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International Convention on the Harmonization of Frontier Controls of Goods, 1982

(“Harmonization Convention”):

Annex 9 on rail border crossing

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**Transmitted by the Committee of the Organization for Co-operation
between Railways**

Taking respective measures aimed at facilitation of border crossing for international rail traffic in the Eurasian region is only possible when reasons for train/wagon delays have been recognized and combined analytical data have been considered, which were submitted by OSJD member countries in unified format on border crossing points.

In this respect, within the framework of consistent activity on practical implementation of Annex 9 "Facilitation of Border Crossing Procedures for International Rail Freight" to the International Convention on the Harmonization of Frontier Controls of Goods (1982), OSJD Committee requested OSJD member countries to initiate the required procedures at the national level and submit their information on activity as to Annex 9 implementation carried out in the countries as follows:

1. Publication of Annex 9 in the official mass media in your countries.
2. Existence of a decree or an instruction from the Government to the departments concerned (railways, customs authorities, border control service and other departments concerned) to take respective measures on implementation of Annex 9.
3. The number and names of border control stations in your country.
4. Availability of bilateral agreements between your country and neighbouring countries on the issues of border crossing procedures.
5. Any bilateral agreements between your country and neighbouring countries available in your country, which include requirements as to the time standards for performance of handling operations (train acceptance and handover at border control stations, including types of control). If available, then does your country provide compliance with these time standards?
6. Carrying out periodical bilateral inquiries into delays of passenger and freight trains between the neighbouring railway administrations (if railway administrations exchange information and analyze the reasons for delays of trains, including the delays that happen at fault of railway service staff).
7. Measures taken to facilitate customs control, applying the principle of optionality based on the system of analysis and risk management.
8. Availability in your country of a mechanism to achieve mutual recognition of all types of control of rolling stock, containers, piggyback units and transported goods.
9. Taking measures aimed at the strengthening of technical equipment of border railway stations (availability of equipment, devices, information systems and communications facilities that make it possible to exchange preliminary information, etc.) as well as improving their infrastructure. Please, list these measures and specify them.
10. Application of the common CIM/SMGS consignment note in your country.
11. Measures carried out by your country that are aimed at the reduction of paper documents or simplification of procedures to process documents with the use of electronic information exchange systems in terms of volume of data in railway consignment notes and customs declarations accompanying the goods.
12. Application of methods, approaches and procedures for the creation of "Single Window" system (UN Recommendation 18 "*Facilitation Measures related to the simplification of International Trade Procedures*" and UN Recommendations 33, 34 and 35 "Single Window Recommendation") in economically substantiated conditions during preparation and implementation of measures for border crossing facilitation for rail transport.

The information that has been received by OSJD Committee on implementation of Annex 9 shows that the OSJD member countries perform their activity in this regard as follows:

- they carry out measures aimed at the strengthening of technical equipment of border railway stations (availability of equipment, devices, information systems and communications facilities that make it possible to exchange preliminary information, etc.) as well as improvement of their infrastructure to make traffic and carrying capacity of stations (including the adjacent sections) meet the volumes of traffic;
- between the neighbouring railway administrations, periodical bilateral inquiries into delays of passenger and freight trains are carried out (railway administrations exchange information and analyze the reasons for delays of trains, including the delays that happen at fault of railway service staff);
- they perform their customs control applying the principle of optionality based on the system of analysis and risk management. If goods available in a unit of rolling stock are locked and sealed properly and required information on goods is presented, the customs control of transit goods can be performed in a simplified way;
- at certain border stations (such as Kyana and Kybartai in the Lithuanian Republic) the electronic dynamic scales are established to weigh the moving freight wagons and compare the actual weight with the one indicated in the carriage documents;
- today, at the stations of the Lithuanian Republic, a station computer-information system is established that makes it possible to expedite the document processing and preparation of freight and train documents, control and effectively superintend the station's operation;
- seminars are organized periodically for consignors and staff members engaged in freight facilities of the stations in order to increase the level of their knowledge, study legislative and regulatory documents in the field of international rail freight traffic;
- control of transit goods is performed only when it is substantiated in terms of conditions developed and risks;
- the possible application of methods, approaches and procedures for the creation of "Single Window" system is not excepted in economically substantiated conditions during preparation and implementation of measures for border crossing facilitation for rail transport, in accordance with UN Recommendation 18 "*Facilitation Measures related to the simplification of International Trade Procedures*" and UN Recommendations 33, 34 and 35 "Single Window Recommendation";
- Annex 9 like other legal documents of the European Union is published in *the Official Journal of the European Union* (<http://eurlex.europa.eu>), which is why Annex 9 was not additionally published in the official mass media at the national level.

Therefore, in view of the aforesaid on the application of provisions of Annex 9, a conclusion can be made that the principles and way to tackle the issues of facilitation of border crossing procedures for rail transport are applied already today to one extent or another.