

First Regional Workshop of Euro-Asian Transport Links Phase II: Facilitating Euro-Asian Transport in the ECO Region

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**Border Crossing Point Customs and Trade
Facilitation Problems and Solutions**

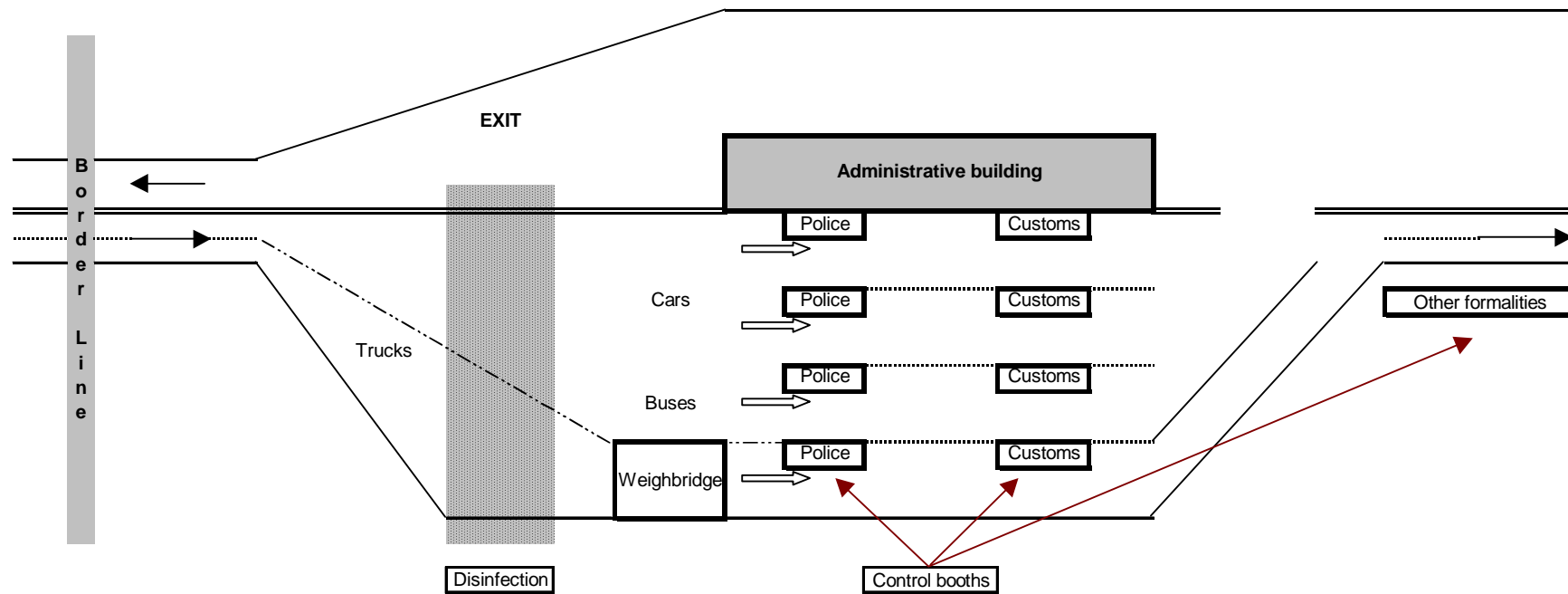
Introduction

- World trade falling faster now than in 1929-30
- IMF: global trade might decline 11%
- World Bank: trade might decline 9%
- China exports falling
- Turkish industrial output falling
- Impact on Euro-Asian transport cargo

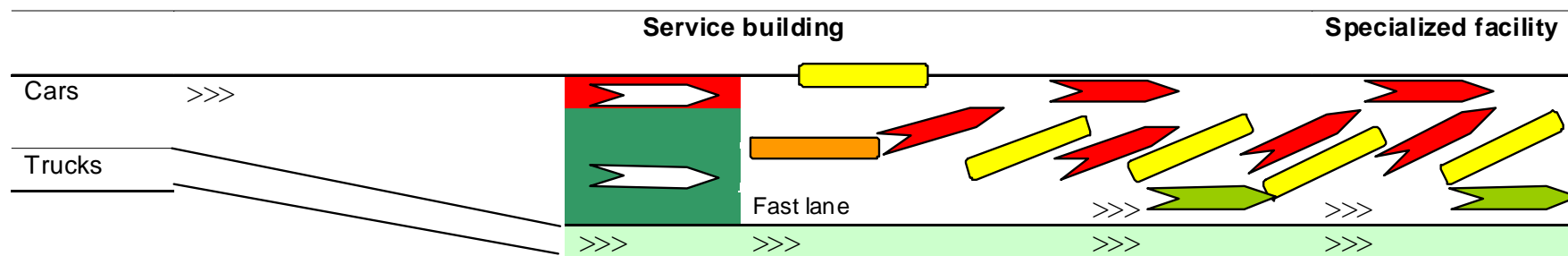
Infrastructure problems and solutions 1





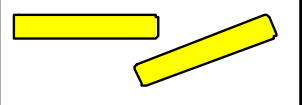
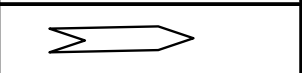
- Border crossing points need new design guide because of congestion and delay
- Need new BCP design, build and repair agency within Ministries of Public Works
- Need to replace linear traffic lane with multi lane access and exit
- Need to segregate trucks from passenger
- Need to keep drivers and pax in vehicles

Classical linear type lane design



BORDER SIDE (Entering traffic)



	Lane pre-selection. Red Channel.
	Lane Pre-selection. Green Channel. (The bottom – fast – lane should always remain unblocked.)
	Truck lane. Trucks proceed to their own facility further downstream.
	Targeting booth (Border police and Customs, booth has a glass separation between the two administrations).
	Examination bays. Consist of an examination bench and simplified equipment. More thorough searches are carried out in a specialized facility.
	Circuit of vehicles.

Infrastructure problems and solutions 2

- Need for Green and Red Channel lanes
- Dedicated fast track lane for TIR and ATP and vehicles with perishable foodstuffs
- Herringbone parking method
- Shared administration building
- Less vehicle congestion and less delay
- Need separate inspection bays

BCP equipment

- Container X-Ray scanning
- Vehicle registration number plate scanner
- Passport and visa scanners
- Electricity generators
- Computer and WAN networks
- Calibrated weigh bridges
- Radio communication
- Customs officer inspection kits
- Drug detection kits
- Explosive and chemical detection

Small BCP equipment

- Good Customs procedures and detection equipment usually moves problems to other BCPs, small badly equipped BCPs
- Low traffic volume BCPs need equipment
- Electricity generators
- Radio and computer equipment
- Detection equipment: endoscope
- Hand distance meter, drug detection kit
- Inspection kits, scanners, GPS, and many other

Vehicle inspection

- High levels of vehicle inspection: for example 70% in some CAR countries delays trade
- International best practice about 5%
- No need to inspect vehicles if there is no Customs or other agency information or intelligence to stop the vehicle
- Need for risk management and post audit inspection
- Need for Customs low risk due diligence programmes which identify compliant traders

Border crossing point design guide

- Ministry of Public Works need a border crossing design guide
- Need BCO design working party
- Working party lists BCP objectives and lists equipment
- BCP changes must be part of a supply chain and part of trade facilitation strategy
- Customs administrations are not civil engineers

One Face At the Border

- BCPs with separate immigration, passport and transport checks are expensive, ineffective and delay trade
- Customs officers can carry out immigration, passport and vehicle insurance and other checks
- Customs officers need “multi-skilling”

Surveying border crossing points

- How do agencies carry out export import
- Do agencies cooperate and is there a combined or integrated border management programme
- SWS status
- Ancillary services: fire, ASYCUDA etc
- Vehicle parking area usage
- Access road width and vehicle queuing

Border crossing point traffic management

- Multi language signs: 20km, 1km etc
- Vehicle parking: inside or outside BCP
- Traffic lane segregation: trucks from cars
- Segregating people from traffic lanes
- Drivers and passengers stay in the vehicles
- Entry gates not needed
- Export and import lanes: green and red lanes
- Fast track lane for TIR, ATP and vehicles carrying perishable foodstuffs

Non Infrastructure border crossing point problems and solutions

- No matter how good BCP infrastructure a BCP is only as good as its management
- TTFSE project used BCP performance indicators to get faster BCP processing
- TTFSE used development objectives and achievement ratios
- Measured import time clearance
- Used targets and measured them

Transport and Trade Facilitation

Infrastructure Transport and Trade Facilitation Problems and Solutions

- Truck axle weights
- Right hand drive vehicle issue
- Truck technical specification issue
- Container seal issue
- Vehicle overweight issue

Non Infrastructure Transport and Trade Facilitation Problems and Solutions

- Use other Cross Border Transport Agreements as possible models
- Greater Mekong Region uses one document containing:
 - Single Window Inspection; passport etc
 - Single Step Inspection; no need for two
 - Coordinating BCP opening hours
 - Advance exchange of information and clearance
 - GMS also includes transit, phyto sanitary, etc

Transport and Trade Facilitation Strategies

- Need for Trade Facilitation Strategies that include transport, transit, trade logistics and logistics master plans
- TF Strategy needs including into Trade Competitive Strategies that include Customs strategies, export strategies and
- Needs comprehensive integrated policy approach

Transport and Trade Facilitation Questionnaires

- Policy makers and Ministers blind if do not get “picture” of what happens at BCPs and behind the border
- Need BCP performance indicators
- Need Time Release Studies
- Need Logistics Performance Indexes
- Need Trade Enabling Indexes
- Need landed cost index
- Need export and import distribution index
- Need national warehouse and inventory status
- Need trade transaction procedure flow charts

Thank you for your kind attention

Questions please

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