



Funded by
European Union
Civil Protection and
Humanitarian Aid



EECP Survey Report

Semi-Annual 2019



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INTRODUCTION

Eastern Ukraine Checkpoint Monitoring Report. January – June 2019.

The survey is a part of the monitoring of violations of rights of the conflict-affected population within the framework of the project «Advocacy, Protection and Legal Assistance to the Internally Displaced Population of Ukraine» implemented by R2P with the financial support of the United Nations High Commissioner for Refugees (UNHCR)¹. The objective of the survey is to explore the motivations and concerns of those travelling between the non-government-controlled areas (NGCA) and the government-controlled areas (GCA), as well as the conditions and risks associated with crossing the contact line through EECPs. More statistical data are available on the Eastern Ukraine Checkpoint Monitoring Online Dashboard - http://bit.ly/CP_Monitoring_2019.

METHODOLOGY

This report provides the results of the above-mentioned survey conducted at all five entry-exit checkpoints (EECPs) with NGCA in the first half of 2019². R2P monitors surveyed pedestrians queuing at the EECPs. The survey was conducted anonymously and voluntarily. All persons interviewed for the survey were informed about its objective. The survey was conducted in the form of personal interviews with people aged 18 and above. The monitors approached every fourth person in line with a request to complete the survey. If a person refused to participate, monitors proceeded to survey the next fourth person in line. People travelling both to and from GCA took part in the survey. At no time did the monitors cross the zero checkpoints into NGCA. It should be noted that the survey results should not be directly extrapolated onto the entire population travelling through the checkpoints, but it helps identify needs, gaps, and trends and provides an evidentiary basis for advocacy efforts. The data collection methodology was the same at all EECPs.

1 The survey has been conducted regularly since June 2017.

2 The reporting period covers two operation schedule switches (in spring and summer). On June 1, all EECPs switched to the summer operation schedule (06:00 – 20:00), which increased the capacity.





HIGHLIGHTS

34 fatalities reportedly took place at EECPs in the first half of 2019, including 12 deaths on NGCA side (information from social media and OSCE reports) for which the data cannot be confirmed. The preliminary causes of death in most cases in GCA were related to heart health problems.

About 20 people per day were fainting at Stanytsia Luhanska EECP due to the heat in June.

By the end of June, reconstruction started by GCA local authorities in 2018 is still in progress at Hnutove, Novotroitske and Maiorske EECPs.

Reconstruction of the bridge at Stanytsia Luhanska EECP planned for March 25 by Luhansk Oblast Military Civil Administration did not happen as security guarantees were not provided by NGCA de-facto authorities. On June 28 commission examined the damaged bridge at Stanytsia Luhanska EECP to consider the possibility of renovation. SES started the demining process near the EECP.

In April monitors reported about the lack of potable water at Stanytsia Luhanska on GCA side of the EECP. By the end of June, the issue remained acute due to increasing outside temperature.

In comparison with the first half of 2018, the share of respondents who raised concerns related to the crossing process increased at Stanytsia Luhanska, Novotroitske and Marinka EECPs.

The majority of returnees indicated the improved situation at their previous place of residence among their reasons for return.

680 individuals (5% of all respondents) mentioned cases of not being able to cross the contact line in the six months prior to their interview. The vast majority (509) of these cases were caused by the lack of permits in the SBGS database.

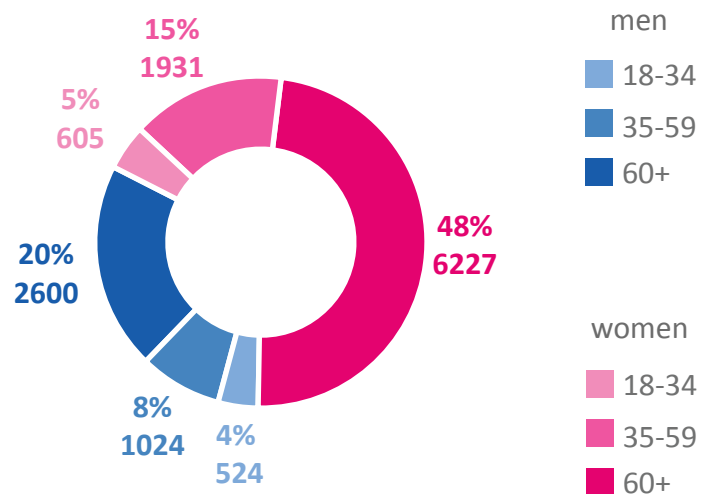
Since March 28, the Government lifted the limitation (time) for permits, however old permits must be reapplied to become termless.

DEMOGRAPHICS OF RESPONDENTS

In the first quarter of 2019, R2P monitors surveyed 12,911 individuals. The majority (68%) of respondents were women. 68% of all respondents were over 60 years old. Women over 60 years old constituted almost half of all respondents (6,227 individuals, 48%). 6% of all respondents were travelling with children. That share has slightly (by 2.5%) increased in the summer season. The same trend was observed in June 2018 (2.2% increase).

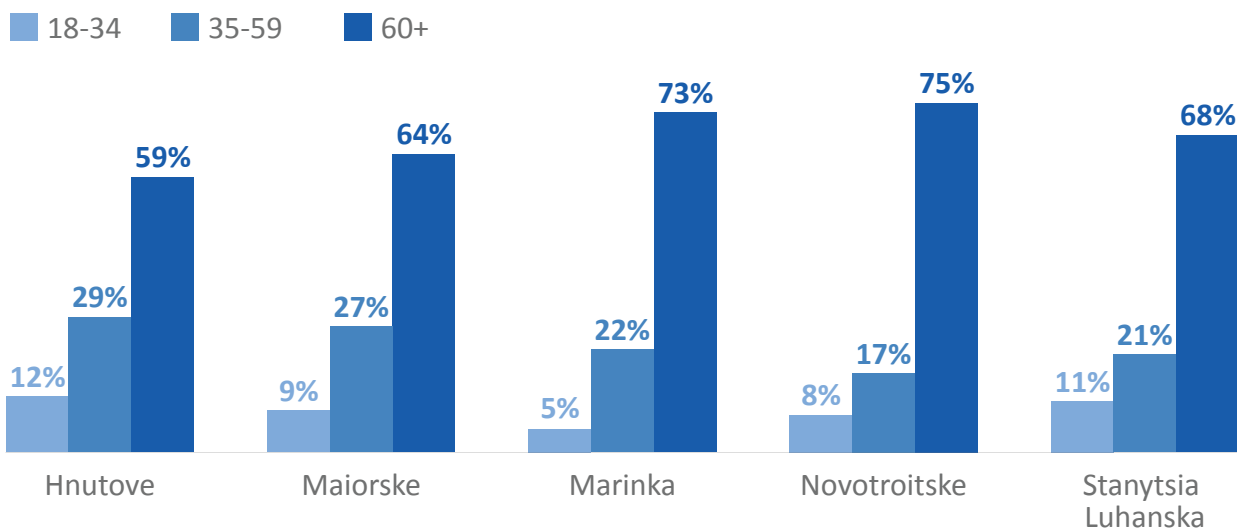
The gender ratio was consistent each month, fluctuating within a range of 2%. The age disaggregation also remains approximately the same, fluctuating within a range of 6%, with older people representing the predominant majority of interviewees. However, R2P monitors did not survey people in the line for vehicles. It is possible, that people of younger age and people with children prefer to travel by car. The younger people might also be more likely to travel on weekends rather than on working days.

Gender and age of respondents

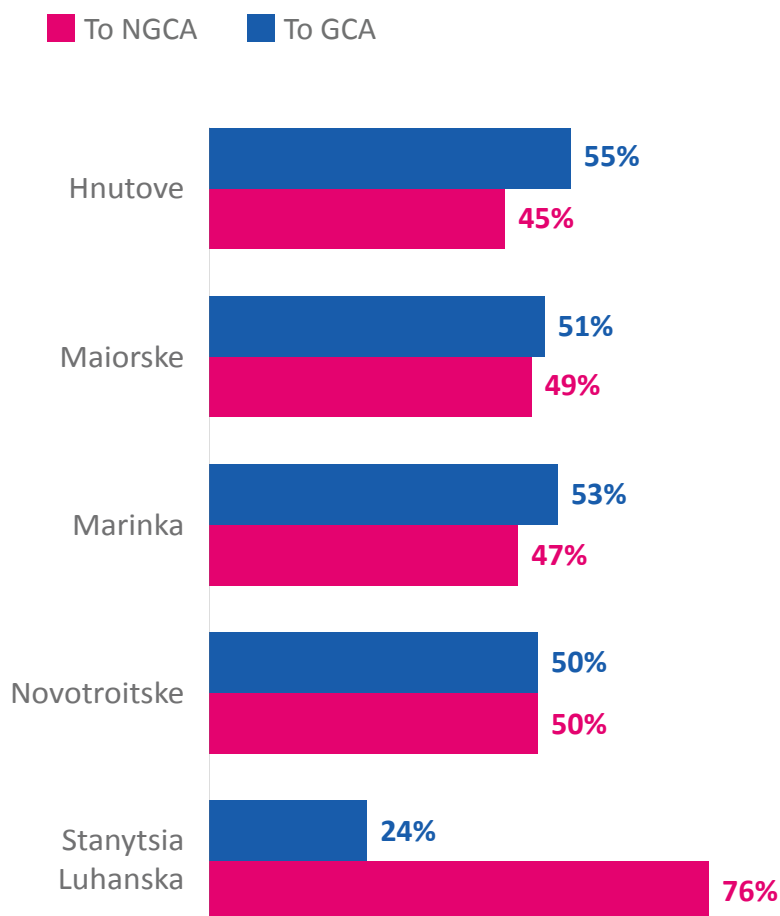


The low number of younger respondents demonstrates that they have fewer reasons to cross the contact line. The demographic profile was similar at all EECPs, however, the share of men (27%) at Marinka EECP was slightly lower. The share of respondents aged 18-59 was slightly higher at Hnutove and Maiorske EECPs.

Age of respondents by EECP



Direction of respondents journey



The low number of younger respondents demonstrates that they have fewer reasons to cross the contact line. The demographic profile was similar at all EECPs, however, the share of men (27%) at Marinka EECP was slightly lower. The share of respondents aged 18-59 was slightly higher at Hnutove and Maiorske EECPs.

This is most likely related to the higher number of respondents travelling to solve issues with documents at Hnutove EECP (30% of all respondents at this EECP compared to 10% average at other four) and travelling to other oblasts at both Maiorske and Hnutove EECPs (11% and 9% compared to 2% average at other EECPs). Older respondents tend to indicate such reasons for crossing less frequently.

The overall share of respondents travelling in both directions was almost even: 54% of interviews were conducted with people heading to NGCA, 46% of respondents were going to GCA. However, the share of people surveyed in GCA direction at Stanytsia Luhanska was smaller as the access to that side of the EECP was limited for monitors.

“

This morning I saw a car fitting into the line for expedited crossing. An old woman from the car behind stood up in front of the commercial driver and said: “You won’t pass! You’ll have to run over me”. He kept pushing until she fell on her knees. The driver got out of the car, helped her stand up and walked her to the side of the road and quickly got back. Immediately he took that place in the line.

June 2019, Story from social media, “Oleksandrivka” checkpoint (NGCA), Marinka EECP

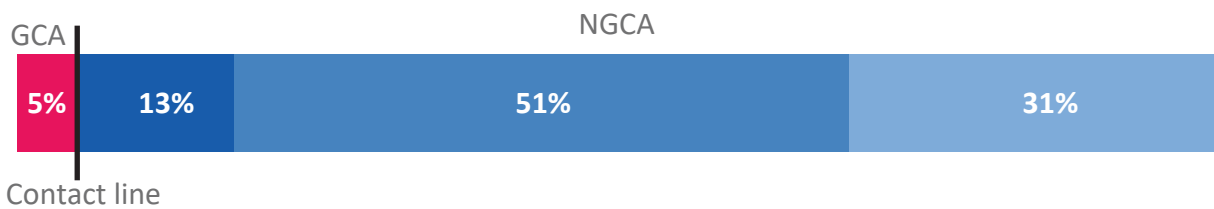
RESIDENCE, DISPLACEMENT, AND RETURNS

RESIDENCE

The majority of all respondents (95%) resided in NGCA at the time of the survey.

The share of GCA residents is higher among younger respondents: 18% of those in the age 18-34, in comparison to 1% of respondents who were over 60 years old. 60% of the respondents who reside in GCA have been displaced due to the conflict at least once. Most of them (71%) were displaced only once and are still residing there. At the same time, 40% of the current GCA residents travelling across the contact line have never been displaced. The vast majority of such respondents (77%) were visiting their relatives.

Place of residence



Most of NGCA residents stated that they live more than 20 kilometres from the contact line. It is noteworthy that there was no significant difference in the reasons for crossing depending on how far from the contact line resides the respondent. The share of respondents who reside within the 20 kilometres distance to the contact line is the lowest among those surveyed at Hnutove (6%) and Stanytsia Luhanska (2%) EECs. It is also important to remember that GCA residents have fewer reasons to visit NGCA, while people who reside in NGCA often need services that are unavailable or limited in NGCA. According to the SBGS data on the number of crossing, the flow of people crossing the contact line is 13% lower on days when governmental entities and banks are closed (weekends, holidays, etc.).

“

Yesterday at 17:00 we arrived at the checkpoint in NGCA. We passed it today at 10:00. The queues, in my opinion, the queues are being artificially increased by people who provide commercial transport services. They park their cars in a way that no one else can fit in the queue. Even though there was a pregnant woman in the car, they did not let us to the expedited queue until the chief of the checkpoint allowed it.

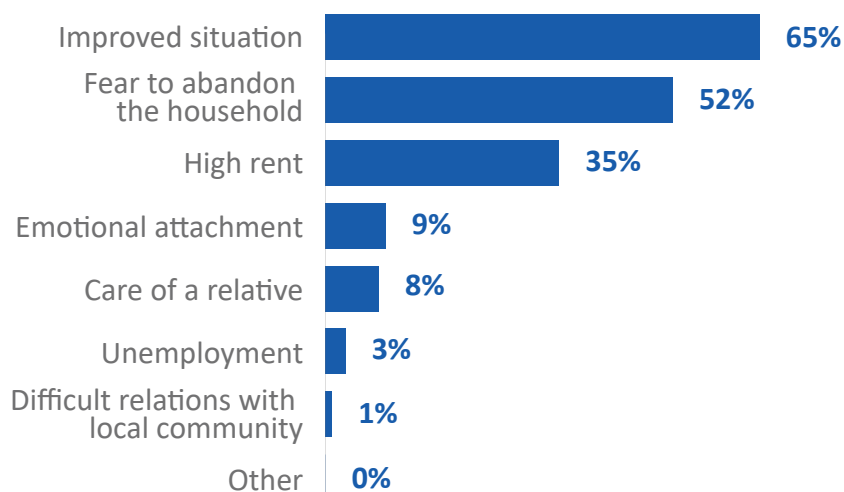
11/07/2019 Mykola Stepanovich, “Oleksandrivka” checkpoint, Marinka EEC

Told by Oleksii Shevchenko, Monitoring specialist of R2P

DISPLACEMENT & RETURN

76% of interviewees indicated that they have never moved due to the conflict, so the number of actual or former IDPs is low among respondents. The highest share (48%) of respondents who were displaced at least once was at Stanytsia Luhanska EEC. At the same time, 98% of respondents at this EEC who were displaced, returned to their previous place of residence.

Reasons for return

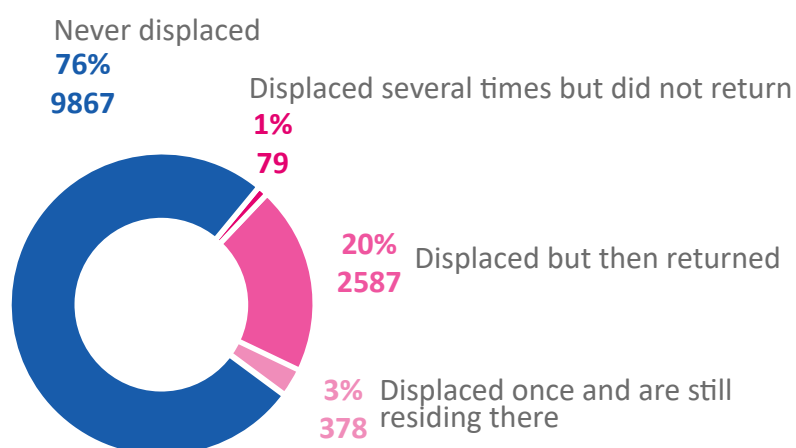


The most common reasons for return was the improved situation at the previous place of residence, followed by the fear to abandon the household lest it be looted. The majority of the respondents (58%) claimed that their decision to return was voluntary. Only 13% of the respondents claimed to return under the pressure of circumstances. Among those who returned involuntarily, the most common reasons were high rent and the fear to abandon the household lest it be looted.

The improved situation was cited among the reasons for return by most returnees (1669 individuals – 66% of returnees). That said, the vast majority (1210 individuals – 72%) of them were surveyed at Stanytsia Luhanska EEC.

It is noteworthy that the share of those who were ever displaced is two times higher (32%) among the respondents who reside further than 20 kilometres from the contact line than among those who live closer (16%). Older respondents were also more likely to return to the previous place of residence (23% compared to 13% of those aged 18-34). Thus, less than 1% of respondents over 60 years old (62 individuals) were displaced once and are still residing there. The share among respondents of 18-34 years old constituted 11%.

Displacement



Although the majority of respondents who were displaced at least once already returned to their previous place of residence, such share should not be extrapolated to all internally displaced persons or NGCA residents who do not travel across the contact line at all or who do not do so through official EECs. It is also unknown what were the localities respondents were displaced to.

“

Every story you hear from people becomes a part of you. Doesn't matter if you want it or not.

Sometimes the stories make you laugh. Even though when the person shares it, it's clear that irony is the last thing that helps them counter the devastating circumstances of their lives.

Sometimes they are filled with negativity. You can't comprehend why the person doesn't accept your help but acts with aggression. Sometimes people can't justify their emotions or anger: they just feel the vital need to let it out.

Almost every story is full of resentment. Towards the country, the people, the system. The long queues. Older persons often tend to idealize the past and believe that "everything was better in the old times", even when the "old times" were similar, but they were younger, and the problems didn't seem unsurmountable.

One of these stories was told to me at Novotroitske EECF. A woman of about sixty years of age was listening quietly, waiting until after we are done consulting people in the queue. Then she told us a story that I am still thinking about time to time.

«Long time ago I was just as you are , so naïve. You are young and don't remember those times. I used to live when communists were in power in the 1980-ies, with bandits in 1990-ies. But even then there was not that much chaos as there is now. No one would deprive the older people of their property, of their rights. There were many issues, many illegal things happening. But what is going on these days I cannot comprehend. Thousands of people, who were working so hard, have to have to beg to obtain their own money!»

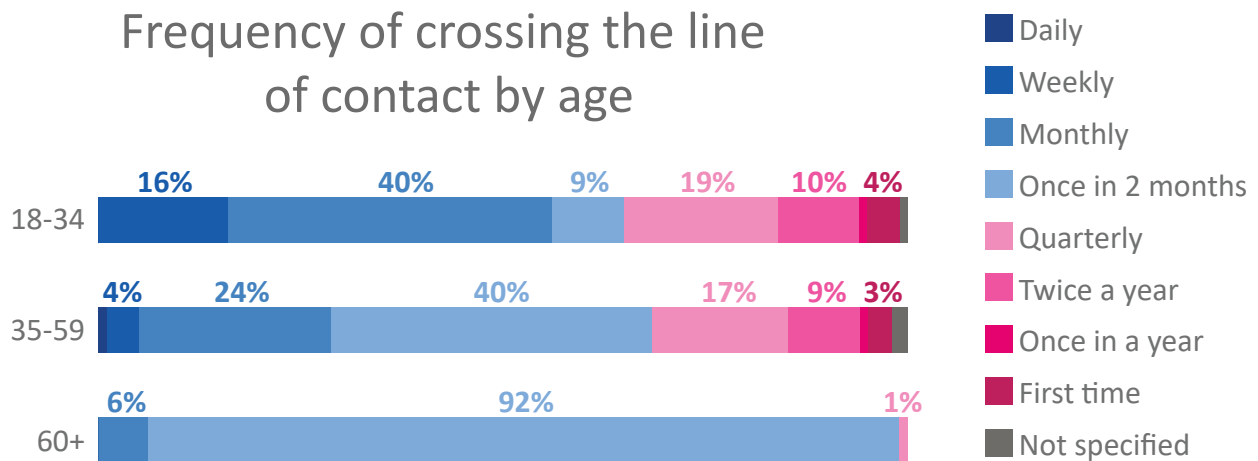
Several months have passed since that day, but the pain and sadness in the eyes of that woman are now carved in my memory.

Oleksii Shevchenko



FREQUENCY AND DURATION OF CROSSING

The vast majority of respondents (72%) are crossing the contact line once in two months. This is especially relevant to the pensioners (92% of older people are traveling bimonthly) as they are mostly travelling to fit in the 60-day limit of being away from GCA. Younger respondents who do not have to meet such conditions plan their trips based on their schedules and are not tied to any particular imposed frequency.



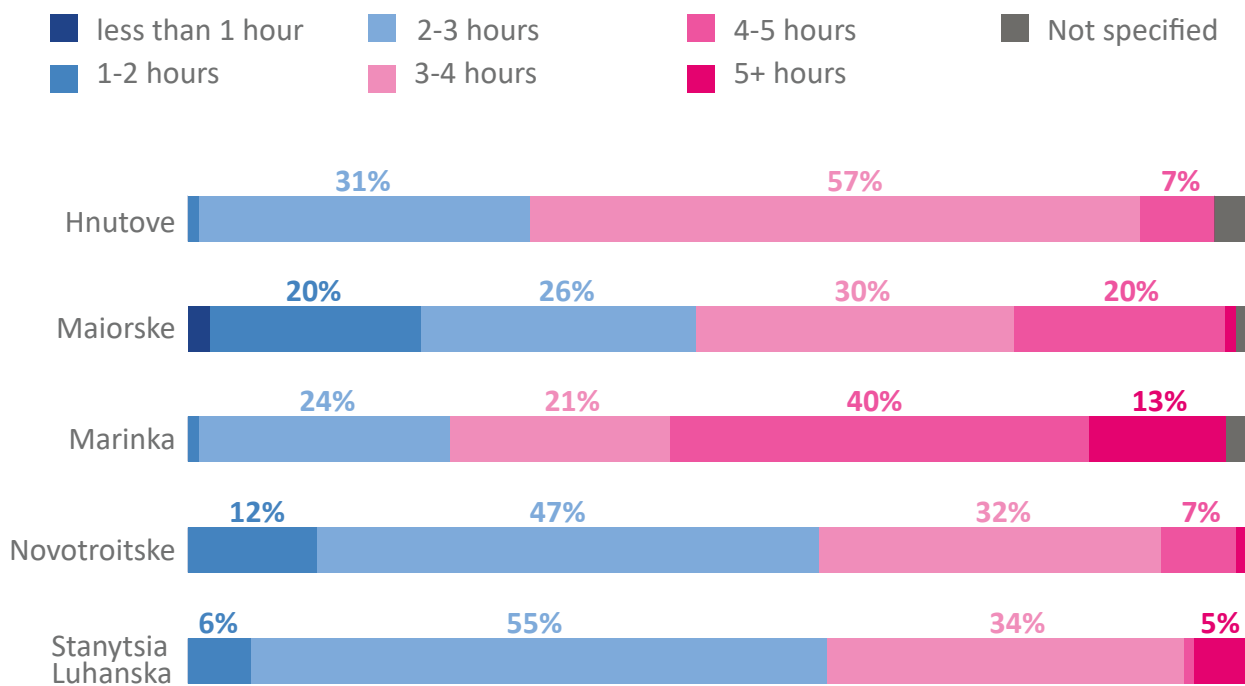
The frequency of crossing varied depending on the EECP. Thus, the share of respondents who are crossing the contact line on a monthly basis was higher at Stanytsia Luhanska EECP (33% in comparison to 9% average at other EECPs). The most common reasons for crossing among such respondents were visiting relatives (51%), solving issues with documents (29%) and solving issues related to pensions or social payments (24%).

“ Quite often we have cheer up people when they start talking about their death. We are trying to ensure them that the future is worth living. Humour also helps to relieve the tension. A woman once told us that despite she is 80, she will keep traveling until we are 80 years old too!

Kateryna Davydova, Monitoring specialist R2P.

As people are surveyed while they are in a process of crossing the contact line, the questions related to duration refer to the previous crossing. 79% of all respondents stated that they had previously crossed the contact line in the first six months of 2019. The largest share of respondents (49%) stated it took 2 to 3 hours to cross the contact line. 26% said it took 3 to 4. It is noteworthy that the crossing process was showing the tendency to acceleration until June. In early June the number of vehicles allowed to cross the contact line was limited to 6 cars per hour in NGCA (3 cars from the main line and 3 from the expedited line), increasing the waiting time while also reducing lines in GCA. There was no significant difference in duration of crossing by the gender or age of the respondents at all EECPs except Stanytsia Luhanska as it takes more time for the elderlies to walk the long way on foot.

Duration of crossing by EECP



According to the data, the only considerable difference in the duration of crossing depending on the direction of the travel was observed at Stanytsia Luhanska: the share of respondents who spent 3-4 hours, travelling to GCA (21%) was approximately two times higher than in the opposite direction (9%).

The waiting time can significantly vary, depending on the checkpoint and the side of it. 53% of respondents who answered the question about their previous crossing experience stated it took longer to pass checkpoints in NGCA. 15% said they spent more time on GCA checkpoints. 30% stated it was approximately the same. The duration of crossing significantly varies depending on the EECP, the side of it and the date of the crossing. The share of respondents who stated they had spent more time at GCA checkpoints was stably insignificant at Maiorske, Novotroitske and Hnutove EECPs, ranging from 0% to 5%. Such share at Marinka EECP constituted 2% in January, tended to increase up until May (to 49%) and sharply declined in June (18%). Another considerable change was observed at Stanytsia Luhanska EECP: although the share of respondents who spent more time at GCA checkpoints was higher through the reporting period, it significantly decreased from 49% in May to 18% in June.

“

The result of my husbands' trip through "Olenivka" (Novotroitske EECP, NGCA): he arrived to the common line at the checkpoint at 05:10. At 17:20 he reached the NGCA checkpoint. Only at 17:35 we passed it and immediately got to the inspection point in the GCA. At 17:50 we already passed all checkpoints in GCA!

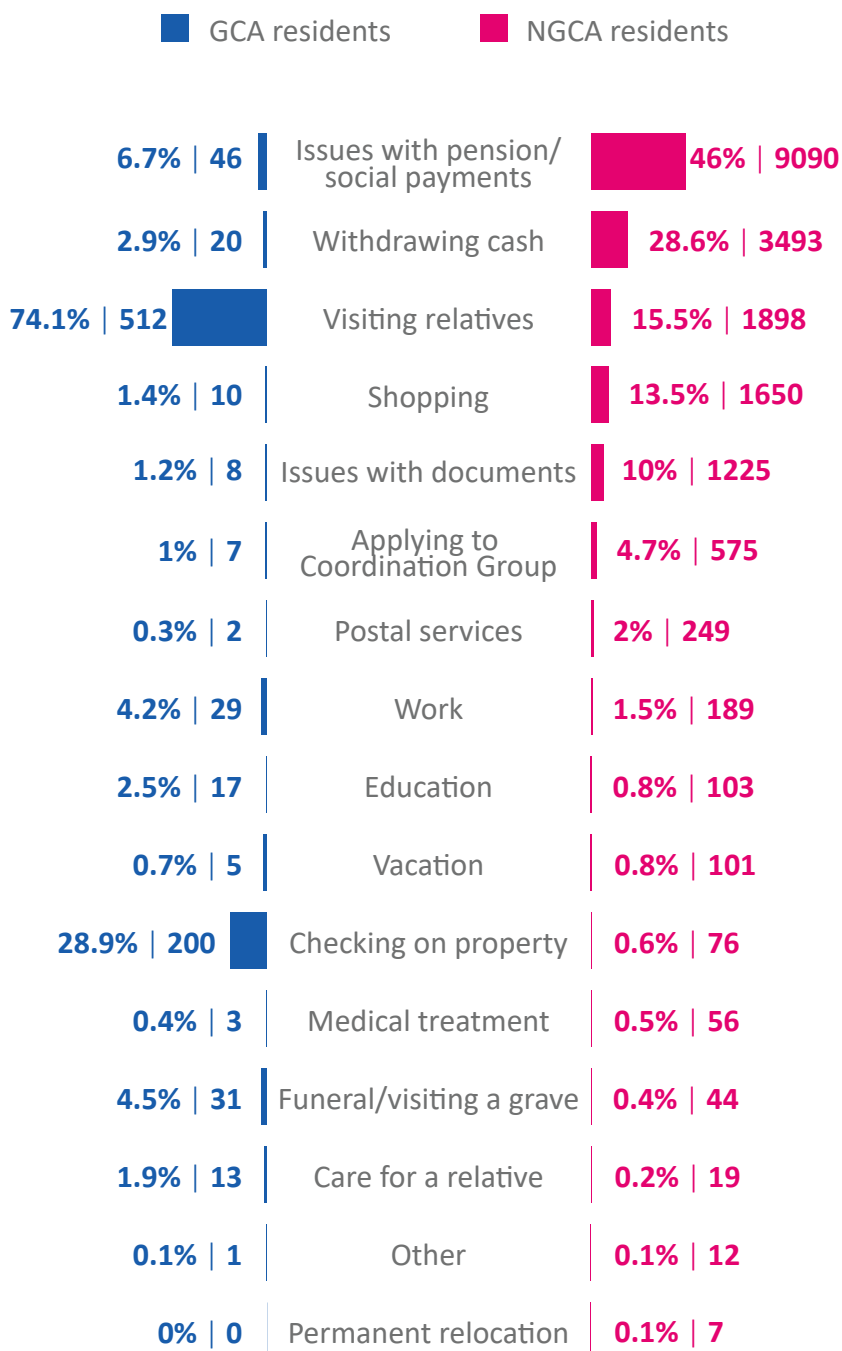
June 2019, story from social media

REASONS FOR CROSSING³

The disaggregation of reasons for crossing was stable throughout the first half of 2019. Same as in 2017 and 2018, the reasons differ substantially for GCA and NGCA residents.

Solving issues with pensions or social payments is the most common reason for NGCA residents. It is also a lot more common among elderly people: 91% of respondents over 60 years old mentioned it among their reasons while the share among respondents aged 18-34 was only 7%. These issues include avoiding payment suspension due to the 60-day limit of not being in GCA (61% of all respondents); passing physical identification (57%); obtaining or reinstating of pensions (8%), etc. According to the monitoring observations, older people who reside in NGCA tend to make short trips (one or a few days) to solve their issues and return. Younger respondents were more likely to travel for visiting their relatives (36% in comparison to 11% of elderly respondents) and solving issues with documents (29% to 3%).

Reasons for crossing (by place of residence)



The reasons were also somewhat different depending on the EECp. Less people were travelling due to the issues related to pensions and social payments through Maiorske (57%), Hnutove (64%) and Stanytsia Luhanska (65%) than through Novotroitske (81%) and Marinka (84%), which correlates with the higher number of older people among respondents at these two EECps. At the same time, respondents at Stanytsia Luhanska (28%) and Maiorske (27%) EECps were

3 Respondents could indicate several reasons for crossing

approximately two times more likely to visit their relatives. Respondents at Hnutove indicated solving issues with documents (18%) a little more often than at other EECPs. Such a tendency is most likely related to its close location to Mariupol, one of the bigger cities with more developed infrastructure and various services in different spheres, including governmental entities. It also correlates with a higher share of younger respondents as they are more likely to need to solve issues related to passport, obtain birth certificates etc.

Out of all people who had issues with documents, 68% indicated issues related to passport (7% of all respondents – 843 individuals). Among other documents respondents mentioned digitalized pension cards (190 individuals – 15%), obtaining death (190 individuals – 15%), birth (62 – 5%) and IDP certificates (71 – 6%).

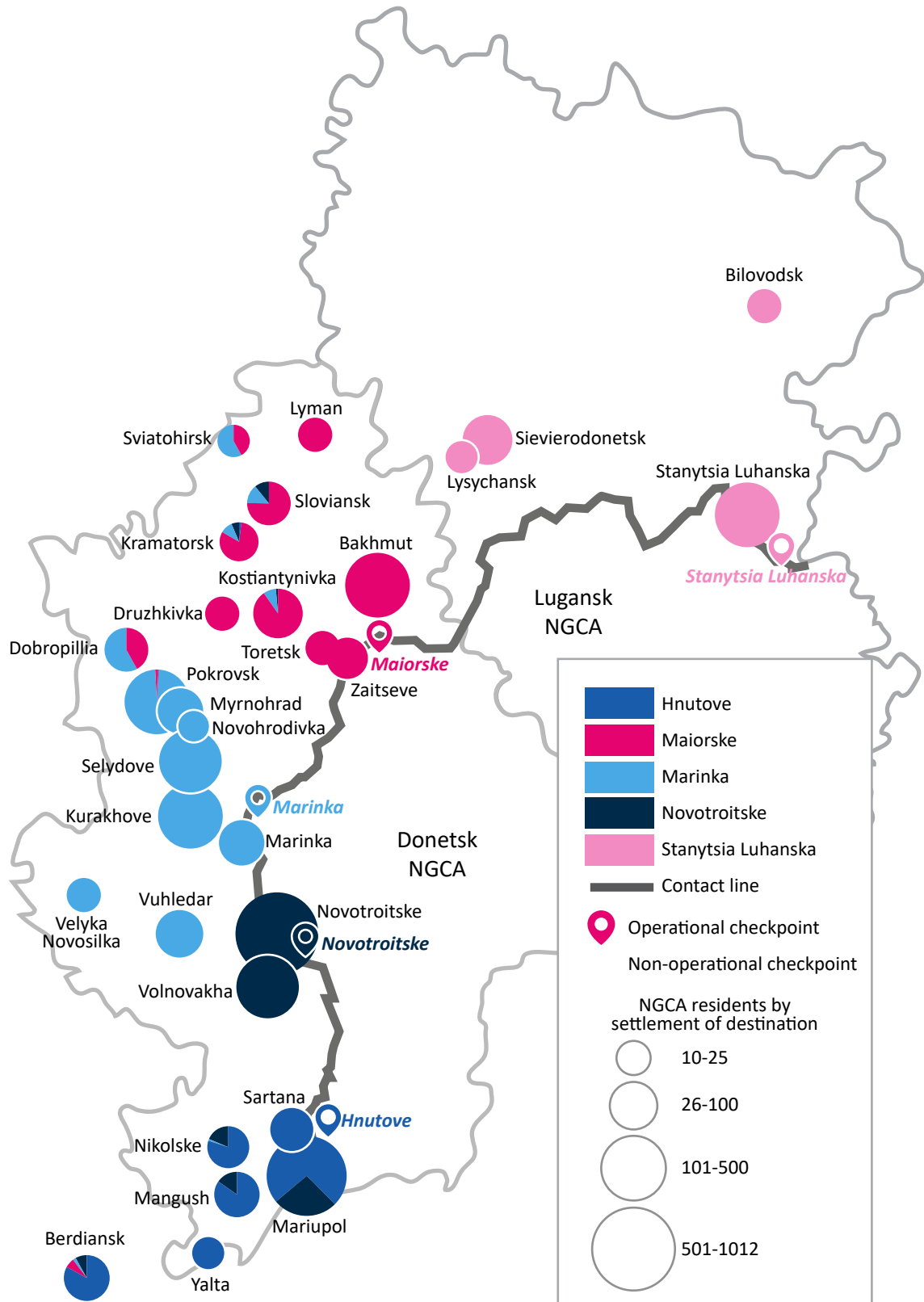
13% of all respondents (1660 individuals) indicated shopping as one of their reasons for crossing. 99% of them were NGCA residents. The most common purchases included food (11% of all respondents – 1407 individuals) and medicines (5%). Among others were hygiene items (2%), clothes (1%), etc. The smallest share of respondents who indicated shopping as one of their reasons for crossing was at Stanytsia Luhanska EECP (2%), which might be related to no vehicle traffic through the EECP and the limited variety of goods available in the vicinity. Hygiene items were mentioned more often at Maiorske and Marinka EECPs.

DESTINATION OF THE TRIP

As NGCA residents often travel to solve issues related to state, legal or bank services it is important to understand the demand on the infrastructure of the localities in GCA. 82% of all NGCA residents (10185 individuals) agreed to answer the question about their destination point. The majority of such respondents (95%) were visiting localities in Donetsk and Luhansk Oblast, giving preference to the bigger ones located closer to the EECP. 3% (145 individuals) were heading to Zaporizhzhia Oblast, 1% (47 individuals) – to Dnipro Oblast. It is important to note, that some of the respondents who indicated Novotroitske, Marinka, Stanytsia Luhanska, Zaitsevo, Bakhmut, Hnutove and Pyshevyk as their destination point were only travelling to EECPs themselves to obtain services, available there. It is also possible that some respondents named random localities if they did not feel secure enough to share such information.

The most common destination point for respondents surveyed at Hnutove EECP who answered this question was Mariupol (74% - 743 individuals). Respondents at Maiorske EECP were mostly travelling to Bakhmut (51% - 384 individuals). Respondents surveyed at Marinka EECP were almost equally often travelling to Kurakhove (36% - 430 individuals) and Pokrovsk (31%). The urban village of Novotroitske itself was the most common destination point among those surveyed at Novotroitske EECP (56%). They also mentioned Mariupol (19%) and Volnovakha (19%). Respondents at Stanytsia Luhanska EECP were mostly travelling to Stanytsia Luhanska (62% - 193 individuals).

Main settlements of destination of NGCA residents crossing the contact line - January-July 2019



CONCERNS WHILE CROSSING THE CONTACT LINE⁴

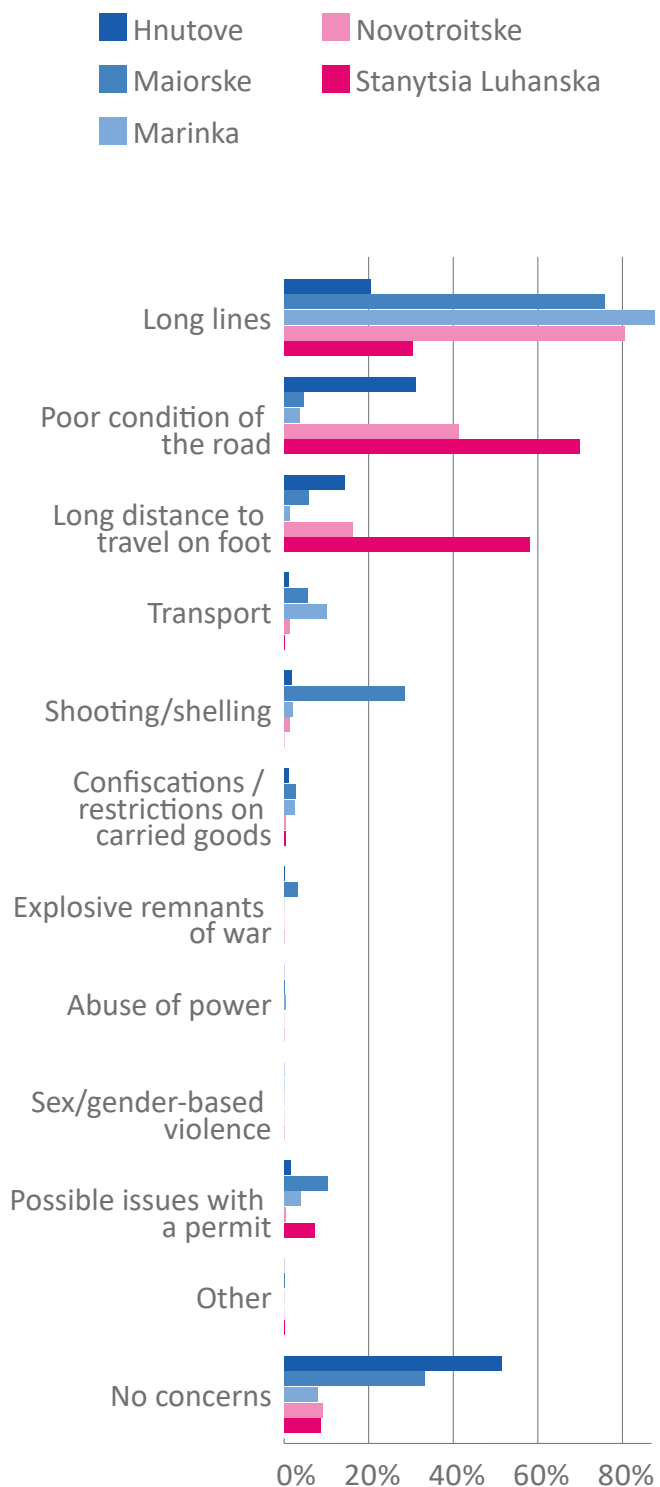
In comparison with the first half of 2018, the share of respondents who raised some concerns related to the crossing process considerably increased at Stanytsia Luhanska (by 32%), Novotroitske (by 21%) and Marinka (by 15%) EECPs. At the same time, such share at Hnutove decreased by 21%, while at Maiorske EECP it remained approximately the same with a 3% increase.

Long lines remain a major concern at all EECPs throughout the whole survey period. However, the share of respondents who mentioned it as their concern has dropped by half at Stanytsia Luhanska EECP and increased by half at Novotroitske. The level of such concern remained very similar at Hnutove EECP, while at Marinka and Maiorske it increased by approximately 20%.

The number of respondents who did not raise any concerns fluctuated in a range of 9% during the first half of 2019 (17% to 26%). The share of such respondents significantly varied depending on the EECP and the month of the survey, however, Hnutove (52%) and Maiorske (38%) EECPs remained the least problematic through all six months.

Respondents did not report any concerns about sex- and gender-based violence to monitors. 9 respondents mentioned abuse of power among their concerns: 3 of them took place in NGCA (2 at Maiorske and 1 at Marinka EECPs) and 6 in GCA (Marinka EECP). These respondents were concerned about aggressive and rude behaviour, prejudice, verbal abuse, threats and excessive body search towards men under 35 years old. People often feel intimidated about articulating such complaints, so the level of such concern is most likely understated.

Concerns (by EECP)



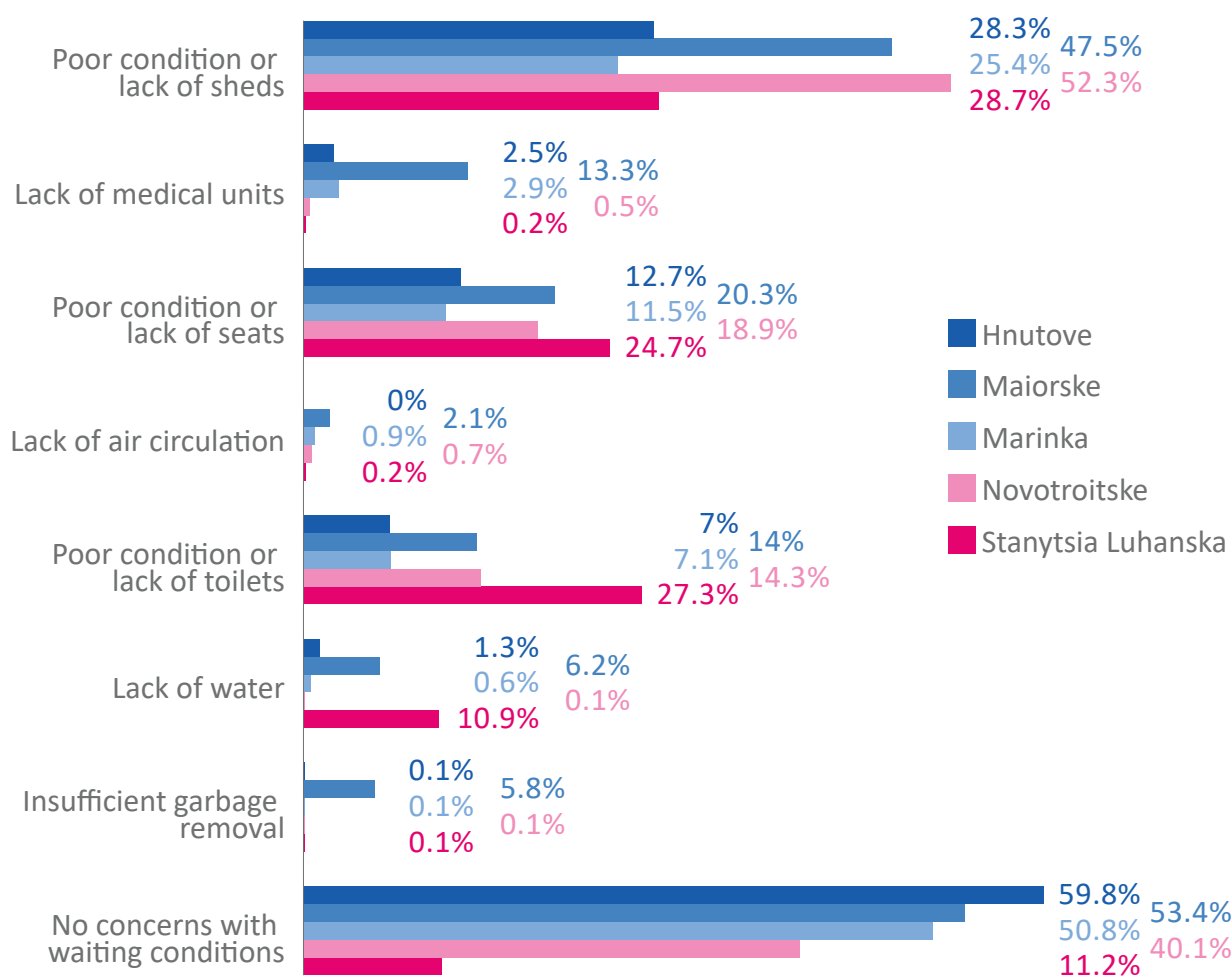
4 Respondents could indicate several concerns

WAITING CONDITIONS⁵

Among the five EECPs, the conditions at Hnutove were the least concerning to the respondents. The flow of people travelling through Hnutove EECP is the lowest, which also affects the level of concerns among respondents. In contrast, the highest share of concerned respondents was at Stanytsia Luhanska EECP, which is the most crowded one. The situation at Stanytsia Luhanska is also very much affected by it being a pedestrian-only EECP. Concerns about sheds were quite common at all EECPs, which is caused by seasonal weather changes. It is especially acute in summer due to the increase of outside temperature. The lack of seats also relates to this issue, as it is difficult for people (especially elderly) to stand under the sun for a long time. Concerns about toilets and their condition were also common among respondents at all EECPs in different periods. The most acute it was at Stanytsia Luhanska EECP, where the toilets were not maintained properly. New toilets that were installed at the EECP were often closed until May, which was also causing an increase in the share of concerns. Many respondents at Stanytsia Luhanska were also concerned about sheds that are too small to shelter all the people in lines. Due to the heat and crowding under the sheds, 20 people per day were fainting at the EECP.

By the end of June, the additional sheds were installed at the EECP. In April monitors reported about the lack of potable water at Stanytsia Luhanska as the water tanks were not installed yet. By the end of June, the issue remained acute due to the raising outside temperature.

Waiting conditions



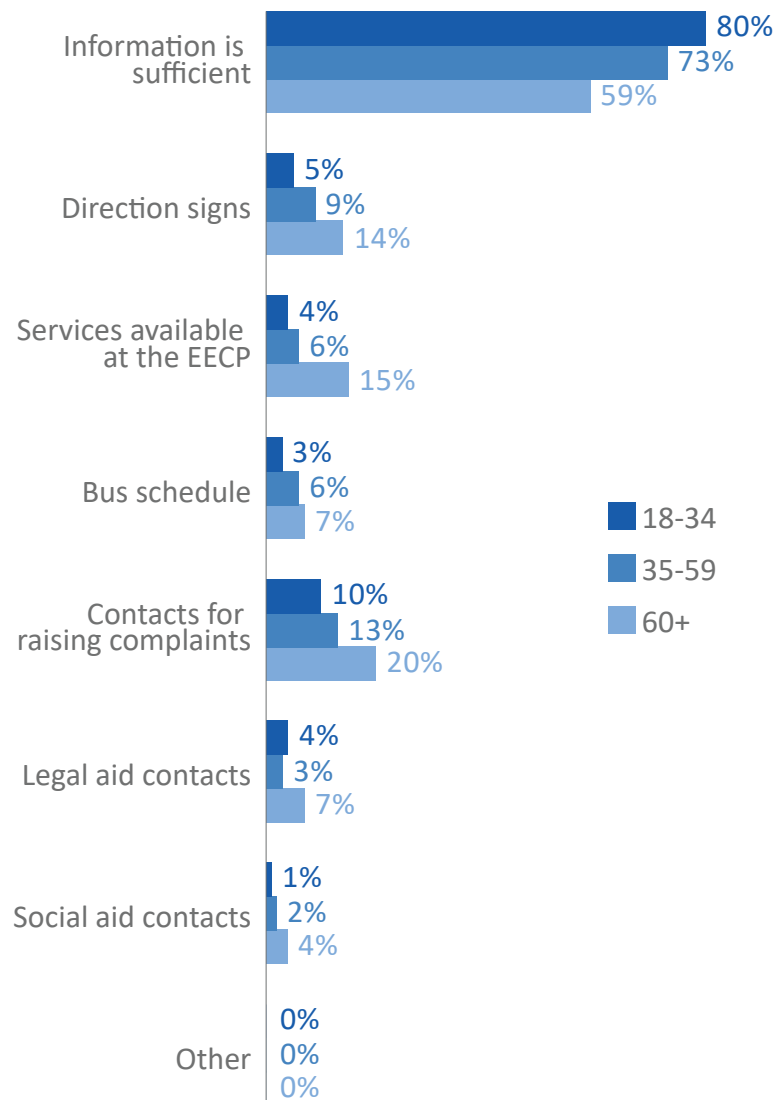
5 Respondents could indicate several concerns

AWARENESS OF RESPONDENTS⁶

64% of all respondents do not feel they lack any information. However, it should be noted that 17% mentioned the lack or poor visibility of contacts of entities to address their complaints regarding the situation at the EECF (it can implicitly indicate that they might have such complaints). Lack of information about services available at the EECF (medical aid, water supply, toilets etc. – 12%) and direction signs (12%) were also frequently mentioned.

The highest share of respondents who did not feel the lack of informational support was at Hnutove EECF (91%). It is also important to know that the share of awareness varied based on the age of the respondents. Although the respondents over 60 years old tend to travel across the contact line more often, they also feel less informed than the respondents aged 18-34 (59% and 80% respectfully).

Lack of information

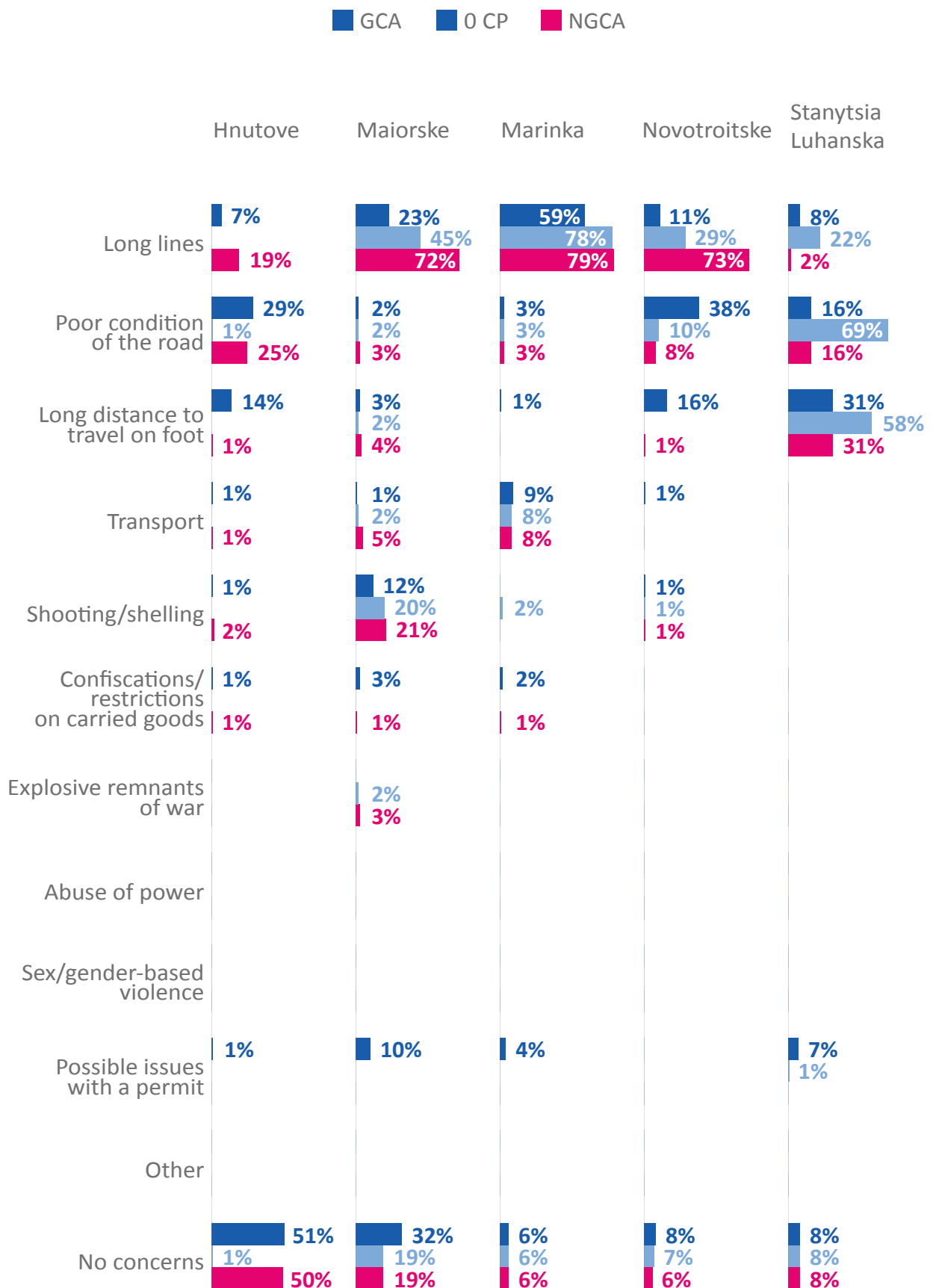


People have to pay commercial drivers not to wait that long in lines in NGCA. Commercial drivers bribe checkpoint staff to pass without lines. It means that EECF staff is interested in keeping the lines long! It's a vicious circle!

January 2019. Story from social media

⁶ Respondents could indicate several issues




ANNEX 1. CONCERNS BY THE SIDE OF EECP



ANNEX 2. OBSERVATIONS

In addition to the survey, R2P monitors conducted protection monitoring by observation at all five EECPs. The information below describes the situation as of late June. Some issues remained relevant even though the reconstruction is over or in progress. Weather conditions continue to affect the crossing process. In winter months all EECPs lacked maintenance of the road surface, while in summer facilities of EECPs cannot protect people in queues from heat. This can be hazardous for the life and health of people travelling across the contact line.

In the first six months of 2019 monitors reported 22 fatalities that happened near the EECP. Ten of them took place at Marinka EECP (including six people who died in a road accident near the EECP). Seven people died at Stanytsia Luhanska EECP. Four fatalities happened at Maiorske EECP. One man died at Novotroitske EECP. It is important to note that the preliminary cause of death in at least 12 of these cases was related to heart issues.

-  sufficient amount/proper condition/convenient location
-  insufficient amount/poor condition or inappropriate maintenance/inconvenient location
-  completely absent

“

There are no rules about the line for expedited crossing in the NGCA, only some recommendations. At “Olenivka” checkpoint (Novotroitske EECP, NGCA) they can let children who are less than 3 years old, people with 1 disability group and those over 80 years old pass. At “Pyshchevyk” (Hnutove EECP, NGCA) it depends on their mood. Not sure about other EECPs. They said: “Where have you seen a line for expedited crossing on the border?”, I replied: “Where have you seen lines that long?”. They told me if I have a disability – I should stay at home and if I can move – I should wait as everyone else does.

December 2018. Story from social media

HNUTOVE EECP

	Amount	Condition	Location
Waiting area (modules)	!	✓	✓
Sun/rain shed	!	✓	!
Air conditioning/ventilation	✓	✓	✓
Heaters	✗	✗	✗
Seats	!	!	✓
Beds/bed linen (in SES tents)	✓	✓	✓
Disposable utensils	✓	✓	✓
Potable water	✓	✓	✓
Sanitary water	✓	✓	✓
Garbage bins	✓	✓	✓
Toilets	✓	✓	✓
Soap/hand sanitizer	✓	✓	✓
Toilet paper	!	✓	✓
Transport connection between the "0" and GCA checkpoints	✗	✗	✗
Wheelchairs	!	!	✓

There is a need to extend the sheds and install more seats on GCA entrance from NGCA side.

One of the bomb shelters is currently under reconstruction. The other shelter and mine signs are in a satisfactory condition and conveniently located.

The EECP staff complained about understaffing and long working days (over 8 hours per day).

Première Urgence Internationale provides medical assistance at the EECP on a schedule (8:00 – 15:30)

MAIORSKE EECP

	Amount	Condition	Location
Waiting area (modules)	✓	✓	✓
Sun/rain shed	✓	✓	!
Air conditioning/ventilation	✓	✓	✓
Heaters	✗	✗	✗
Seats	!	!	!
Beds/bed linen (in SES tents)	✓	✓	✓
Disposable utensils	✓	✓	✓
Potable water	✓	✓	✓
Sanitary water	✓	✓	!
Garbage bins	✓	✓	!
Toilets	✓	✓	!
Soap/hand sanitizer	✓	✓	✓
Toilet paper	✓	✓	✓
Transport connection between the "0" and GCA checkpoints	✓	✓	✓
Wheelchairs	✓	✓	✓

The reconstruction at the EECP is still ongoing. The passport control counters are located in the modules that were installed at the EECP. The SFS control is also conducted there, which causes crowds and lines near the modules. As a result, people often have to wait outside without any protection from the weather as the sheds do not reach the modules. There are no seats near the Coordination Group representatives module.

Almost always many taxis are waiting at the EECP. These cars often cause traffic jams and dangerous situations on the road. The taxi drivers themselves often cause conflicts, smoke in non-smoking areas and damage the infrastructure at the EECP.

There are bomb shelters on the entrance to GCA side of the EECP. Shelters on the other side are being constructed. Première Urgence Internationale provides medical assistance at the EECP on a schedule (9:00 – 16:00).

MARINKA EECP

	Amount	Condition	Location
Waiting area (modules)	✓	✓	✓
Sun/rain shed	✓	✓	✓
Air conditioning/ventilation	✓	✓	✓
Heaters	✓	✓	✓
Seats	!	✓	✓
Beds/bed linen (in SES tents)	!	!	✓
Disposable utensils	✗	✗	✗
Potable water	✓	✓	✓
Sanitary water	✓	✓	✓
Garbage bins	✓	✓	✓
Toilets	✓	✓	✓
Soap/hand sanitizer	✗	✗	✗
Toilet paper	✓	✓	✓
Transport connection between the “0” and GCA checkpoints	✓	✓	✓
Wheelchairs	✗	✗	✗

All toilets at Marinka EECP in GCA are in satisfactory condition. The number of beds in SES tents is insufficient, however, there is no space for additional ones. The number of seats in the waiting area is insufficient. People often complain about the lack of a direct route between the EECP and the town of Marinka. There is a bomb shelter at the EECP, but it is flooded and therefore unusable. The mine signs are only placed near the road and the number of signs is insufficient.

Monitors often observe arguments between civilians and the EECP staff, however, they are usually being solved quickly, so people are not willing to complain. The EECP staff complained about the lack of a list of prohibited items which often causes confusion and protracted in the passage.

Première Urgence Internationale provides medical assistance at the EECP on a schedule (8:45 – 15:45). In a case of emergency, the ambulance arrives at the EECP from Kurakhove or Marinka.

NOVOTROITSKE EECF

	Amount	Condition	Location
Waiting area (modules)	✓	✓	✓
Sun/rain shed	!	✓	✓
Air conditioning/ventilation	✓	✓	✓
Heaters	✓	✓	✓
Seats	!	✓	✓
Beds/bed linen (in SES tents)	✓	✓	✓
Disposable utensils	✓	✓	✓
Potable water	✓	✓	✓
Sanitary water	✓	✓	✓
Garbage bins	✓	✓	✓
Toilets	✓	✓	✓
Soap/hand sanitizer	✓	✓	✓
Toilet paper	✓	✓	✓
Transport connection between the "0" and GCA checkpoints	✓	✓	✓
Wheelchairs	!	✓	✓

The infrastructure at Novotroitske EECF is in a rather good condition. Among the main issues, monitors indicated the poor condition of the road leading to the Oschadbank mobile branch and the lack of sheds and seats near the branch. According to the monitors, people often have to stand under the sun or sit on the ground, waiting in lines.

Monitors describe the EECF as a safe one. The bomb shelter and mine signs are in a satisfactory condition and conveniently located. The bomb shelter is supposedly accessible for people with impaired mobility.

Première Urgence Internationale provides medical assistance at the EECF on a schedule (8:00 – 15:30).

STANYTSIA LUHANSKA EECP

	Amount	Condition	Location
Waiting area (modules)	✓	✓	!
Sun/rain shed	!	✓	!
Air conditioning/ventilation	!	✓	!
Heaters	✗	✗	✗
Seats	!	✓	!
Beds/bed linen (in SES tents)	!	✓	!
Disposable utensils	✗	✗	✗
Potable water	!	✓	!
Sanitary water	✓	✓	✓
Garbage bins	!	✓	!
Toilets	!	!	✓
Soap/hand sanitizer	✗	✗	✗
Toilet paper	✗	✗	✗
Transport connection between the “0” and GCA checkpoints	✗	✗	✗
Wheelchairs	!	✓	✓

Stanytsia Luhanska is the only EECP with no line for vehicles due to the extensively damaged bridge across the Siversky Donets river. The reconstruction of the bridge has been a controversial issue for the parties of the conflict throughout the entire period of the EECP’s operation. It remains an urgent need as no other EECPs are operating in Luhansk Oblast. On June 28 a commission examined the damaged bridge at Stanytsia Luhanska EECP to consider the possibility of renovation. Opening of Zolote EECP in Luhansk Oblast would also alleviate the situation; however, the parties did not reach a compromise regarding this issue. The potable water tanks were still not installed on GCA side of the EECP by late June. The number of wheelchairs at the EECP is insufficient as well as the number of staff members who could transport people in the

wheelchairs. Therefore, there are only two categories of people eligible for being transported in wheelchairs.

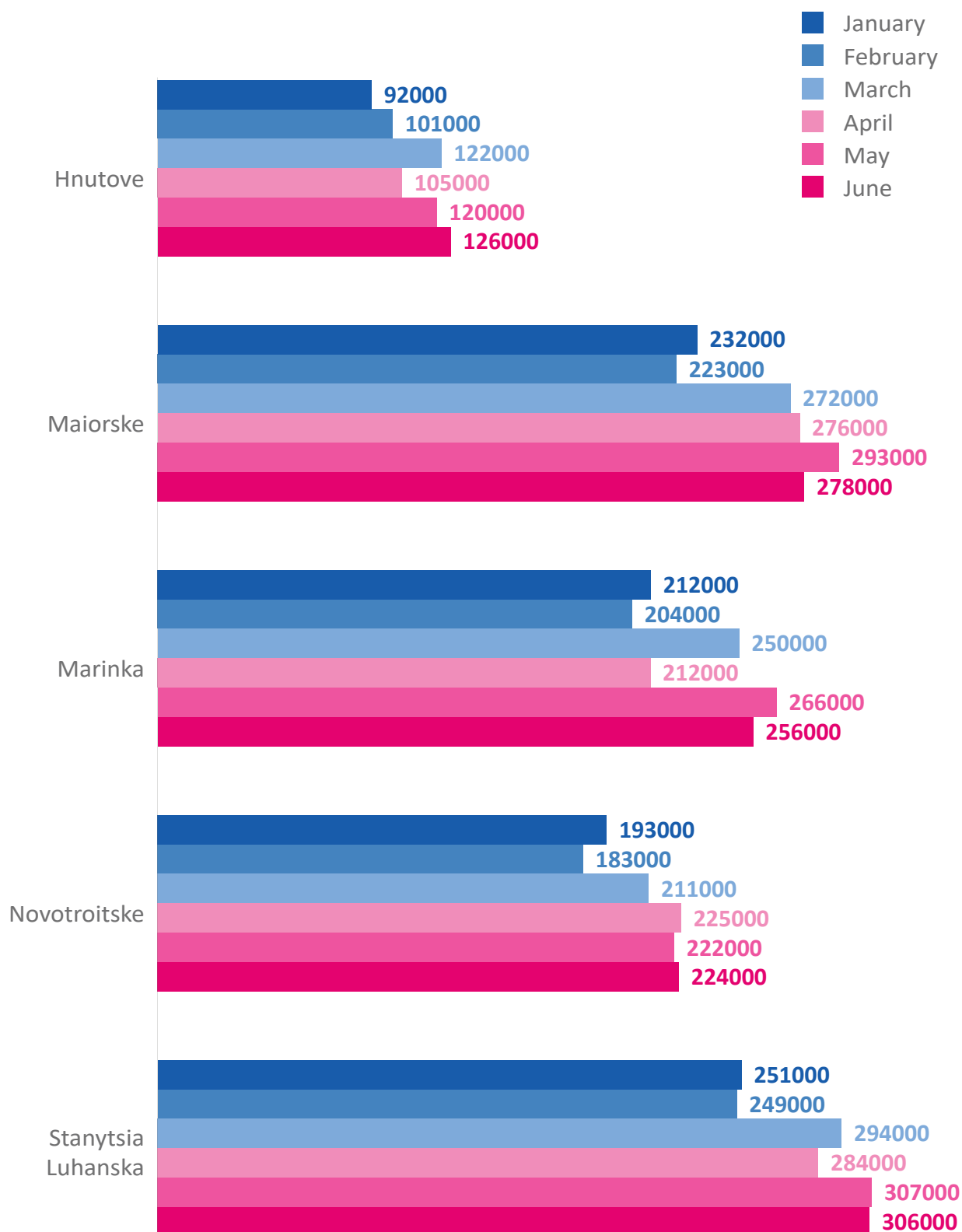
There is no medical staff at the “0” checkpoint, which is especially acute during the hot waves. The number of people fainting at the EECF continuously increases and has reached 20 persons per day in June.

The bomb shelter is in satisfactory condition; however, it is inconveniently located behind the fence.

Medical assistance at the EECF is provided by the “Liniia Zhyttia”, International Committee of the Red Cross and the State Emergency Service medical staff.

ANNEX 3. EECF CROSSINGS DURING JANUARY-JUNE 2019⁷

Number of crossings by EECF



⁷ General statistics on crossings are available at the UNHCR dashboard visualizing data from the State Border Guard Service – <https://goo.gl/TZbU8c>

Number of respondents by EEC



