

UDC 327:351.746.1(477:438)

DOI <https://doi.org/10.32782/2312-1815/2025-21-26>

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LOCAL BORDER TRAFFIC AND BORDER SECURITY IN THE CONDITIONS OF THE WAR IN UKRAINE

The Polish-Ukrainian border, as the external border of the European Union and the Schengen Area, plays a key role in ensuring security and facilitating socio-economic exchange between the two countries. This article presents the current state of border crossing points and the local border traffic (LBT) system, with particular focus on the year 2023. The study analyzes the number and distribution of border crossings, their capacity, and the dynamics of cross-border movement. Data from the Polish Border Guard Headquarters and Statistics Poland were used to compare traffic on the Ukrainian border with other external border sections of Poland (with Belarus and Russia). The findings indicate that despite ongoing modernization of border infrastructure, the number of crossing points remains insufficient, leading to excessive congestion, long queues, and time losses. The study also highlights the growing importance of LBT as a tool supporting everyday mobility of borderland residents and the socio-economic development of the region.

Key words: Polish–Ukrainian border, local border traffic, border crossings, border security, cross-border mobility, transboundary cooperation.

The Polish-Ukrainian border, which has been the external border of the European Union and the Schengen Area since 21 December 2007, has a dual role – on the one hand, it is an important channel for social, commercial and cultural exchange, and on the other hand, it is a line of protection for the common security area of the EU. Political changes, including Polish's accession to the European Union and then to the Schengen Area, made it necessary to introduce a visa regime for third-country nationals, including Ukraine, which initially hindered family contacts and cross-border cooperation. The response to these challenges was the Agreement on the Principles of Local Border Traffic (SBC) between the Republic of Poland and Ukraine, signed in 2008 and in force since 1 July 2009, which allowed residents of border areas to cross the border regularly and in a simplified manner for social, cultural and economic purposes. The importance of the MRG has particularly increased after 2014, when the deterioration of the security situation in Ukraine resulted in an increase in migration and intensification of cross-border contacts. Since then, local border traffic, despite fluctuations caused by external factors – such as the abolition of the visa requirement for Ukrainian citizens in 2017 or the temporary suspension of the MRG during the COVID-19 pandemic – has remained an important element of the functioning of the border.

Currently, in the conditions of the full-scale war in Ukraine, which has been ongoing since February 24, 2022, the role of border crossings and the institutions of the MRG is even greater.

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The Polish-Ukrainian border has become the main humanitarian, transport and logistics corridor, serving both refugees and aid supplies to Ukraine. According to data from the Border Guard Headquarters, in 2023, 22.1 million checks were carried out at the EU's external land borders on Polish territory, of which as much as 84.2% were at crossings with Ukraine. The increase in the number of crossings by 7.9% compared to 2022 confirms the growing importance of this section of the border for the country's security and economy. Such a high share of border traffic in the Ukrainian direction means that any capacity constraints and deficiencies in infrastructure translate into lengthy queues, logistical problems and social tensions in the border region.

The aim of this article is to present the current picture of the functioning of border crossings and local border traffic on the Polish-Ukrainian state border in 2023, with particular emphasis on their importance for state security, the economy and the life of border communities. An attempt was also made to identify problems resulting from the insufficient number of border crossings, their limited capacity and fluctuations in the volume of border traffic, as well as to assess the impact of these factors on the functioning of the borderland and Polish-Ukrainian relations in the conditions of the full-scale war waged by the Russian Federation against Ukraine.

The research was carried out using the analysis of statistical data of the Border Guard Headquarters on the number of checks at the external land borders in 2022 and 2023 and data of the Central Statistical Office relating to the structure of the purposes of crossing the border by foreigners and Poles. An analysis of legal acts, including the 2008 agreement on the principles of the MRG and the regulations of the Minister of the Interior and Administration on the suspension and reinstatement of the MRG, was used. A comparative method was also used, comparing data for the Polish-Ukrainian border with other sections of the EU's external border (with Belarus and Russia), an analysis of time trends (comparison of the period before the suspension of the MRG, during visa liberalization and during the COVID-19 pandemic)

It was hypothesized that the number and location of border crossings in the Polish-Ukrainian section is still insufficient in relation to the intensity of passenger and freight traffic, which causes an excessive load on the existing border crossings and generates social and economic costs for the inhabitants of the borderland. In addition, it was assumed that local border traffic remains an important instrument facilitating the daily mobility of residents of border areas, and its further development, along with the opening of new border crossings, can be an important factor supporting social integration, the economy of the region and the security of the EU's external border.

Provisions of the Polish-Ukrainian agreement on local border traffic. On 1 May 2004, Polish's accession to the European Union, and then on 20/21 December 2007 accession to the Schengen Area, the status of the Polish state border on certain sections of the Schengen Area changed. The Polish-German, Polish-Czech, Polish-Slovak and Polish-Lithuanian borders have been granted the status of an internal border of the European Union. Polish's borders with Ukraine, Belarus and the Russian Federation became the external borders of the enlarged European Union, and crossing it required visas. The regulations relating to the Schengen Area indicate the countries whose citizens must have a visa when crossing the border of a Member State of the European Union. Belarus, Russia and Ukraine are among the countries subject to the visa requirement [13]. In order to facilitate neighbourly relations and cooperation on the social, tourist, cultural, economic and family levels, an agreement on the principles of local border traffic was signed with Ukraine.

The legal regulations governing local border traffic are included in Regulation (EU) No 1931/2006 of the European Parliament and of the Council of 20 December 2006. This authorises EU Member States to conclude bilateral agreements with non-EU third countries as part of the so-called local border traffic. The condition for signing the agreements is to meet the criteria set out in the regulation [7]. According to the regulation, local border traffic means regular crossing of the external land border by people living in the border zone, which does not reach further than 30 kilometers from the border. The administrative

divisions to be considered as a border area shall be determined by the States concerned in the bilateral agreements referred to in Article 13. If part of any such unit is located between the border line, it shall nevertheless be considered part of the border area [7] for the purpose of staying in the border area of the other State for social, cultural, legitimate economic or family reasons. Poland currently has signed agreements on local border traffic with three countries: Ukraine, Belarus [16] and Russia [14].

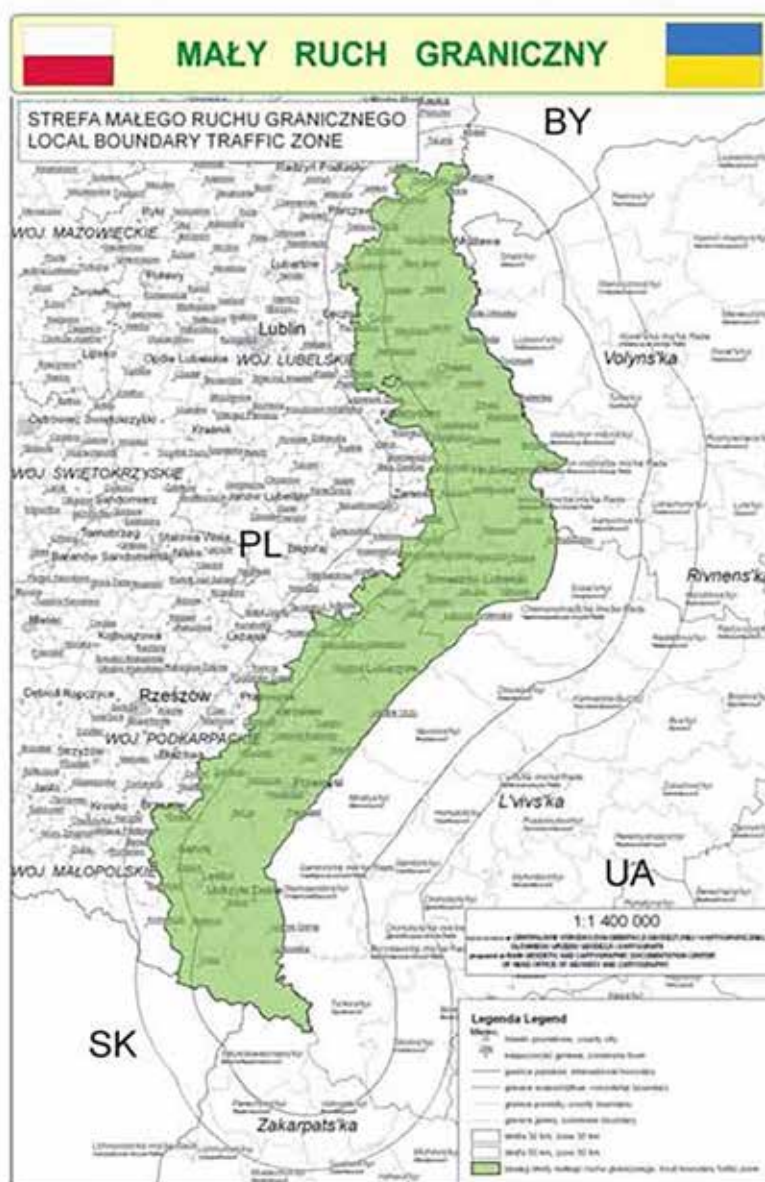
On the one hand, Polish's accession to the Schengen area ensured the freedom of movement of people at the border between Poland and the Member States of the European Union, and on the other hand, it hindered mutual contacts, the development of local cooperation or trade with Belarus, Russia, Ukraine with neighbours not belonging to the EU. In order to eliminate the difficulties in crossing the Polish-Ukrainian border, in 2008 an agreement on the principles of local border traffic was signed with Ukraine [15].

The Agreement between the Government of the Republic of Poland and the Cabinet of Ministers of Ukraine on the principles of local border traffic entered into force on 1 July 2009. Article 2 of the Agreement defines local border traffic as: *regular crossing of the common border of the Contracting States Parties by residents of the border zone of a State of one Contracting Party in order to stay in the border area of the State of the other Contracting Party for social reasons, cultural or family activities and for legitimate economic reasons, which are not considered gainful activities under the internal laws of the State of the other Contracting Party, for a period not exceeding the time limits laid down in this Agreement.* The Polish-Ukrainian border may be crossed only by residents of the border area of the administrative division units of the States which are the Parties to the Agreement listed in Appendix No. 1 to this Agreement. A border zone is an area of administrative division units reaching no more than 30 kilometres from a common border, if a part of such an administrative division unit is located at a distance between the border line and it is considered to be part of the border zone. In accordance with the concluded agreement, Appendix No. 1 lists 1822 administrative units, located both in the area of the Lubelskie and Podkarpackie Voivodeships, covering an area of 13.4 thousand km² inhabited by about 0.8 million people. The Ukrainian border zone includes 1545 towns and villages belonging to the Lviv, Volhynia and Transcarpathian provinces, covering an area of 24.0 thousand km² inhabited by about 1.2 million people [2, p. 62].

On 22 January, 2016, the *Second Protocol between the Government of the Republic of Poland and the Cabinet of Ministers of Ukraine amending the Agreement between the Government of the Republic of Poland and the Cabinet of Ministers of Ukraine on the principles of local border traffic, signed in Kiev on 28 March 2008, signed in Warsaw on 17 December 2014*, entered into force. It supplemented the list of administrative division units located in the border area by four settlements, three localities located in the Volyn Oblast: Hevyn, Orani and Rusniv, and one in the Lviv Oblast: Tysovets, located on the territory of Ukraine and not included in the existing list of Appendix No. 1 to the Agreement, thus increasing the number of localities to 1549 [15].

As part of local border traffic, the Polish-Ukrainian border may only be crossed by residents of the border area who have the appropriate permit [15] entitling them to cross the border and have documented their place of permanent residence in the border area for a period of not less than 3 years [15]. The permit contains a photograph of its holder and the following information: name in Polish and Ukrainian, series and number of the permit, name(s), surname(s), date of birth, gender of the permit holder, citizenship and permanent residence of the permit holder, issuing authority, date of issue and period of validity of the permit, series and number of a valid travel document on the basis of which the permit was issued, border zone in which the permit holder is entitled to stay and movement, a provision that the holder of the permit is not entitled to move outside the border area and that any violation of the rules of local border traffic is subject to sanctions specified in Article 10 of this Agreement [15].

Article 3 of the Agreement lists the conditions under which residents of the border area can cross the Polish-Ukrainian border. According to this legal regulation, they must meet the following



Map No. 1. The area of the local border traffic zone between the Republic of Poland and the Republic of Ukraine

Source: http://www.lwow.msz.gov.pl/pl/informacje_konsularne/m_r_g/, dostęp dnia 01.09.2025 r.

conditions: they present a valid permit, they are not persons for whom an alert has been issued for the purposes of refusal of entry in the Schengen Information System (SIS) [8], they are not considered to pose a threat to public order, internal security, public health or international relations of the States that are parties to the agreement and the countries belonging to the European Union [11].

Pursuant to Article 4 of this Agreement, the permit entitles a resident of the border area to enter and stay in the border area of Poland and Ukraine each time up to 60 days from the date of crossing the border, but the total stay may not exceed 90 days during each 6 months counted from the first day of crossing the border. In connection with the entry into force of the Second Protocol between the Government of the Republic of Poland and the Cabinet of Ministers of Ukraine amending the Agreement between the Government of the Republic of Poland and the Cabinet of Ministers of Ukraine on the principles of local border traffic, the issued permit entitles its holder to enter

<https://www.consilium.europa.eu/prado/pl/POL-JO-05001/image-339303.html> [dostęp 22.08.2025]

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introduced. For the performance of the above-mentioned activities, the external service provider will be able to charge a fee of no more than one quarter of the consular fee. The external service provider will not consider applications and issue permits to the Municipal Police Department, these competences will be exercised by the Consul of the Republic of Poland in Lviv and the Consul of the Republic of Poland in Lutsk.

According to Article 9 of the Agreement [15], the fee for accepting and processing an application for a permit is EUR 20. Article 9(2) specifies the categories of persons exempt from the fee: disabled persons, pensioners and children up to 18 years of age. After the entry into force of the Second Protocol [15], an exemption from the consular fee was introduced for applicants applying for the issuance of a second and subsequent permit. The first permit is issued to a resident of the border area for a period of validity of 2 years, but not longer than the period of validity of the travel document. Subsequent permits are issued for a period of validity of 5 years, but not longer than the period of validity of the travel document. However, the condition must be fulfilled that the applicant has used the previous authorisation in a manner consistent with the provisions of this Agreement and the rules governing entry and residence in the territory of which the competent authority issued the authorisation.

During their stay on the territory of Polish and Ukraine, persons entitled to cross the common border as part of local border traffic are obliged to comply with the rules of local border traffic and the legal order of the country on the territory of which they are staying. In the event of a violation of the rules and legal order by a foreigner within the MRG, each of the Contracting States Parties applies sanctions in accordance with its internal regulations. The signing and entry into force of the Second Protocol changed the sanctions applied in the event of violation of the rules of local border traffic. In accordance with the amended Appendix No. 4 to the Agreement, the Republic of Poland applies the following sanctions for violation of the rules of local border traffic:

1. Decision on obliging the foreigner to return.
2. Placing data in the list of foreigners whose stay in the territory of the Republic of Poland is undesirable.
3. Cancellation of the permit.
4. Grzywna [6, p. 143].

Sanctions applied in case of violation of the rules of local border traffic on the territory of Ukraine:

1. Expulsion.
2. Shortening the period of temporary stay on the territory of Ukraine, if the violation is not subject to administrative or criminal liability.
3. No entry.
4. Fine.
5. Warning or fine.
6. A fine or administrative detention of up to 15 days.
7. Cancellation of the permit [6, p. 143].

The entry into force of the Second Protocol repealed Article 13 of the Agreement, abolishing the obligation to have health insurance for residents of the border area crossing the Polish-Ukrainian border as part of local border traffic. A foreigner crossing the border was obliged to have an insurance policy, a certificate confirming the conclusion of a health insurance contract, which guaranteed the medical facility coverage of the costs of emergency treatment, the consequences of accidents, as well as the expenses of medical transport to the country of permanent residence. The document had to be valid for the entire period of stay in the territory of the other Contracting Party, but not less than 14 days, and confirm the amount of the insured sum insured in the amount of EUR 20,000.

Local border traffic and the capacity of the Polish-Ukrainian border – current conditions and demands of local communities. Border traffic is a sign of social and economic activity. Along the routes along which it runs, around border crossings, smaller or larger centres of economic activity

are formed [4, p. 52]. The construction and operation of the newly created border crossings affects the change of spatial development and the local development of towns located near border crossings. Not only services related to border traffic, i.e. customs agencies or customs warehouses, but also shops, petrol stations, hotels and restaurants are developing.

The Polish-Ukrainian state border is 535 km long and runs from the Uzhotka Pass, along the San Valley to Lutowska, Ustrzyki Dolne, crossing the Strwiąż River Valley, the Przemyśl Gate, passes in a north-eastern direction, and then, in the vicinity of Kryłów, it touches the Bug River and runs along its bank to Sobibór [3, p. 97].

The accession of Poland to the European Union, and then to the Schengen Area, resulted in the Polish-Ukrainian state border gaining the character of the external border of the European Union. Poland has become a guarantor of security against persons posing a threat to public order and order, internal security or public health of all Member States [6, p. 146].

There are 14 border crossings on the Polish-Ukrainian section of the state border: 8 road and 6 rail. In the Lubelskie Voivodeship, the following border crossings operate on the border with Ukraine:

1. Dorohusk – Jagodzina – road border crossing where passenger and freight traffic takes place, open around the clock,
2. Dorohusk – Jagodzina – a railway border crossing where passenger and freight traffic takes place, open around the clock,
3. Zosin – Ustilug – road border crossing where passenger traffic takes place, open around the clock,
4. Hrubieszów – Włodzimierz Wołyński – railway border crossing, where passenger and freight traffic takes place, open around the clock,



Map No. 2. Map of border crossings and the extent of the local border traffic zone between the Republic of Poland and the Republic of Ukraine

Source: [1, s. 65]

5. Dołhobyczów – Uhrynów – road border crossing, where passenger traffic takes place with vehicles with a maximum permissible weight of up to 3.5 tons and buses, open around the clock,

6. Hrebenne – Rawa Ruska – road border crossing, where passenger and freight traffic takes place, open around the clock,

7. Hrebenne – Rawa Ruska – railway border crossing, where passenger traffic takes place, open around the clock.

In the Podkarpackie Voivodeship, on the border with Ukraine, the following border crossings operate:

1. Werchrata – Rawa Ruska – a railway border crossing where freight traffic takes place, open around the clock,

2. Budomierz – Hrushev – road border crossing, where passenger and freight traffic takes place with vehicles with a maximum permissible weight of up to 3.5 tons, open around the clock,

3. Korczowa – Krakowiec – road border crossing where passenger and freight traffic takes place, open around the clock,

4. Przemyśl – Mościska – a railway border crossing where passenger and freight traffic takes place, open around the clock,

5. Medyka – Szeginie – road border crossing, where passenger and freight traffic takes place, open around the clock,

6. Krościenko – Smolnica – road border crossing, where passenger and freight traffic takes place with vehicles with a maximum permissible weight of up to 7.5 tons, open around the clock,

7. Krościenko – Chyrów – a railway border crossing where passenger traffic takes place, open around the clock [5].

8. Malhowice–Niżankowice – a road border crossing where passenger traffic of up to 3.5 tons and coaches takes place.

Despite the systematic expansion of border infrastructure and the modernisation of existing border crossings, their number in the Polish-Ukrainian section remains insufficient in relation to the social, economic and security needs of the state. Currently, the average distance between adjacent crossings is about 38 km, which means that the accessibility of the border is much lower than in the case of the western border, where the average distance between crossings is about 14 km. Such a disproportion results not only in a longer travel time for residents of the border area to the nearest checkpoint, but also in an increased load on the existing checkpoints, resulting in longer queues and waiting times for check-in.

The consequence of the insufficient number of border crossings is also the limited capacity of the border, which becomes particularly problematic in situations of increased traffic, e.g. during holiday periods, during seasonal labour migration, or in crisis situations, such as the mass influx of refugees after 24 February 2022. This problem is noticed by both local authorities and residents of border areas, for whom easier access to border crossings is crucial for the functioning of family ties, trade contacts and cross-border social cooperation.

The demands of local communities primarily concern the creation of new international border crossings, open around the clock, but also smaller local crossings that would enable crossing the border on foot and by bike. Such initiatives are particularly important in the context of the development of cross-border economic links, projects co-financed from EU funds (e.g. Interreg programmes), as well as building social bonds and mutual trust between communities on both sides of the border. The introduction of such solutions would contribute to increasing the mobility of residents, shortening travel time and relieving the main border crossings, which is important both from the perspective of the region's economy and the security of the European Union's border.

Local border traffic on the Polish-Ukrainian border in the era of increased mobility and migration crises. Despite the systematic expansion and modernisation of the border infrastructure, the number of border crossings in the Polish-Ukrainian section remains insufficient in relation to the social, economic and security needs of the state. The average distance between the crossings is

about 38 km, which is almost three times greater than on the western border (about 14 km) [6, p. 147]. This thinning of the network of border crossings makes it difficult for residents of the border region to move on a daily basis, increases travel times to checkpoints and increases the load on existing checkpoints, resulting in long queues and longer waiting times for check-in.

The scale of the problem is confirmed by the data of the Border Guard Headquarters – in 2023, a total of 22.1 million checks of people were carried out at the external land borders of the European Union on the territory of Poland. Of these, as many as 18.6 million checks (84.2%) were at crossings with Ukraine, making them the most heavily loaded section of the country's external border. Compared to 2022, border traffic in the Ukrainian direction increased by 7.9%, which directly indicates the growing importance of this border in the context of passenger and freight traffic. For comparison, 2.9 million crossings were recorded on the border with Belarus (a decrease of 11.6%), and 0.6 million on the border with Russia (an increase of 54%) [1, p. 17].

Such a high share of the Polish-Ukrainian border in the total Polish border traffic means that any capacity constraints translate into extended queues, logistical problems and social tensions in the border region. During periods of increased traffic, such as holidays or during mass migrations caused by the war in Ukraine, the effects of the shortage of crossings are particularly visible.

Most foreigners (non-residents) crossing the external land border of the European Union entered Polish in order to make purchases – this reason was indicated by 47.5% of respondents. For comparison, at the internal border of the EU, this percentage was much higher and amounted to as much as 70.9%. A significant group both at the external and internal borders were people visiting family or friends (9.0% and 9.3%, respectively). Analyzing only the external borders, it can be noted that the structure of crossing the Polish-Ukrainian and Polish-Belarusian borders in terms of the purpose of the visit was to some extent similar. For example, 50.0% of people entering from Ukraine and 39.9% of people from Belarus declared shopping as the reason for their arrival. The biggest differences between these sections concerned transit – at the border with Belarus, the percentage of travellers in transit was 14.5 percentage points higher than at the border with Ukraine. On the other hand, the share of people declaring other reasons for visiting Poland was similar in both sections,

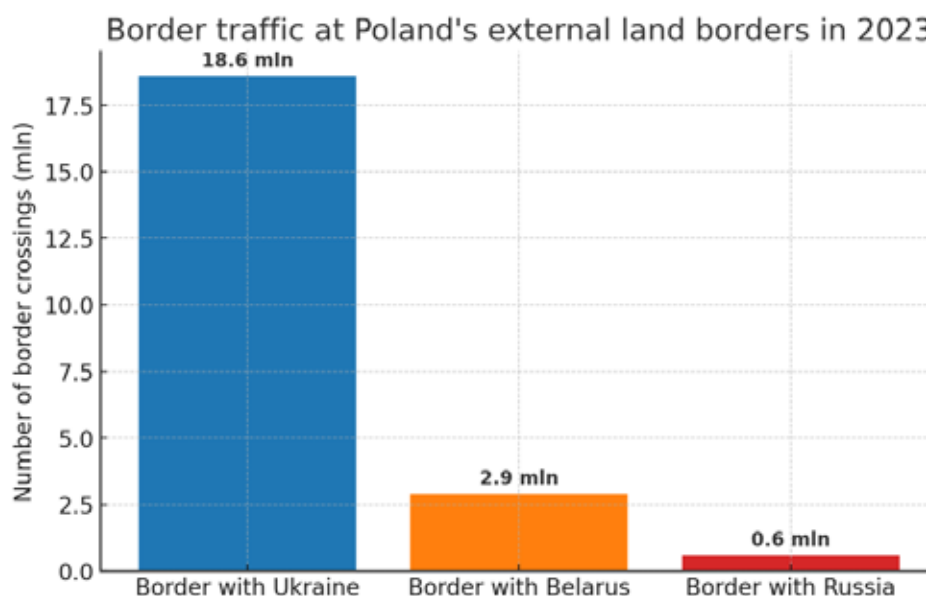


Fig. 3. Border traffic at Polish's external land borders in 2023

Source: Own study based on: Główny Urząd Statystyczny, *Ruch graniczny oraz wydatki cudzoziemców w Polsce i Polaków za granicą w 2023 roku*, Warszawa 2024, s. 18.

private, e.g. sports and cultural was higher in the case of the border with Ukraine (by 4.2 percentage points). There was some difference at border crossings with Russia, where the share of people crossing the border for shopping was only 3.7%, and the share of people crossing the border for leisure, recreation and holidays was higher than on other sections of the EU's external border and amounted to 4.1%. As many as 66.4% of foreigners have crossed this section of the border in transit [1, p. 21].

In 2023, the Border Guard Headquarters recorded 0.9 million crossings of the Polish-Ukrainian border by foreigners as part of the Local Border Traffic (SBT). This accounted for 5.1% of all border crossings with Ukraine by foreigners. The same rate in the previous year was 3.8%, and 0.6 million severance payments (MRG) were registered then. Compared to 2022, local border traffic increased by 46.2% (border traffic of foreigners at the border with Ukraine increased by 7.9% in this period). Local border traffic, since the entry into force of the agreement, has been characterized by a clear upward trend and high dynamics until 2016. For example, in 2015 there were almost three times as many exceedances as in 2010. The abolition of the visa requirement (11.06.2017) for Ukrainian citizens travelling to the EU [12] contributed to a decrease in the number of travellers within the SBT. In connection with the threat caused by the SARS-CoV-2 coronavirus, in accordance with the applicable regulations [9], from 15 March 2020 traffic at certain border crossings was temporarily suspended or limited, which significantly affected the volume of border traffic within the MRG. From 9 September 2021, thanks to the changes introduced by the Regulation of the Minister of the Interior and Administration [10], Ukrainian citizens have again been able to cross the Polish border regardless of the declared purpose of their stay. The introduced facilitations have significantly increased border crossings within the MRG, e.g. for purchases

Of the foreigners arriving in Polish in 2023 as part of local border traffic, 40.1% crossed the border several times a week, and 39.1% several times a month. Those crossing the border several times in a quarter accounted for 9.5%, and daily – 5.8%. Several times a year or less often, 5.5% of foreigners crossed the Polish-Ukrainian border as part of the MRG. It should be noted that the percentage of foreigners crossing the border with Ukraine within the MRG several times a week was higher than in the case of all foreigners crossing this section of the border by 23.6 percentage points. (several times a month higher by 3.4 per cent, daily – by 3.3 per cent). On the other hand, in the case of border crossings several times a quarter and several times a year or less often, the situation was the opposite – the frequency of crossings within the MRG was lower by 15.8%, respectively. and 14.5% [1, p. 29].

Conclusion. The analysis confirms that the Polish-Ukrainian border remains the most heavily burdened section of the European Union's external land border. In 2023, 84.2% of all travellers crossing the external borders on Polish territory were checked there, which indicates its strategic importance for both national security and the functioning of the Schengen area. Despite the systematic expansion of infrastructure, the number of border crossings and their capacity are still insufficient in relation to the growing volume of passenger and freight traffic, which causes extended queues, congestion and economic losses.

Local border traffic plays an important role in this context – it enables the inhabitants of the border to be mobile on a daily basis and maintain social ties, supports the local economy and creates conditions for cross-border cooperation. Data for 2023 show a significant increase in the number of exceedances within the MRG (by 46.2% compared to 2022), which may indicate a recovery of cross-border activity after the pandemic period and the initial shock caused by the war.

Russia's aggression against Ukraine, which has been ongoing since February 24, 2022, has further highlighted the importance of the Polish-Ukrainian border as a humanitarian, logistical and transport corridor. Poland has become a major entry point for millions of refugees and a channel for the delivery of military and humanitarian aid to Ukraine. In this situation, the development of border infrastructure – the construction of new border crossings (e.g. Malhowice-Nizankowice), the modernisation of the existing ones and their better technical equipment – is becoming not only a need for

local communities, but also a priority of state policy and one of the pillars of the security of the EU's eastern border.

The conclusions of the research lead to recommendations for increasing the number of border crossings, implementing digital solutions (e-registration, biometrics) and ensuring the permanent, stable functioning of the MRG, which should remain a tool facilitating social integration and economic development in the border region. Further research should focus on modelling border capacity in crisis conditions, assessing the effectiveness of the introduced technical solutions and monitoring the impact of the MRG on security and the economy in the long term.

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Марцін Оскерко, Тетяна Струтинська, Славомір Журавський. Місцевий прикордонний рух та прикордонна безпека в умовах війни в Україні

Польсько-український кордон як зовнішній кордон Європейського Союзу та Шенгенської зони відіграє ключову роль у забезпеченні безпеки та сприянні соціально-економічному обміну між двома країнами. У статті представлено сучасний стан пунктів пропуску через кордон та системи місцевого прикордонного руху (МПР) з особливим акцентом на 2023 р. Дослідження аналізує кількість і розташування пунктів пропуску, їхню пропускну спроможність та динаміку транскордонних переміщень. На основі даних Головного управління Прикордонної служби Польщі та Статистичного управління Польщі здійснено порівняння руху на українському кордоні з іншими зовнішніми ділянками кордону Польщі (з Білоруссю та Росією). Результати свідчать, що, незважаючи на триваючу модернізацію прикордонної інфраструктури, кількість пунктів пропуску залишається недостатньою, що призводить до надмірного скупчення, довгих черг та втрат часу. У дослідженні також підкреслено зростаюче значення МПР як інструменту, що підтримує повсякденну мобільність жителів прикордоння та соціально-економічний розвиток регіону.

Ключові слова: польсько-український кордон, місцевий прикордонний рух, пункти пропуску, прикордонна безпека, транскордонна мобільність, транскордонне співробітництво.

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Надійшла 10.08.2025

Прийнята 04.08.2025

Опублікована 30.10.2025