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**Economic Commission for Europe****Inland Transport Committee****Working Party on Customs Questions affecting Transport****166th session**

Geneva, 5 (p.m.), 6 and 7 (a.m.) June 2024

Item 4 of the provisional agenda

**International Convention on  
the Harmonization of Frontier Controls of Goods, 1982  
(Harmonization Convention)****Evaluation of Harmonization Convention implementation  
with the use of the Sustainable Inland Transport  
Connectivity Indicators****Note by the secretariat****I. Background and mandate**

1. The Working Party during its 165<sup>th</sup> session took note of information provided by the secretariat on the Sustainable Inland Transport Connectivity Indicators (SITCIN) developed by the secretariat in the framework of a United Nations Development Account (UNDA) project with the support of the Economic and Social Commission for Western Asia (ESCWA) and the Economic Commission for Latin America and the Caribbean (ECLAC), and the participation of Georgia, Jordan, Kazakhstan, Paraguay and Serbia. The indicators were also used by the customs authority of Uzbekistan in a project requiring the evaluation of Uzbekistan international border crossing points.

2. The relevancy of some SITCIN indicators on border crossings were inspired by the Harmonization Convention. The secretariat suggested that the Working Party could discuss and examine if these indicators could be used also for evaluating the implementation of the Convention itself. In order for the Working Party to consider the SITCIN indicators as the appropriate tool to evaluate the implementation of the Harmonization Convention as a whole, the Working Party requested the secretariat to prepare a document for the next session of the Working Party for its consideration.



## II. Sustainable Inland Transport Connectivity Indicators

### A. Introduction - Methodology

3. The main objective of the SITCIN project was to develop a tool to enable countries to measure their degree of transport connectivity, both domestically and bilaterally/sub-regionally as well as in terms of soft and hard infrastructure.<sup>1</sup>

4. The connectivity indicators will enable governments to evaluate and assess the following:

(a) Their progress towards achieving the transport-related Sustainable Development Goals;

(b) Their commitments under the Vienna Programme of Action for LLDCs<sup>2</sup> for the decade 2014–2024;

(c) The effectiveness and efficiency of their transport systems and degree of interoperability with those of adjacent countries;

(d) The level of compliance of national administrative and legal frameworks with United Nations legal instruments relating to transport and border-crossing facilitation.

5. The indicators are structured based on the three inland transport modes: road, rail and inland waterway. The indicators of each mode are further categorized into three pillars of sustainability: economic, social and environmental. This categorization is adapted from “People, Planet, Profit”, also known as the three Ps of sustainable development.

6. Pillar 1: Economic sustainability. The economic dimension refers to practices that support long-term economic growth without negatively impacting other aspects of development. The key target for this dimension is “Enhancing efficient movement”. The indicators under this pillar are grouped into the following thematic clusters: efficiency, cost, infrastructure, operations, inter-modality/combined transport, and ICT and intelligent transport system solutions.

7. Pillar 2: Social sustainability. The social dimension refers to sustainable traffic and transport systems with lower social costs, such as fewer accidents and fewer traffic delays. The key target for this dimension is “Enhancing safety and security”. The indicators under this pillar are grouped into the following thematic clusters: assessing adequacy of traffic rules enforcement, traffic infrastructure, vehicle regulations and administrative frameworks surrounding cross-border transport of perishable foodstuffs and of dangerous goods.

8. Pillar 3: Environmental sustainability. The environmental dimension refers to the reduction of greenhouse gas emissions, air pollutants and noise emissions. The key target for this dimension is “Creating an environmentally sustainable transport system”. The indicators under this pillar focus on evaluating measures aimed at reducing greenhouse gas emissions, air pollutants and noise emissions (including considerations such as alternative fuel share and average age of the vehicle fleet).

9. The numbering of the indicators is determined following the categorization mentioned above and pictured as follows (see figure). Except for verification indicators, the scoring of indicators is presented in the form of ordinal categorical data. This type of data, which is often obtained during sampling survey and experimental design, has ordered categories and the distance between the categories is not known. The indicators are scored in descending order on a scale of zero to 10. On this scale, level zero is assigned for the worst scenario, for instance

when a specific regulation does not exist. Level ten represents an ideal scenario. In some indicators, nine or eight is given for the best scenario, instead of ten. For these indicators, one (ten minus nine points) or two (ten minus eight points) additional points are available; for

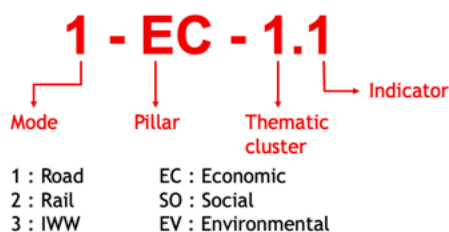
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<sup>1</sup> <https://unece.org/sites/default/files/2022-10/Sustainable%20Inland%20Transport%20Connectivity%20Indicators.pdf>

<sup>2</sup> Landlocked Developing Countries

instance, when additional measures are implemented to achieve the promoted objective. The maximum score of each indicator is always ten.

### Numbering system



Source: SITCIN publication 2022

10. When measuring border-crossing efficiency, a government using SITCIN should select one main border-crossing point (BCP) per each adjoining country, where “main” defines as the one that processes the highest cargo volume among all BCPs shared with this adjoining country. The total number of BCPs to be assessed in a country is to be limited to four. If a country has more than four adjoining countries, a selection must be made by choosing the BCPs that together process 60 per cent of the total of international cargo volumes in the country. The score assigned to each indicator within the border-crossing efficiency thematic cluster should then be determined based on the average score of the selected BCPs.

## B. Border Crossing Indicators – relevance with harmonization convention

### 11. 1-EC-1: Efficiency - Road Transport indicators

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#### 1-EC-1.1: Staff resources at road BCPs and inland clearance stations

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**Definition:** Adequacy of the number of personnel at road BCPs and inland clearance stations to cope with the freight volumes involved. Staff categories include Customs, border guards/police, Health and Safety Executive, State Veterinary Office, State Plant Health Protection Agency, Public Health Agency, Food and Drug Administration, Service for Foreigners’ Affairs, National Revenue Services, Vehicle and Operators Services Agency, and Department of Transport.

**Scoring:**

- All staff categories available 24/7 at more than 50 per cent of considered BCPs and inland clearance stations: 10 points.
- Some staff categories available 24/7 at more than 50 per cent of considered BCPs and inland clearance stations: 8 points.
- All staff categories available during office hours at more than 50 per cent of considered BCPs and inland clearance stations: 6 points.
- Some staff categories available during office hours at more than 50 per cent of considered BCPs and inland clearance stations: 4 points.
- Staff available only with appointment: 2 points.
- No staff at BCPs and inland clearance stations: 0 points

**Relevance to Harmonization Convention:** Article 5 Resources of the services

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#### 1-EC-1.2a: BCP infrastructure (Joint controls facilities)

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**Definition:** Availability and opening hours of joint controls facilities at road BCPs open for international goods traffic. It concerns facilities for domestic controls as well as joint controls with the adjoining country.

**Scoring:**

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- Facilities for joint bilateral controls with the adjoining country (one-stop technology) are available 24 hours a day: 10 points.
- Facilities for joint domestic controls (one-stop technology/ 2 stop border post) are available 24 hours a day: 8 points.
- Facilities for either joint bilateral controls or domestic controls are available with limited opening hours (e.g. no night, weekend and holidays operation): 6 points.
- No facilities for any type of joint controls: 0 points.

Relevance to Harmonization Convention: In terms of opening hours, Article 6 of the Annex 8 to the Harmonization Convention sets out 24 hours a day as a minimum requirement.

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#### 1-EC-1.2b: BCP infrastructure (off-lane control areas)

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Definition: Availability and opening hours of off-lane control areas, for random cargo and vehicle checks, at road BCPs open for international goods traffic.

Scoring:

- Off-lane control areas are available, operated at all time, and used in >90 per cent of cases: 10 points.
- Off-lane control areas are available, operated only during certain times of the day/night, and only used in <90 per cent of cases: 6 points.
- No off-lane control areas available, inspections take place in the waiting line: 0 points.

Relevance to Harmonization Convention: Annex 8, Article 6 Border crossing points

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#### 1-EC-1.2c: BCP infrastructure (parking and terminal facilities)

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Definition: Availability of appropriate parking and terminal facilities at road BCPs open for international goods traffic.

Scoring:

- Free parking facilities, with support services, are available on both sides of the BCP: 10 points.
- Paid parking facilities, with support services, are available on both sides of the BCP: 8 points.
- Free basic parking facilities are available: 6 points.
- Paid basic parking facilities are available: 4 points.
- No parking facilities available: 0 points

Relevance to Harmonization Convention: Annex 8, Article 6 Border crossing points

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#### 1-EC-1.3: Inland clearance and control procedures for import

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Definition: The extent to which control procedures for import are undertaken at inland clearance stations away from the border so as to alleviate congestion and efficient movements at the BCPs. The control procedures are involving medico-sanitary inspection, veterinary inspection, phytosanitary inspection, controls of compliance with technical standards, quality controls, vehicle inspections, and weighing of vehicles.

The adoption of customs risk management system will get additional points as risk management procedures expedite the clearance of goods.

Scoring:

- All control procedures take place at inland clearance stations: 8 points.
- >4 control procedures take place at inland clearance stations: 6 points.
- <4 control procedures take place at inland clearance stations: 4 points.
- All control procedures take place at BCPs: 0 points.
- Application of customs risk management system: + 2 points.

Relevance to Harmonization Convention: Annex 6, Article 3 / Annex 8, article 3.

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#### 1-EC-1.4: Availability of fast lanes for trucks carrying live animals and perishable foodstuffs

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**Definition:** Availability of fast lanes/fast track treatment for trucks carrying live animals and perishable foodstuffs. As set out by the Harmonization Convention, priority should be given to live animals and perishable goods in order to minimize waiting times at BCPs.

**Scoring:**

- Fast lanes/fast track treatment are available and there is a bilateral cooperation on these issues with adjoining countries: 8 points.
- Fast lanes/fast track treatment are available, but no bilateral cooperation: 6 points.
- No fast lane available at BCPs: 0 points.
- Special provision for refrigerated containerized units (e.g. energy sources) is in place at all considered BCPs in the country: +2 points

**Relevance to Harmonization Convention:** Annex 8, article 3

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1-EC-1.5a: Coordination and delegation of controls among national border agencies

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**Definition:** The extent to which national border agencies (such as Health and Safety Authorities, Treasury, and Food and Drug Administration) delegate their control activities to other border agencies such as Customs authorities, in accordance with a cooperation agreement or MoU. By implementing a delegation mechanism, duplication and overlapping activities, and conflicting instructions and requirements can be reduced.

**Scoring:**

- A coordination and delegation mechanism is in place where all border agencies can at any time act/perform controls on each other's behalf: 10 points.
- A coordination and delegation mechanism is in place, however only several border agencies can in specific cases (e.g. during off-peak hours and at night) act/perform controls on each other's behalf: 6 points.
- No coordination and delegation mechanism in place, as such all-government agencies act independently: 0 points.

**Relevance to Harmonization Convention:** Annex 1, Article 3

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1-EC-1.5b: Coordination and delegation of controls between agencies of neighbouring countries

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**Definition:** The extent to which border agencies from both sides of the BCP coordinate with each other or delegate the control procedures to each other at a designated single common border post/station, in accordance with a bilateral agreement or MoU). Implementing such a coordination and delegation mechanism will increase the border crossing efficiency.

**Scoring:**

- A coordination and delegation mechanism is in place, where border agencies from both sides of the BCP at any time act/perform controls together or on each other's behalf: 8 points.
- A coordination and delegation mechanism is in place, where border agencies from both sides of the BCP in specific cases (e.g. during off-peak hours and at night) act/perform controls jointly or on each other's behalf: 6 points.
- No coordination and delegation mechanism in place, as such border agencies from both sides of the BCP act independently: 0 points.
- Common opening hours of the common border post/station are determined by traffic volume: +2 points.

**Relevance to Harmonization Convention:** Annex 8, Article 6, Annex 6, article 3

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1-EC-1.5c: Exchange of data and information among national border agencies

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**Definition:** Degree of implementation of data and information exchange (including for risk management purposes) among national border agencies, so as to increase time efficiency and provide accurate information for statistical purposes.

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Scoring:

- Data and information (including for risk management purposes) are shared among different national border agencies at all times, through the use of shared electronic databases and platforms and if applicable through face-to-face consultations: 10 points.
- Data and information (including for risk management purposes) are shared, on a case by- case basis, among different national border agencies, through the use of shared electronic databases and platforms and if applicable through face-to-face consultations: 8 points.
- Data and information (including for risk management purposes) are shared, on a case by- case basis, among different national border agencies, through face-to-face consultations only: 6 points.
- No exchange of data and information: 0 points.

Relevance to Harmonization Convention: Annex 9, article 4

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1-EC-1.5d: Exchange of data and information with foreign border agencies

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Definition: Degree of implementation of data and information exchange (including for risk management purposes) with foreign border agencies, so as to increase time efficiency and provide accurate information for statistical purposes.

Scoring:

- Data and information (including for risk management purposes) are mutually accepted among different border agencies at the international level, through the use of shared electronic databases and platforms and if applicable through face-to-face consultations: 10 points.
- Data and information (including for risk management purposes) are shared among different border agencies at the international level, through the use of shared electronic databases and platforms and if applicable through face-to-face consultations: 8 points.
- Data and information (including for risk management purposes) are partially shared among different border agencies at the international level, through the use of shared electronic databases and platforms and if applicable through face-to-face consultations: 6 points.
- Data and information (including for risk management purposes) are shared, on a case by- case basis, among different border agencies at the international level, through face-to-face consultations only: 4 points.
- No exchange of data and information at the international level: 0 points.

Relevance to Harmonization Convention: Article 8, Article 6 / Annex 9, Article 4

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1-EC-1.6: Traffic separation for vehicles under cover of valid international customs transit documents

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Definition: Degree of implementation of traffic separation at the country's main BCPs in order to give priority to vehicles under cover of valid international/regional/sub-regional customs transit documents, such as TIR and temporary importation carnets, so as to decrease truck waiting times at BCPs.

Scoring:

- Separation of traffic, at all times, to give priority to vehicles under cover of customs transit documents: 10 points.
- Separation of traffic, in some cases (for example, peak/off-peak hours and day or night shift), to give priority to vehicles under cover of customs transit documents: 5 points.
- No separation of traffic: 0 points.

Relevance to Harmonization Convention: Article 10

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12. 1-EC-2: Time required at the borders

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1-EC-2.1a: Average border clearance time for transit TIR trucks (with physical inspection)

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**Definition:** The average border clearance time (in minutes) needed by a transit TIR-truck, when physical inspections are involved. It is calculated by summing the clearance time of all inspected transit TIR-trucks divided by the number of inspected transit TIR-trucks. Time taken into consideration is the time from entering the border post in one territory to leaving it in the other country. The survey should capture the clearance time by time of day (peak and off-peak) and day of week.

**Scoring:**

- Not applicable. This is a verification indicator.

**Relevance to Harmonization Convention:** Article 10 / Article 2

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1-EC-2.1b: Average border clearance time for transit TIR trucks (without physical inspection)

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**Definition:** The average border clearance time (in minutes) needed by a transit TIR-truck, when no physical inspections are involved. It is calculated by summing the clearance time of all surveyed transit TIR-trucks divided by the number of surveyed transit TIR-trucks. Time taken into consideration is the time from entering the border post in one territory to leaving it in the other country. The survey should capture the clearance time by time of day (peak and off-peak) and day of week.

**Scoring:**

- Not applicable. This is a verification indicator.

**Relevance to Harmonization Convention:** Article 10 / Article 2

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1-EC-2.2a: Average border clearance time for non-TIR transit trucks (with physical inspection)

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**Definition:** The average border clearance time (in minutes) needed by a transit non-TIR truck, when physical inspections are involved. It is calculated by summing the clearance time of all inspected non-TIR transit trucks divided by the number of inspected non-TIR transit trucks. Time taken into consideration is the time from entering the border post in one territory to leaving it in the other country. The survey should capture the clearance time by time of day (peak and off-peak) and day of week

**Scoring:**

- Not applicable. This is a verification indicator.

**Relevance to Harmonization Convention:** Article 10 / Article 2

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1-EC-2.2b: Average border clearance time for non-TIR transit trucks (without physical inspection)

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**Definition:** The average border clearance time (in minutes) needed by a non-TIR transit truck, when no physical inspections are involved. It is calculated by summing the clearance time of all surveyed non-TIR transit trucks divided by the number of inspected non-TIR transit trucks. Time taken into consideration is the time from entering the border post in one territory to leaving it in the other country. The survey should capture the clearance time by time of day (peak and off-peak) and day of week.

**Scoring:**

- Not applicable. This is a verification indicator.

**Relevance to Harmonization Convention:** Article 10 / Article 2

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1-EC-2.3: Average queuing time

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**Definition:** The average queuing time (in minutes) for trucks at customs point of entry. Time taken into consideration starts when a truck joins the queue and ends when the truck reaches the customs booth. Average time is calculated by summing the queuing time of all surveyed trucks divided by the number of surveyed trucks. The survey should capture queuing time by time of day (peak and off-peak) and day of week.

**Scoring:**

- Not applicable. This is a verification indicator.

**Relevance to Harmonization Convention:** Article 10 / Article 2

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## 13. 1-EC-3: cost

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**1-EC-3.1a: Average customs clearance cost (exports)**

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**Definition:** The average customs clearance cost for exports. It concerns cost associated with compliance with customs regulations and border crossing procedures in the country relative to the average cost in the region. The involved costs are cost of carnets, loading/unloading of shipment at BCPs, and inspection charges. Region can be defined as a group of countries that are engaged in economic cooperation that might cover sub-region and the adjoining countries of the sub-region.

**Scoring:**

- Cost is more than 50 per cent lower than the regional average: 10 points.
- Cost is less than 50 per cent lower than the regional average: 7 points.
- Cost is in line with the regional average: 4 points.
- Cost is less than 50 per cent higher than the regional average: 2 points.
- Cost is more than 50 per cent higher than the regional average: 0 points.

**Relevance to Harmonization Convention:** N/A

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**1-EC-3.1b: Average customs clearance cost (imports)**

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**Definition:** The average customs clearance cost for imports. It concerns cost associated with compliance with customs regulations and border crossing procedures in the country relative to the average cost in the region. The involved costs are cost of carnets, loading/unloading of shipment at BCPs, and inspection charges.

**Scoring:**

- Cost is more than 50 per cent lower than the regional average: 10 points.
- Cost is less than 50 per cent lower than the regional average: 7 points.
- Cost is in line with the regional average: 4 points.
- Cost is less than 50 per cent higher than the regional average: 2 points.
- Cost is more than 50 per cent higher than the regional average: 0 points.

**Relevance to Harmonization Convention:** N/A

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**1-EC-3.1c: Average customs clearance cost (transit)**

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**Definition:** The average customs clearance cost for transit cargo. It concerns cost associated with compliance with customs regulations and border crossing procedures in the country relative to the average cost in the region. The involved costs are cost of carnets, loading/unloading of shipment at BCPs, and inspection charges.

**Scoring:**

- Cost is more than 50 per cent lower than the regional average: 10 points.
- Cost is less than 50 per cent lower than the regional average: 7 points.
- Cost is in line with the regional average: 4 points.
- Cost is less than 50 per cent higher than the regional average: 2 points.
- Cost is more than 50 per cent higher than the regional average: 0 points.

**Relevance to Harmonization Convention:** N/A

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**1-EC-3.2: Average road freight rate**

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**Definition:** Average road freight rate is defined as the average trucking fee per ton-km applied in the country, relative to the average rate in the region.

**Scoring:**

- Rate is more than 50 per cent lower than the regional average: 10 points.
- Rate is less than 50 per cent lower than the regional average: 7 points.
- Rate is in line with the regional average: 4 points.
- Rate is less than 50 per cent higher than the regional average: 2 points.
- Rate is more than 50 per cent higher than the regional average: 0 points

**Relevance to Harmonization Convention:** N/A

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1-EC-3.3: Visa requirements for professional drivers

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**Definition:** The extent to which the country requires visa for foreign professional drivers who wish to enter the country.

**Scoring:**

- No visa required for nationals from the region: 10 points.
- No visa required for nationals from the subregion: 8 points.
- If visa is required, multiple-entry visa valid for one year or more can be obtained with processing time no longer than that of the application for multiple-entry business visa: 6 points.
- If visa is required, multiple-entry visa valid for one year or more can be obtained, but the processing time is longer than that of the application for multiple-entry business visa: 4 points.
- If visa is required, only single-entry visa can be applied: 2 points.
- No issuance of visa for professional drivers, as such drivers are not allowed to enter beyond the BCP premises: 0 points.

**Relevance to Harmonization Convention:** Annex 8, Article 2

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1-EC-3.4: Cost for foreign drivers

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**Definition:** Average cost for foreign drivers wishing to enter the country, if allowed. The cost involved is the cost per entry, defined as the cost associated with visa, fees, insurance, and a temporary driving license and temporary taxes for vehicle registration, if applicable.

**Scoring:**

- <\$50: 10 points.
- \$50 until < \$100: 8 points.
- \$100 until < \$150: 6 points.
- \$150 until < \$200: 4 points.
- \$200 until < \$250: 2 points.
- ≥ \$250: 0 points.

**Relevance to Harmonization Convention:** Annex 8, Article 2

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14. 1-EC-4: Infrastructure.

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1-EC-4.1: Percentage of international road network

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**Definition:** Ratio of the total length of international roads to the total road network in the country. International roads concern international motorways, international express roads and international ordinary roads as defined by the AGR

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(UNECE), and international routes of regional, international and intraregional importance as defined by the Asian highway (UNESCAP), ECLAC, and M network (ESCWA).

**Scoring:**

- Ratio  $\geq$  4 per cent: 10 points.
- 3 per cent  $\leq$  ratio  $<$  4 per cent: 8 points.
- 2 per cent  $\leq$  ratio  $<$  3 per cent: 6 points.
- 1 per cent  $\leq$  ratio  $<$  2 per cent: 4 points.
- ratio  $<$  1 per cent: 0 points.

**Relevance to Harmonization Convention:** Article 3 / Article 5 / Article 7

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1-EC-4.2: Length of international road network per class

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**Definition:** Ratio of the total length of class 3 international roads to the total international road network in the country. Class 3 is the lowest class of international roads as defined by the AGR. For the Arab states, this concerns the second-class roads of the M network. In other regions, the road classification might be different. This indicator is about the lowest class as per the classification of the international road network followed by the country.

**Scoring:**

- ratio  $<$  20 per cent: 10 points.
- 20 per cent  $\leq$  ratio  $<$  40 per cent: 7 points.
- 40 per cent  $\leq$  ratio  $<$  60 per cent: 5 points.
- 60 per cent  $\leq$  ratio  $<$  80 per cent: 2 points.
- ratio  $\geq$  80 per cent: 0 points

**Relevance to Harmonization Convention:** Article 3 / Article 5 / Article 7

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1-EC-4.3: Harmonization of road classes at BCP

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**Definition:** The number of country's BCPs with harmonized road classes within 50 km of a BCP. When the roads on one side of a BCP are for instance class 1 roads, while the roads on the other side of the BCP are class 3 roads, this situation is unharmonized and creates a bottleneck.

**Scoring:**

- Entirely harmonized (100 per cent): 10 points.
- Harmonization applies at 80 per cent -  $<$  100 percent of the country's BCPs: 8 points.
- Harmonization applies at 60 per cent -  $<$  80 percent of the country's BCPs: 6 points.
- Harmonization applies at 40 per cent -  $<$  60 percent of the country's BCPs: 4 points.
- Harmonization applies at 20 per cent -  $<$  40 percent of the country's BCPs: 2 points.
- Harmonization applies at  $<$  20 per cent of the country's BCPs: 0 points.

**Relevance to Harmonization Convention:** Article 3 / Article 5 / Article 7

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1-EC-4.4: Harmonization of BCP infrastructure

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**Definition:** Level of harmonization of BCP infrastructure between the assessed country and the adjoining country. It concerns the harmonization of the following: (1) number of channels; (2) number of parking lots; (3) number of bays for inspections; (4) height of monitoring gantries. If there is more than one BCP, the average score of all BCPs should be calculated. If there is more than one adjoining country, the average score should also be calculated.

**Scoring:**

- All 4 infrastructure items are harmonized: 10 points.
  - 3 infrastructure items are harmonized: 8 points.
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- 2 infrastructure items are harmonized: 6 points.
  - 1 infrastructure item is harmonized: 4 points.
  - None is harmonized: 0 point.

Relevance to Harmonization Convention: Article 3 / Article 5 / Article 7

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15. 1-EC-5: operations.

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1-EC-5.1: Access rights for transport operators from adjoining countries

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Definition: The extent to which access is given to transport operators from adjoining countries to enter the country in terms of issuance of permit and quota restriction.

Scoring:

- Access without quota and without designated routes: 10 points.
- Access with quota and without designated routes: 8 points.
- Access without quota and with designated routes: 6 points.
- Access with quota and with designated routes: 4 points.
- Access to the border areas only: 1 point.
- No access or trans-loading at BCPs: 0 points

Relevance to Harmonization Convention: Annex 8

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1-EC-5.2: Admission requirements for means of transport

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Definition: Admission requirements for means of transport, incl. vehicles and containers, based on the UN Temporary Importation Conventions, Container Convention, TIR Convention and the WCO Istanbul Convention.

Scoring:

- Application of the international convention regime: 10 points.
- Application of regional regime equivalent to the applicable international conventions: 8 points.
- Application of an equivalent subregional regime: 6 points.
- Application of a simplified bilateral regime: 4 points.
- Trip-based guarantee system: 2 points.
- No admission: 0 points

Relevance to Harmonization Convention: Annex 8

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1-EC-5.3: Driving permit recognition

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Definition: Degree of recognition of driving permit based on the UN Conventions on Road Traffic and Harmonization Convention.

Scoring:

- Recognition of International Driving Permit: 10 points.
- Mutual recognition of domestic driving permit: 8 points.
- Bilateral arrangement with additional documents: 6 points.
- No arrangement: 0 points.

Relevance to Harmonization Convention: Annex 8

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1-EC-5.4: Vehicle insurance recognition

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Definition: Degree of recognition of vehicle insurance for foreign vehicles.

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Scoring:

- Global or regional (Green Card or equivalent): 10 points.
- Subregional regime (similar to Green Card): 8 points.
- Bilateral inter-country coverage: 6 points.
- Trip-based insurance available at BCPs: 5 points.
- No facility: 0 points.

Relevance to Harmonization Convention: Annex 8

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1-EC-5.5: Contract of carriage requirements

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Definition: Level of harmonization of the contract of carriage requirements as per internationally and/or regionally agreed arrangements.

Scoring:

- Globally harmonized (recognition of CMR): 10 points.
- Regionally or sub regionally harmonized: 8 points.
- Bilaterally harmonized with common full contract conditions, arrangements for legal issues and consignment note: 6 points.
- No common arrangements: 0 points.

Relevance to Harmonization Convention: Annex 8

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16. 1-EC-7: ICT and intelligent transport system solutions.

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1-EC-7.1: Implementation of interconnected e-solutions

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Definition: Degree of implementation of interconnected e-solutions for customs and border procedures, i.e. eTIR, eCMR, and e-Single Window system.

Scoring:

- eTIR and or eCMR or equivalents and inter-agency e-Single Window are implemented: 10 points.
- Only e-Single Window is implemented: 8 points.
- Only eTIR and/or eCMR is/are implemented, no e-Single Window: 6 points.
- Use of electronic processing system: 4 points.
- Manual processing: 0 points

Relevance to Harmonization Convention: Annex 9 , article 4 and article 7/ Annex 8, article 6.

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1-EC-7.2: Application of advance electronic cargo information

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Definition: Degree of application of advance electronic cargo information for pre-clearance purposes.

Scoring:

- Full-fledged advance electronic cargo information system allowing for pre-clearance is applicable for all cargo: 10 points.
  - Full-fledged advance electronic cargo information system allowing for pre-clearance is applicable for the majority of cargo: 7 points.
  - Full-fledged advance electronic cargo information system allowing for pre-clearance is applicable for selected cargo only, the majority is processed manually upon arrival: 4 points.
  - No electronic pre-clearance cargo system in place, processing and clearance take place upon arrival of the cargo in the country of importation: 0 points.
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Relevance to Harmonization Convention: Annex 8, article 3 / Annex 9, article 4

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1-EC-7.3: Availability of detection equipment and inspection technologies

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Definition: Availability of detection equipment, scanning and non-intrusive inspection technologies including scanners for cargo, technology for detection of chemical, biological, radiological and nuclear materials, and e-Seal.

Scoring:

- Available at all BCPs and inland clearance stations: 10 points.
- Available at more than 50 per cent of BCPs and inland clearance stations: 7 points. Available at less than 50 per cent of BCPs and inland clearance stations: 4 points.
- Not available in any BCPs nor inland clearance stations: 0 points.

Relevance to Harmonization Convention: Annex 9, article 4 and article 7/ Article 5

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1-EC-7.4: Application of intelligent transport systems at BCPs

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Definition: Degree of application of intelligent transport systems at and around BCPs, such as traffic light management, automatic vehicle registration number recognition, and automatic container recognition.

Scoring:

- Applied at all BCPs and inland clearance stations: 10 points.
- Applied at more than 50 per cent of BCPs and inland clearance stations: 7 points. Applied at less than 50 per cent of BCPs and inland clearance stations: 4 points.
- Not available at any BCPs nor inland clearance stations: 0 points

Relevance to Harmonization Convention: Annex 9, article 4 and article 7/ Article 5

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1-EC-7.5: Application of intelligent traffic management systems

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Definition: Degree of application of intelligent traffic management systems along international roads leading to BCPs. It concerns providing information to approaching trucks on the traffic situation at BCPs, i.e. traffic occupancy, processing and queuing time, and providing early recommendations such as postponing entry to BCPs or deviate to other BCPs.

Scoring:

- Systems are in place: 10 points.
- Systems are not in place: 0 points.

Relevance to Harmonization Convention: Article 5

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1-EC-7.6: Application of ICT systems

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Definition: Degree of application of information and communication support systems to the transport system in the country. The systems include:

- (1) Telecommunication Networks (TLC);
  - (2) Automatic identification systems (Automatic Equipment Identification (AEI)/ Automatic Vehicle Identification (AVI));
  - (3) Systems for automatically locating vehicles (AVLS);
  - (4) Protocols for the electronic exchange of data (Electronic Data Interchange/EDI);
  - (5) Cartographic databases and information systems providing geographical data (Geographic Information System/GIS);
  - (6) Systems for the collection of traffic data, including Weigh-In-Motion (WIM) and systems for the automatic classification of vehicles;
  - (7) Systems for counting the number of users of a public transport system (Automatic Passenger Counters/APC).
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Scoring:

- All 7 systems are in place: 10 points.
- 5-6 systems are in place: 8 points.
- 3-4 systems are in place: 6 points.
- 2 systems are in place: 4 points.
- 1 system is in place: 2 points.
- No system is in place: 0 points

Relevance to Harmonization Convention: Article 5

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1-EC-7.7: Number of national trucks with track and trace device

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Definition: Ratio of the number of national trucks equipped with track and trace devices to the total number of national trucks involved in international transport.

Scoring:

- Ratio  $\geq 90$  per cent: 10 points.
- 70 per cent  $\leq$  ratio  $< 90$  per cent: 8 points.
- 50 per cent  $\leq$  ratio  $< 70$  per cent: 6 points.
- 30 per cent  $\leq$  ratio  $< 50$  per cent: 4 points.
- 10 per cent  $\leq$  ratio  $< 30$  per cent: 2 points.
- ratio  $< 10$  per cent: 0 points

Relevance to Harmonization Convention: Article 5

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17. An automated SITCIN user platform ([www.SITCIN.org](http://www.SITCIN.org)) has been developed by the secretariat to make the SITCIN self-assessment process more user friendly. It could also be used to illustrate a given country's progress against the weighted SITCIN maximum score (benchmarking).

18. A country's overall inland transport connectivity score is the final score after the weighting process has been done. In order to keep fairness and to consider various circumstances and limitations that may apply at the national level (geographical, natural or financial factors), the following four layers of weightings are integrated in the evaluation methodology:

(a) Transport mode fixed weights: The choice of giving the highest weight to road and the lowest to IWW reflects the current situation in most countries (193 UN member States) in terms of cargo transport volumes transported by each mode.

(b) Thematic cluster weights: there are some 40 thematic clusters across the three different inland transport modes and the sustainability pillars, resulting in a total of 215 indicators. Each cluster may have a different impact on the degree of inland transport connectivity of a given country, based on their intrinsic importance for the efficiency and seamlessness of cross-border transport, trade and logistics operations.

(c) Modal share weights: The purpose of this weighting is to take into account what portion of the total cargo volume is transported by each inland transport mode available in the country.

(d) Geographical and financial limitations: This last layer of the weighting process is related to the specific reason for which one or two transport modes are not applicable in a given country. Governments can select three different options with relevant weights attributed to each.

### **III. Considerations by the Working Party**

19. The Working Party is invited to consider the set of the Sustainable Inland Transport Connectivity Indicators as the tool to evaluate the implementation of the harmonization convention and provide guidance on following up steps.

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