



ROAD AND TRANSPORTATION MASTER PLAN

WEST BANK AND GAZA STRIP

TA 2012013 PS 00 F10

Annex 15 – Border Crossing Points Layouts

SEPTEMBER 30, 2016





Table of Contents

- 1. Basic Services.....3
- Other Services at BCP.....3
- BCP Traffic Flow Management4
- Buildings and Infrastructure for Road Border Crossing Points5
- 2. Proposed BCP – Category A.....6
- 3. Proposed BCP – Category B.....8
- 4. Proposed BCP – Category C..... 10
- 5. Best Practices..... 12



List of Figures

Figure 1.	Schematic Layout of a Possible Border Crossing Point – Category A.....	6
Figure 2.	3D Simulation of a BC Point – Category A.....	7
Figure 3.	3D Simulation of a BC Point – Category A.....	7
Figure 4.	Schematic Layout of a Possible Border Crossing Point – Category B.....	8
Figure 5.	3D Simulation of a BC Point – Category B	9
Figure 6.	Schematic layout of a possible Border Crossing Point – Category C.....	10
Figure 7.	3D Simulation of a BC Point – Category C.....	11



1. Basic Services

Whatever the construction type, the administration building should have enough space at least for the following areas:

- Passport control
- Customs export and import procedures
- Agricultural inspections
- Health inspections

Preferably, there should also be space for a computer system, telephone and radio communications, as well as secure storage for confiscated items, offices for both the BCP/Chief of Customs and other senior border security and management officials and their staff, a canteen with kitchen and toilets.

Other necessities might include rooms for staff accommodation and washing, a meeting and training room, storages for food and medical supplies, and a backup generator and/or solar panels.

Fencing can be a combination of wire chain link and barbed wire.

Depending on the volume of traffic, border officials will have to process larger numbers of people and vehicles, therefore requiring multiple control lanes and equipment that should not be needed in BCPs with fewer passengers, vehicle and cargo.

To enhance performances at BCPs and reducing delays in the execution of the border official tasks, certain management-related features and practices has to be considered, notably:

- High-quality working conditions for staff
- BCP building and ground design conducive to a fast flow of export and import traffic
- Simple export and import traffic lanes with constant flow design
- Risk management using vehicle and cargo selection and a risk assessment databank
- Fast-track lanes for pre-alerted/pre-declared commercial vehicles and buses
- Secure BCP buildings and zones
- Single window system (SWS)
- Joint BCP policy for Customs, immigration and other relevant agencies
- Joint inspections by Customs, immigration and other relevant agencies
- Modern ICT and radio and satellite communications
- Customs computer systems such as WAN or ASYCUDA or TIMS
- Space for bonded warehousing
- Regular analysis of BCP performance indicators

Other Services at BCP

Private industry, vendors and other services could found place, particularly at large road BCPs. Such services can include:

- Customs brokers
- Banks and money exchange
- Duty free shops
- Cafeterias
- Parking lots
- Freight forwarding and transport companies

Despite local socio-economic advantages that could originate from the presence of the above services, these needs to be balanced with security requirements and an efficient process of cargo. Commercial services at BCPs often facilitate informal cross-border activities and uncontrolled movement of individuals across a border boundary, or encourages activities such as bribing of officials. Shoppers at the warehouses and bazaars lead to vehicle congestion, leading to security, safety and control challenges for border agency staffs. In general, the presence of such commercial service providers should be limited at BCPs.



BCP Traffic Flow Management

Traffic flow management starts with clear signposting in all relevant languages. Road signs should begin already at the main roads junctions before the crossing point. These signs should include:

On the approach to a BCP, signposts should be located at different distances, and a final signpost telling drivers which lane they should enter. They should also include:

- Signs indicating maximum allowable speed
- Signs indicating required traveler documents, as well as allowances, provisions and legal requirements
- Primary lane management indicator signs: green and red lanes, 'safe passage' lanes, diplomat lanes, fast-track lanes for valid members of low-risk diligence programs or TIR Carnet trucks
- HAZCHEM signs (a warning plate system often used for vehicles transporting hazardous substances) and signs for fuel truck lanes
- "No public access" signs

PNA border authorities must calculate the space needed for secure parking of commercial and passenger vehicles undergoing inspection procedures, quarantine areas and commercial parking (if commercial areas are present at the BCP). Customs and other border agency staff and managers should park in a dedicated area, which should be fenced and controlled.

Vehicle and passengers processing at BCPs depends on the BCP design. Lane design is a major factor in transportation facilitation and security at borders. Modern best practices for reducing vehicle waiting times is designing the BCP with some lanes dedicated to passengers cars and busses, lanes for commercial traffic (red and green lanes), lanes for special traffic, such as the 'safe passage' vehicles and travelers, or diplomatic vehicles and personnel, and, where needed, special lanes for oversized or HAZCHEM cargo. The structure of the primary lanes control could be different but herringbone (angled) design is one of the most efficient because it allows the control of different vehicles at the same time, without obstructing the regular traffic flow. The size of commercial vehicles and buses, especially tourist buses, must be calculated and herringbone bays built accordingly (for instance for the BCPs with Jordan and Israel where touristic traffic is regular).

Secondary lanes should be designed to consent the moving of passengers and commercial vehicles in those specific lanes for detailed inspection, without blocking the traffic flow in the primary lane area. Detailed inspections should be conducted in building where trained Customs and other border officials can subject the vehicles, trucks and cargo to physical inspection. Based on the results of the inspection or in case of incomplete documentation, vehicles and passengers access should be forbidden and they should be returned to the place of origin. To do so, a U-turn lane must be provided for rejected vehicles.

Commercial vehicle lanes must be given special consideration, such as:

- Number of primary inspection lanes, each with a booth
- Automated control gates for each primary inspection lane at each booth
- Width and length of primary inspection lanes
- Green and red lanes
- Vehicle turning circles
- Herringbone-type vehicle parking
- Number and location of multi-lingual signs
- Exterior lighting
- Location and number of security cameras

If possible, install BCP management control office where vehicle lane usage can be monitored and vehicles rerouted to vacant lanes, with staff being moved to busy lanes or to secondary vehicle inspection when necessary.

Passengers' vehicles lanes should include:

- Number, length and width of primary inspection vehicle lanes
- Location and number of multilingual signs
- Primary inspection lane exit gates controlled from each primary inspection lane booth, or booths located next to herringbone-style parking areas
- Passport and immigration control hall when BCPs do not have several vehicle lanes;



- Security control in passenger hall
- Passenger and luggage inspection X-ray equipment
- Exterior lighting
- Location and number of security cameras

A pedestrian footway should enhance operation security and prevent pedestrian wandering around the border station and the traffic lanes.

Buildings and Infrastructure for Road Border Crossing Points

The types of buildings, areas and facilities needed at each border crossing point, are determined according to the categorization attributed to the BCP and by the tasks undertaken at the border crossing point in question. The EU IBM concept indicates the sharing of facilities as an important factor for enhancing coordination and cooperation among border services. Buildings layouts should consider the possibility of sharing certain facilities, such as:

- Meeting rooms, cafeteria, toilet facilities and entrance area
- Public waiting areas
- Places for public and staff interface, i.e., booths and/or offices
- Areas for customs brokers and freight forwarding agents
- Offices for Customs staff
- Offices for border guard/police/immigration staff
- Offices for senior management of the BCP
- Meeting rooms
- Toilet facilities
- Kitchen facilities
- Canteens
- Changing and locker facilities
- Detention and police cells
- Police interview rooms
- Interrogation or second-line document inspection offices
- IT and communication offices (may be separate for all the services)
- Training rooms for personnel

Administration buildings support export and import processing taking place in the traffic lanes. No private company services should be located inside BCP's administrative buildings. Depending on the location for collection of customs revenues, therefore inland terminals or at the border, cash collected should be stored safely. Banking facilities should be in close proximity to the Customs clearing and duty payment office in order to facilitate rapid payments. Best practices indicates electronic payments as a more secure format of payment. In this case, administrative buildings must be designed to enable electronic payments.

In particular, in BCPs receiving high volume of touristic traffic, or passengers traveling by bus, a bus facility should be built. The principle of checking a bus/coach load is that all luggage is emptied, and taken to an inspection hall, into which all passengers are admitted at one end, subject to passport control (immigration officer), and to Customs control (along an examination bench). A small cubicle for body search should be provided. An X-ray machine is an option. Bus and coach processing requires different maneuver space than cars, therefore it would be better to locate the building away from the car processing area.

The border area, where all buildings, facilities and procedures are located and executed, should be protected by perimeter fencing, lighting that does not create shadow areas, security CCTV system monitored 24/7, gates and gate protection measures (i.e., blast protection) as well as protected booths for first lane border officers.

2. Proposed BCP – Category A

Figure 1. Schematic Layout of a Possible Border Crossing Point – Category A

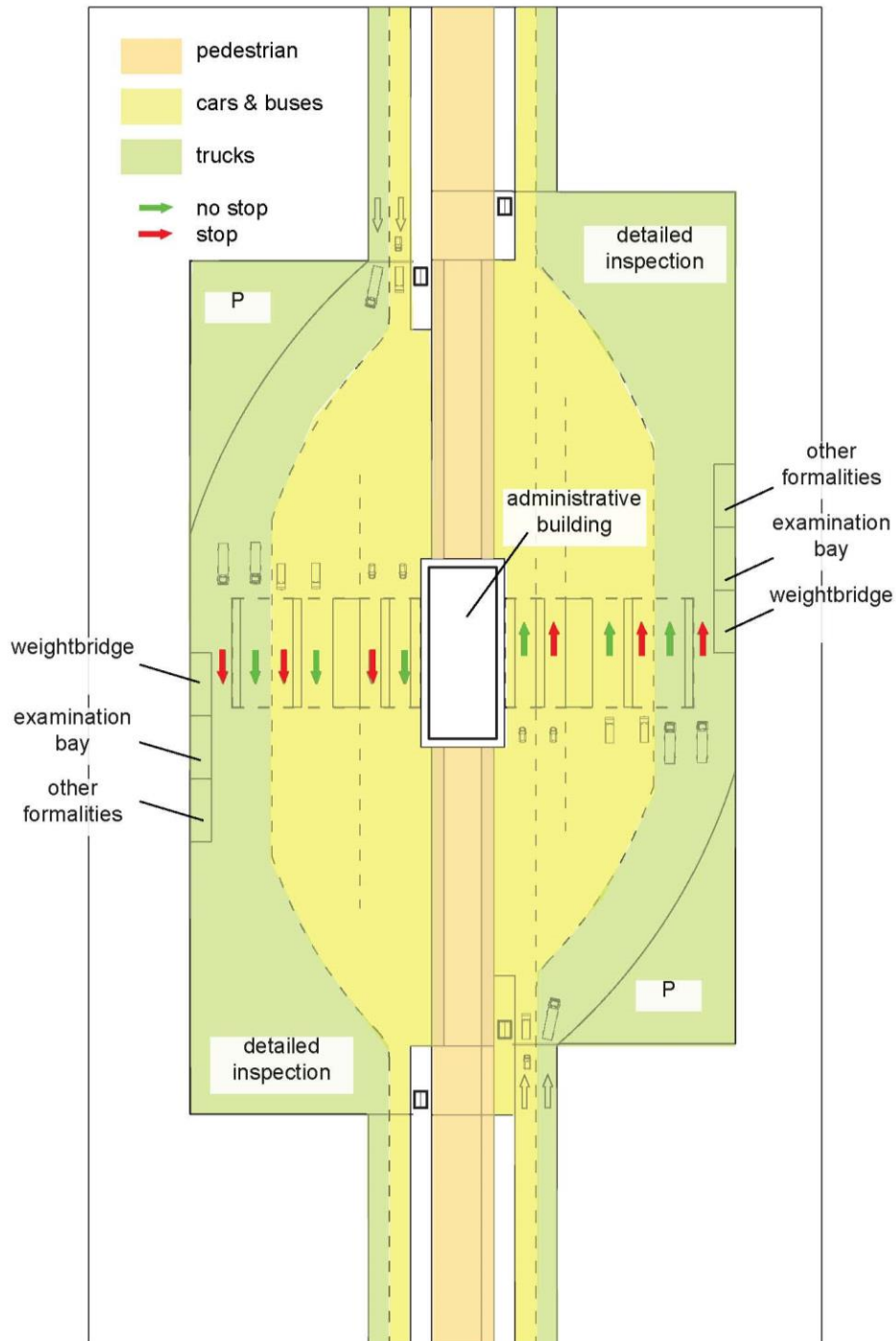


Figure 2. 3D Simulation of a BC Point – Category A

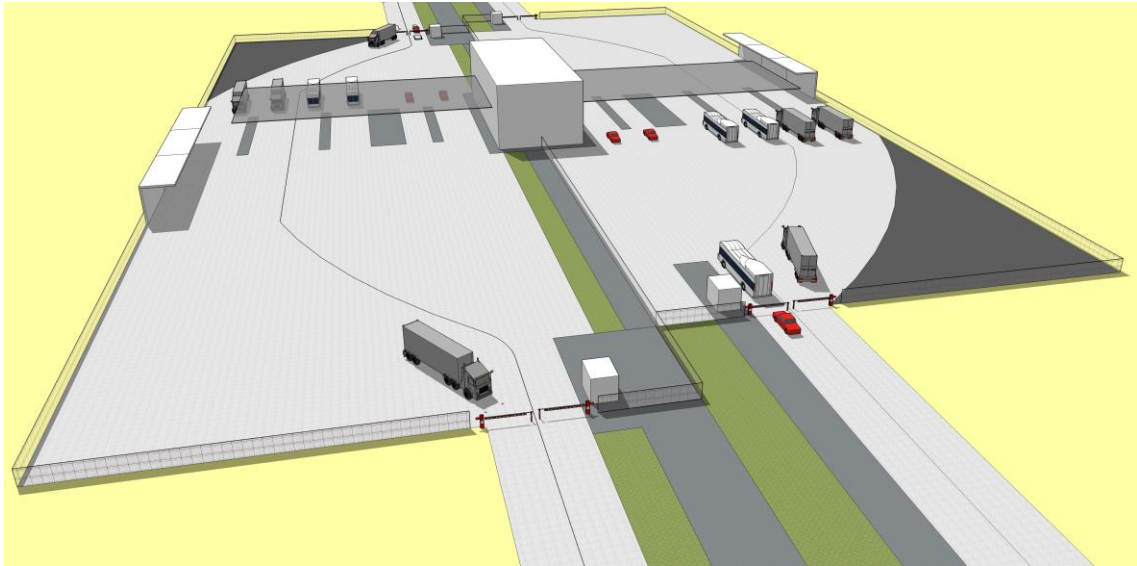
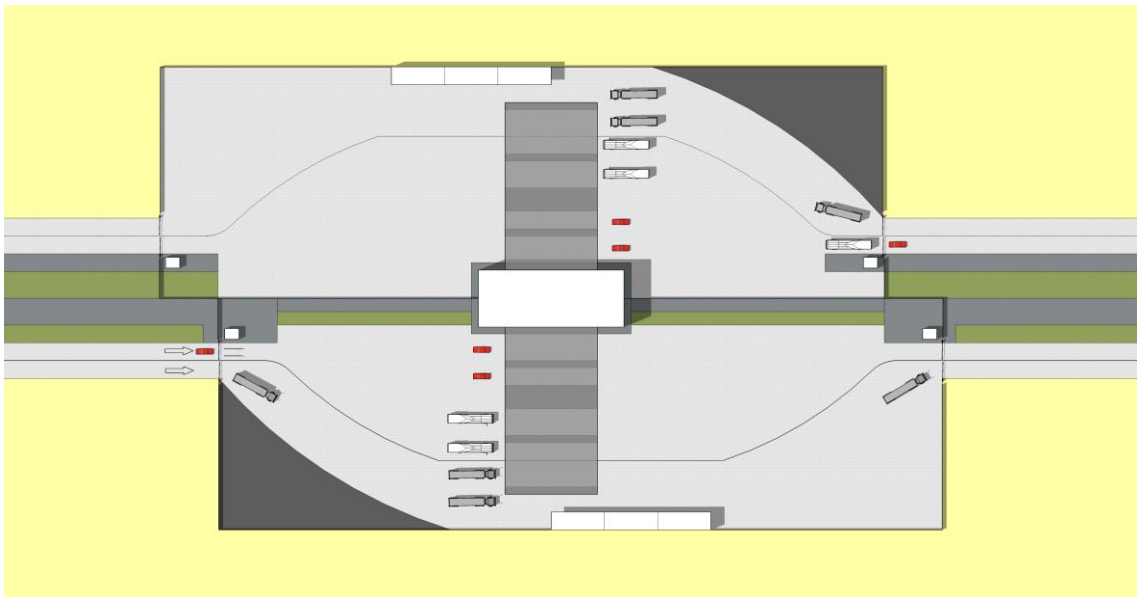


Figure 3. 3D Simulation of a BC Point – Category A



3. Proposed BCP – Category B

Figure 4. Schematic Layout of a Possible Border Crossing Point – Category B

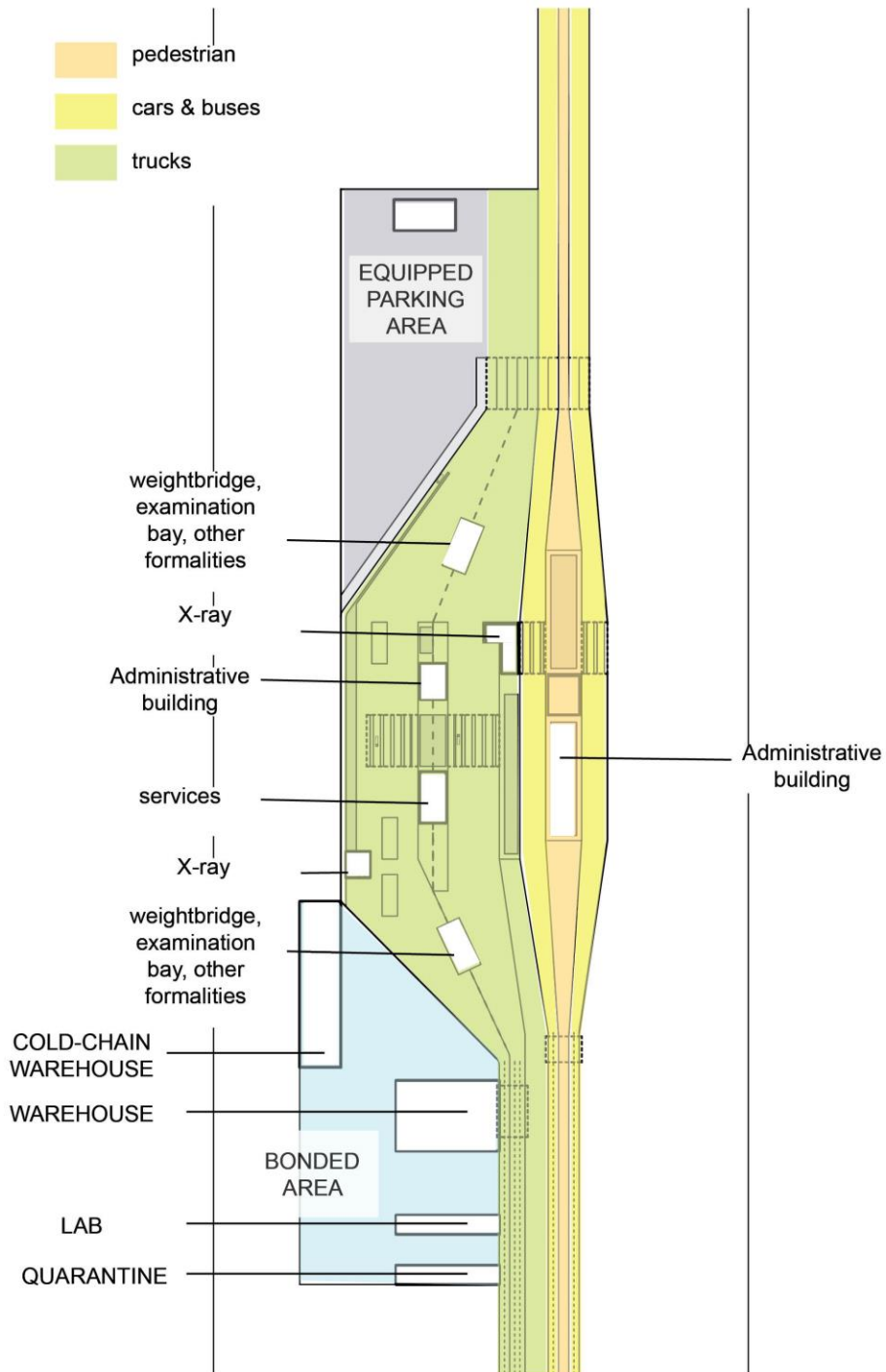
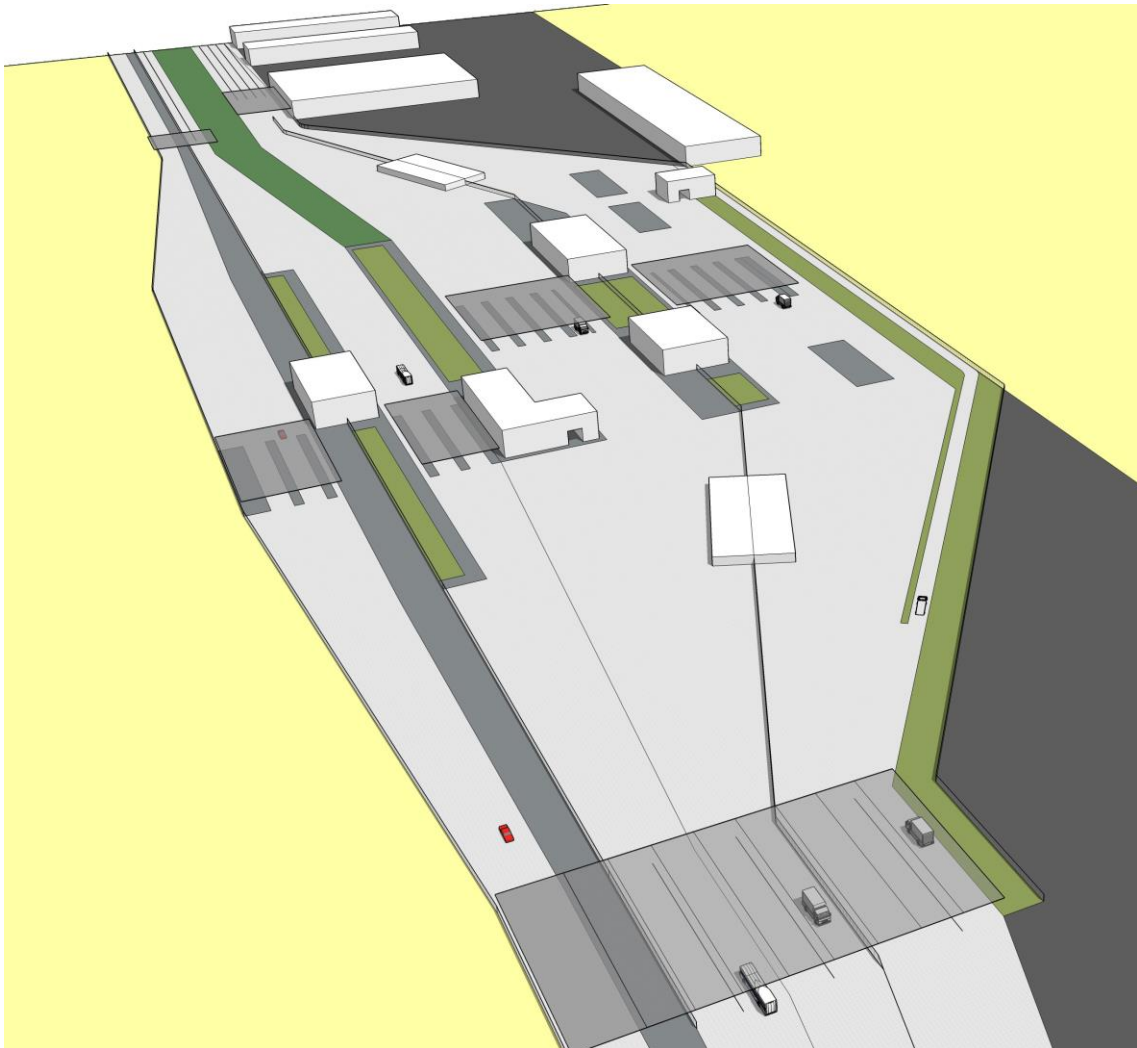


Figure 5. 3D Simulation of a BC Point – Category B



4. Proposed BCP – Category C

Figure 6. Schematic layout of a possible Border Crossing Point – Category C

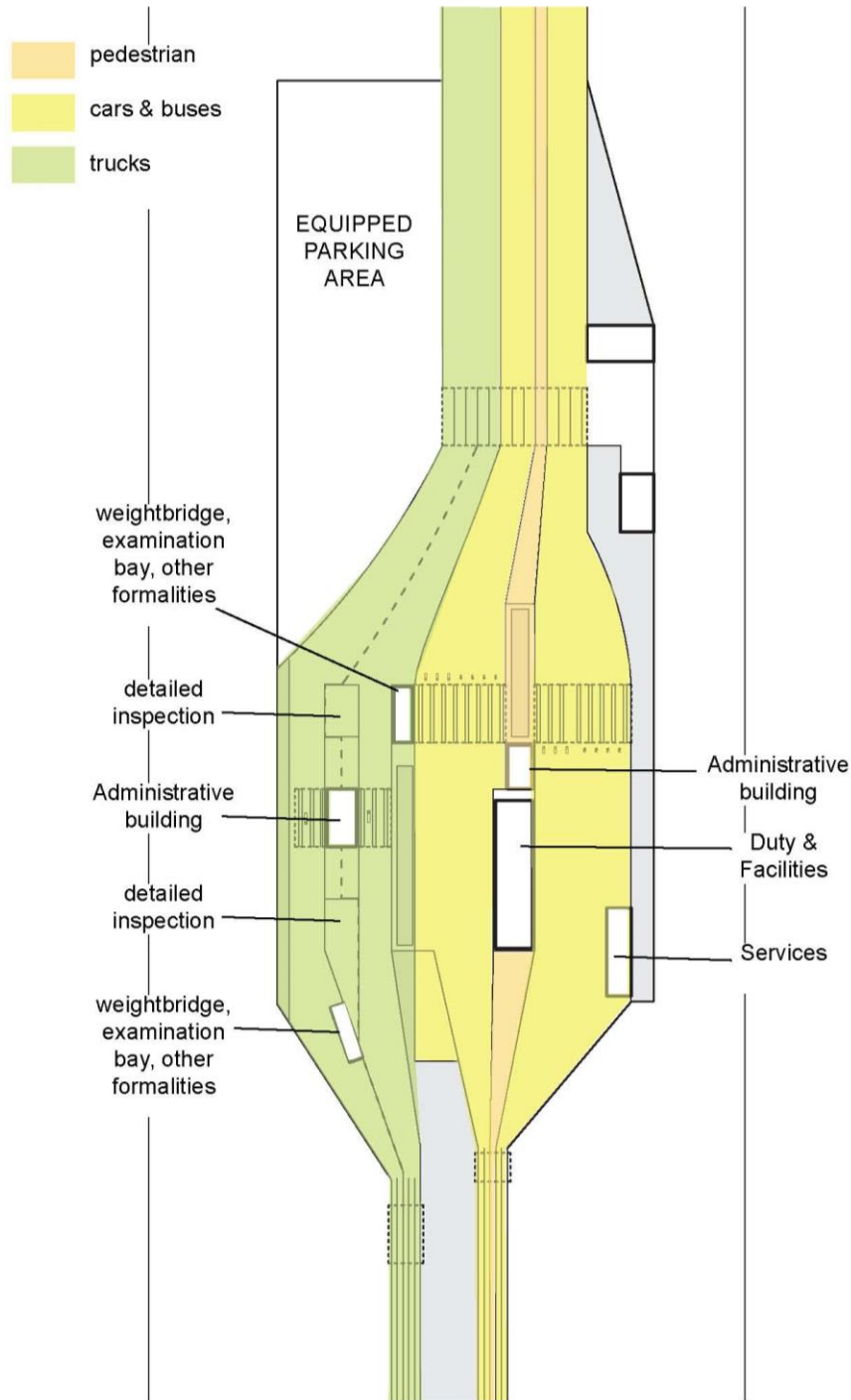
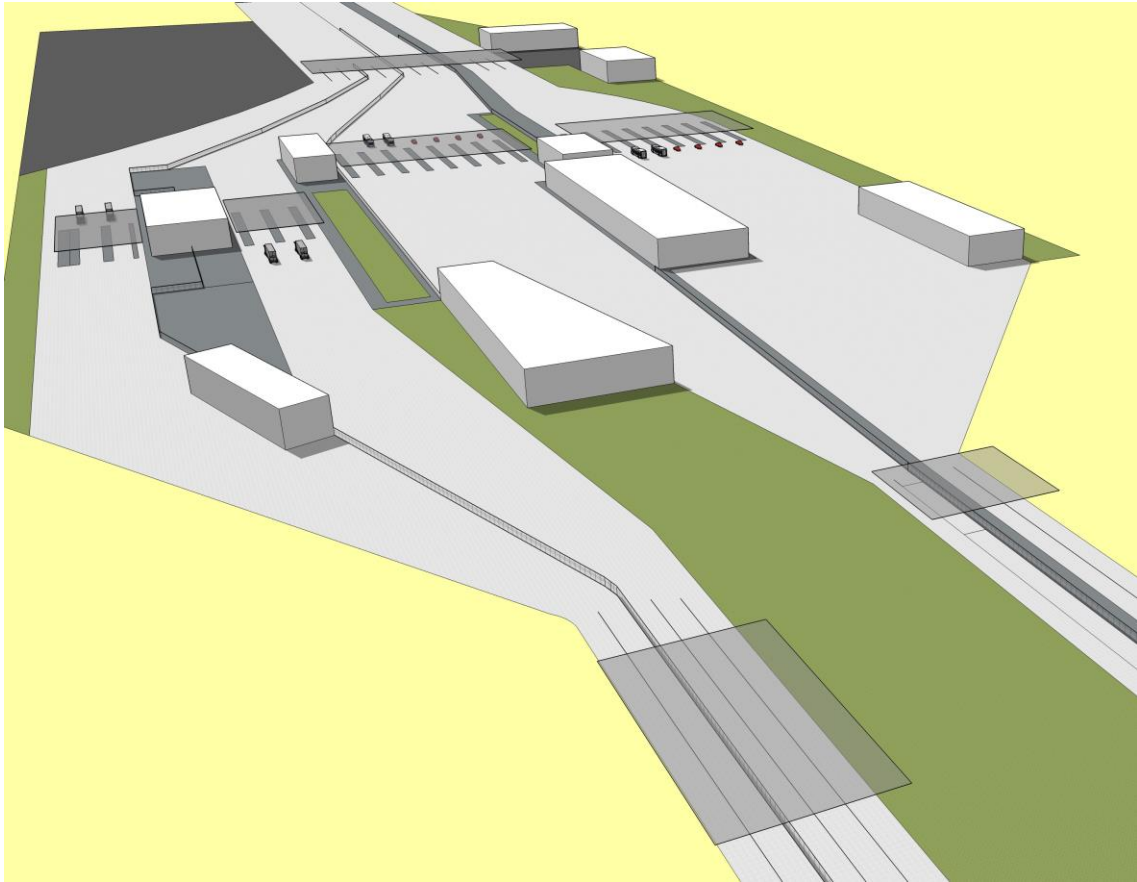


Figure 7. 3D Simulation of a BC Point – Category C



5. Best Practices

KAPIKULE BORDER GATE



Country Turkey
District Edirne (Merkez)
Function border gate
Border Turkey/Bulgaria
Dimension 333.000 m²

Notes:

- open since: 04.09.1953
- project: 2009
- checkpoint area: 289.050 m²
- 41.240 m² construction area
- 1.350.000 vehicles/year
- 5 million people/year
- 480.000 TIR/year



SARP BORDER GATE



Country Turkey
City Sarp
Function border gate
Border Turkey/Georgia
Dimension 36.000 m²

Notes:

- high volume of pedestrian: 5.600.000 passengers/year
- 300.000 TIR/year
- 1.100.000 vehicles/year
- 8 platforms
- main land border crossing between Turkey and Georgia



ÇILDİR - AKTAŞ BORDER GATE



Country Turkey
Province Ardahan
Function border gate
Border Turkey/Georgia
Dimension

Notes:

- open since: 24.07.1995

