which are provided by the project are fully implemented.

2.6. Normative operation of the facilities is provided:

- external communication of hot and cold water,
- sewerage facilities, heating, electricity and communications [12].

III. 3.1. The total estimated cost of the approved design - budget documentation (in 1991 prices.) is:

Total 8567.0 thous.rubles, including:

- the cost of construction and installation works - 4778.0 thous. rubles.,
- equipment - 3152.0 thous. rubles.

3.2. The taken into operation estimated cost of the fixed assets at current prices (2004) is 256,313,915 rubles [18].

Characteristic features of the transport process are presented by the complex of buildings, including:

- international automobile checkpoint "Djakovo - Kuibyshevo -2", which is situated on

the T-1320 highway, at the distance of 11 km. from Ukrainian settlement "Djakovo" (Antratsit district, Luhansk region), 22 km from the customs-border checkpoint Kuibyshevo (Kuibyshev district, Rostov region);

- the road route in the pre-perestroika period, from Ukrainian and Russian part was used to transport cargo and passengers through the territory of Lugansk region by automobile transport in the direction of Taganrog - (Kuibyshev, Dyakovo) - Antrasyt - Lugansk - (Starobelsk, Bielorodsk) with the access to the Russian Federation border towards Melovoe - Chertkovo (Rostov region) Prosianoe - Bugaevka (Voronezh region); Novobelaya - Novobelaya (Voronezh region); Tanyushevka - Rovenky (Belgorod region). [4]

Built by the Russian side, the crossing checkpoint "Kuibyshevo -2-Djakovo" being put into operation, almost at the same time was closed by the Ukrainian side unilaterally and is not used until now. This is done despite the fact that since 2004 this route could have been used by the owners of industrial and agricultural cargo of the nearby Ukrainian cities: Krasnyi Luch, Antratsyt, Rovenky, Sverdlovsk, and by the residents of the settlements adjacent directly to the border of Antratsyt and Kuibyshev district (up to 30 thousand people) [23]. This automobile route is particularly advantageous for the owners of the vehicles and cargo of Taganrog, in the seaport of which a comprehensive reconstruction has recently been carried out; vehicles passing through the checkpoint "Djakovo - Kuibyshevo-2" in the direction of the central regions of the Russian Federation, will shorten the distance for one-third, save the transportation time, reduce the load on the most loaded ramp to Rostov - na - Donu – Moscow [11].

These conclusions are supported by concrete data that characterizes the stability of the vehicles and people traffic intensity across the border within Luhansk region. Despite the political instability that occurred in Ukraine in the period of closing the checkpoint "Diakovo - Kuibyshevo -2", constantly, almost at all levels of the government, the proposal of the Russian side, which initiated discussions regarding the reconstitution of the object is supported. As a result of the checkpoint "Diakovo Kuibyshevo -2" opening event a number of systemic measures were organized in Luhansk Regional State Administration, Antratsyt district administration as well as in the municipality "Kuibyshev district" [12]. In the frames of the experiment the basic requirements of the joint

work of Russian and Ukrainian customs - border and other control authorities on the use of the objects IACP "Kuibyshevo-2 - Diakovo" were worked. For the first time in 2010, in the practice of cross-border mutual cooperation agreements of friendship and cooperation were signed on the one hand, between Kuibyshev district and Krasnyi Luch as well as Antratsyt district. During the meeting, which took place on 15.07.2010, in the presence of the head of Kuibyshev district Lukyanchuk V.N. and the head of Antratsyt district administration Golovenko G.B., a set of activities related to the development of cross-border connections and transboundary cooperation was discussed. The Russian side, in particular, within the framework of the integration of bilateral economic relations proposed a trade - economic operation on the selling of products, including - building bricks M-125 plastic plates, feed chalk; corn and sunflower seeds (on condition of the joint venture or work through intermediaries) [7].

The main stages of joint actions of the customs border officials in the monitoring of vehicles and passengers traveling from Russia to Ukraine have also been worked.

These and other working contacts between the heads of the local government of Ukrainian and Russian side at all levels of government gave the opportunity to update and even to create new permanent mechanisms for mutual cooperation of the regions [21]. The work on the intergovernmental level of the two Parties has been reestablished. In particular, in the city of Sochi, on the 04/01/10 the sixth meeting of the Economic Cooperation Committee of Russian - Ukrainian interstate commission took place, where the questions regarding the resumption of trade - economic and other types of relationships were discussed, including:

- scientific - technical cooperation;
- space and aviation industries;
- area of regional cooperation;
- agro - industrial complex;
- inter-regional and cross-border cooperation.

To restore the inter-regional and cross-border cooperation the problem of implementation the Memorandum of Intentions between the Federal Road Agency of the Russian Federation Ministry of Transport and the State Road Service of Ukraine, regarding the development of the motorway in the direction of Moscow - Kyiv and Moscow - Simferopol from 2.02.2007 has become an important area [5].

The next issues were identified as the priority areas of the Program in the field of regional cooperation:

- improvement of the regulatory - legal framework of mutual cooperation,
- improvement of cooperation in the border field, including the field of customs and other controls implemented at the state border,
- cooperation in law enforcement sphere and labor migration, transnational spatial planning policy,
- development of inter-municipal cooperation and patriotic connections between small and medium-sized cities, especially border regions of the Russian Federation and administrative - territorial units of Ukraine,
- development of modern road - transport and communication infrastructure, exchange of experiences in various fields of activity, development of other institutions of cooperation [6].

As a result of the agreements at the level of the heads of the states the Euroregion "Donbass" was established within Lugansk, Donetsk and Rostov regions in October 2011, to which, at the present time, Voronezh region intends to enter as a full member.

The session of the subcommittee on border issues, the subcommittee on International mutual cooperation of the Ukrainian - Russian Intergovernmental Commission were restored. Within this framework, on the 28-29 February 2012 in Taganrog the retreat joint Russian - Ukrainian conference on open road points Kuibyshev (Diakovo) was held [15].

Over the past period in the cities of Kiev, Kharkiv in December 20-21, 2012 in Moscow the next meetings (workshops) were held: the eighth regular meeting of the Subcommittee on Border Affairs, Subcommittee on International Cooperation of Ukrainian - Russian Intergovernmental Commission. Minutes of the Subcommittee meeting have a long list of questions about Ukrainian - Russian mutual cooperation [10].

For Lugansk region, which was presented in the Subcommittee by its permanent representative - the head of the Regional Administration of Transport, Communication and Tourism Schastlivyi M.A., was important the question of the experiment taking place from March 2012 on the territory of the Russian Federation within the checkpoint "Kuibyshevo -2". The essence of the discussed experiment is that for the first time the border - customs and other

control services of Ukraine will perform with Russian customs-border service control of the vehicles, passengers and local residents passage at the facility, which is owned by the Russian Federation and is located within the state border. At the meeting of the Subcommittee the Parties agreed to complete the preparation of the checkpoint in the first decade of 2013, and to finalize the regulations data, that is necessary for its launch and implementation [17].

As the main the project experimental technological scheme of joint control of persons, vehicles, cargoes, goods and animals in the road checkpoint Kuibyshev (Diakovo), among the others, contains factors relating to:

description of the checkpoint facilities, including:

- ✓ location of customs - border services personnel of Ukrainian and Russian sides;
- ✓ specifying the significance of the concepts concerning the location of the customs-border services, procedures of controls and operation of responsibilities of the officials and their full powers;

✓ as a result of the implemented actions considering Russian and Ukrainian legislation the next actions were implemented: the agreement about the aim, place and time of activities related to the forms and methods of control or refusal of its implementation while crossing the border by vehicles, individuals; cross-border movement of goods and the exchange of information between supervisory authorities;

✓ the procedure and methods of placing the product in experimental box for a joint in-depth examination on the base of risk analysis, if the relevant information is available, or in case of necessity to carry out the examination of goods or vehicles for safety purposes, including possible cyber attacks;

✓ proposed the procedure of organization of joint control of persons, vehicles, the movement of goods, animals, on their way from the Russian Federation to Ukraine and back, as a system of terms and requirements for individual officials and controlling border services of each country that participates in the experiment [8].

In joint documents and a separate Protocol the next points are specified:

✓ parties carry out the control measures in the following sequence:

- customs control, including a documentary one;
- stationary, phytosanitary, transport, environmental (if necessary);
- border control.

✓ It is established that after control - security activities officials from Russian and Ukrainian sides put down the necessary marks in the "control pass" for leaving the Russian Federation to Ukraine or in the opposite direction. In this case, filed papers with the results of official control are passed over to a concrete official - the participant of a standard control procedure within the control - crossing checkpoint of Russia or Ukraine [9];

✓ the project of vehicles movement from the Russian Federation to Ukraine and from Ukraine to the Russian Federation, as well as the Plan – scheme of the International automobile checkpoint Kuibyshevo -2 - Diakovo with demarcated zones of traffic modes are designed;

✓ taking into account the fact that Ukrainian side doesn't have finished buildings, own sources of electricity, telecommunications, water and special equipment, the conditions of use of the existing equipment, including the one for personal work, its operation by Ukrainian side are defined, the conditions will be fixed at the end of the experiment in the Special Agreement of the parties [13].

### CONCLUSIONS

The joint work of public authorities at all the levels in Ukraine and the Russian Federation, as well as the scientists, non-governmental organizations contributes to the development of cross-border mutual cooperation and cross-border activities. Herewith, a variety of special mechanisms of cooperation between the states are created and are functioning, including – the one at the level of local authorities of border areas. As a result of the joint actions of Ukrainian and Russian sides it becomes important to carry out an experiment, which has the aim to reopen the route Taganrog - Luhansk region - central regions of the Russian Federation – and in the opposite direction – on account of the use of Russian checkpoint "Kuibyshevo -2" facilities, creating the conditions for work of Ukrainian customs- border control services with the use of the territory and equipment of the neighboring state.

Simultaneously, this experiment highlights the problem of unsatisfactory state of Ukrainian road - transport system, especially in border areas, the lack of modern border crossing points, areas of service, including sites of international importance, as well as highways, which meet the requirements of European Standards. These factors have a

negative impact on the logistics of planning and implementing the traffic passing in the Eurasian transport system - communication and information space.

In the work of mechanisms on compliance the requirements for implementation of demarcation qualified procedure at the border some drawbacks were identified; providing of land needed for the construction of public facilities, particularly roads, communications in order to build Ukrainian border points, areas of service that meet the requirements of the European Standards.

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УКРАИНСКО – РОССИЙСКИЙ ПОГРАНИЧНЫЙ  
ЭКСПЕРИМЕНТ МЕЖДУНАРОДНОГО  
АВТОМОБИЛЬНОГО ПУНКТА ПРОПУСКА  
«ДЬЯКОВО – КУЙБЫШЕВО - 2»

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Аннотация. В статье рассматриваются следующем проблемы: вопрос о работе украинских и русских таможенных пограничных служб в рамках эксперимента, проведенного на территории России, которая имеет целью оптимизации процедур контроля пересечения границы транспортными средствами, пассажиров и местных жителей. Факторы влияющие на развитие приграничных районов такие как: состояния автомобильных дорог, отсутствие современных пунктов пропуска, центров обслуживания, в том числе международного значения. Эти факторы оказывают негативное влияние на логистику планирования и прохождения трафика в евразийскую транспортную систему - связи и информационной среды. **Ключевые слова:** государственные границы, международные пункт пересечения границы, таможенные процедуры.