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An EATL Phase II study: Identifying and analyzing non physical obstacles to international transport along the EATL routes

EATL Non Physical Obstacle Survey PowerPoint Slide Explanation

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Introduction 1

- **Survey for National Focal Points helping them collect non physical obstacle information to international trade along EATL road and rail transport routes**
- **After getting the information the consultant will prepare a study identifying and analyzing non physical obstacles to international trade along EATL transport routes**
- **The study will include recommendations that might eliminate non physical obstacles**

Introduction 2

Survey objectives:

- **Survey asks questions about the type of non physical obstacles that might occur along international EATL road and rail transport routes**
- **Asking “behind the border” non physical obstacle and procedure questions**
- **Identifying problems and challenges**
- **Analyzing collected information might reveal opportunities eliminating obstacles**

Survey Method

- **Survey questions placed in a sequence trying to follow an international supply chain:**
 - 1. Origin, 2. Road/Rail Transport Route, 3. Border Crossing Point, 4. Road/Rail Transport Route, 5. Destination, 6. National Transport and Trade Facilitation, 7. Multimodal, 8, Road/Rail Transport Company, 9. Route Management, 10. Diplomatic**
- **Same numbering method used for road and rail transport questions**

Help Getting Information 1

- Each question has in italics suggestions where **National Focal Points** might get data
- Information givers might include public sector sources: **Ministries and agencies, i.e., Ministry of Transport, Trade & Industry, Agriculture, Health, Metrology, Customs**
- Information givers might include private industry sources: **user groups, i.e., road and rail transport companies, freight forwarders, freight forwarding association, Customs brokers, Customs broker association, logistics centres, warehousing and traders: exporting and importing companies**

Help Getting Information 2

- **Information givers might include international multilateral donor agencies: ADB CAREC, DFID, EBRD, ECO, EurAsEc, EuropeAid, GTZ, IRU NELTI, OSCE, SPECA, UNCTAD, UNESCAP, UNECE, USAID, TRACECA IGC and TRACECA national secretaries and World Bank**
- **Other organizations which might give information include PRO Committee, Export Promotion Agency, Chambers of Commerce, Business Forum, TIR Carnet Association, UN Almaty Programme of Action, CIM, SMGS, Railway Management**

Completing Answers 1

Type of answers needed

- **Ideally, answers needed in writing: short or long**
- **Very few questions need Yes / No answers**
- **Empirical information needed not extracts from press release or brochure or booklet**
- **Please identify relevant parts of surveys: BCP truck waiting times, BCP performance, cost/time route surveys and analysis, non physical obstacle studies (transport, transit, trade facilitation, Customs, bilateral agreements, etc) carried out by local associations and multilateral donor agency projects**

Completing Answers 2

- **National Focal Points might decide to place answers to questions in order of importance i.e., from 1 to 10: the order of importance encountered by public sector and private industry. Using order of importance might give interesting international EATL transport route status and comparison**
- **Getting data and information might need using different methods: telephoning contacts, meeting with public and private officials and experts, and meeting with local association representatives and with multilateral donor agency project experts**

Completing Answers 3

1. Model question and answer

Road transport question number 3.7 and 5.1: “Customs procedure time for export and import trucks and how many procedures”

i.e., how, what, who, why, when, where?

Model answer: 1. Days 2. Hours 3. Minutes

Please get the exact number and please describe each Customs and other BCP agency procedure, whose procedure (responsibility), why (procedure purpose), legal and or ruling justification, name the BCP or inland Customs depot

Completing Answers 4

2. Model question and answer

Road transport question 3.8: “Average percentage Customs physical inspection for export and import trucks”

Model answer method:

Yes 100% of the time? 75% of the time 50% of the time 25% of the time 15% of the time 10% of the time and 5% of the time, or Customs officials never inspect

Please fill the gap with a number given by survey respondent and give who, where, when and why?

Completing Answers 5

3. Model question and answer

**Road transport question 3.19 “Pre Alert available” and
5.6 “Availability of Pre Alert”**

**Model answer method: Yes 100% of the time? 75% of
the time 50% of the time 25% of the time 15% of
the time 10% of the time and 5% of the time, or
Customs officials never allow Pre-Alert**

**Please find out the reason for using or not using Pre-
Alert and get legal and or ruling justification: why?**

Completing Answers 6a

4. Model question and answer

8.8 “Evidence of road transport companies giving clients route delivery schedule”, and

6.23 “Level of predictability in road transport for example percentage on time scheduled delivery times in logistics centres, warehousing inventory levels, road transport company / warehouse performance indicators at national and international route levels. Evidence of average scheduled delivery times for clients (compared with EU and North America)”

Do not confuse with domestic market truck delivery schedules

Model answer: 100% on time scheduled delivery, 75%, 50%, 25%, 15%, 10% and 5% or never know when the truck with the goods will arrive in the warehouse. Average duration, weeks or months goods stored in warehouse before next delivery

Completing Answers 6b

4. Model question and answer 8.8 and 6.23 continued

- **Answers to these questions might measure the “predictability” and consistency of EATL international road transport route delivery from origin to destination client, i.e., service level quality and performance**
- **Experts believe the number of road transport trips increase where there is evidence of a predictable and consistent pattern of road transport delivery**
- **There are logistics and warehousing centres**
- **There are freight villages, road transport company “yards”, “terminals” or “complexes” (not logistics centres by definition) and multimodal centres**

Completing Answers 7

5. Model question and answer

Road transport question 6.24 “Level of consistency of decisions given by Customs Administrations and other border crossing point and inland clearance depot / logistics centre agencies (level of decisions compared with arbitrary official decisions at variance with national Codex’s , laws, rules and non compliance with provisions of International Convention and bilateral agreements)”

Model answer method: 100% consistent, 75%, 50%, 25%, 15%, 10% and 5% or never consistent. Please ask why and get written examples and copies. Survey needs measurable evidence not “here say”

Completing Answers 4

Type of answers not needed:

- **Please do not send “Yes, they are building a new road which will speed road traffic” or “They are building a new BCP which will improve border crossing”**
- **Do not need “Situation bad” or “very good” answers: please give cause and effect answers, when possible, in order of importance to answers from 1 to 10**
- **Please do not answer “Please refer to the report ...”**
- **Survey needs measurable evidence**
- **This is a non physical obstacle survey identifying delays and extra costs not an infrastructure survey**

Sending Answers 1

- **National Focal Points kindly asked to use e-mail: address to be supplied**
- **Information timeline and deadline:**
- **Please use the survey form, writing answers to the questions in the matrix**
- **Long descriptive answers might need separate notes**
- **Please send answers in English**
- **All answers, sources, data and information given by survey respondents is confidential and will not be divulged to third parties**

Suggestions

- Getting data, information and meeting times need following up with contacts and sources by NFP's
- Understand international supply chains
- Understand transport, transit and trade facilitation
- Understand multimodal transport and procedures
- Get to know about recent transport, trade and logistics projects and policy changes, for example in the UK there is a new 2009 multimodal cargo rail / road service from Valencia Spain operated by Euro Cargo Rail Spain and France and in the UK by Stobart Rail Transport with DB Schenker Rail (UK). There are examples along EATL

Thank You

**Dziekuje, Shukran, Spasiba, Tesherkurer and Thanking
you for your kind attention**

Any questions please?

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Fellow of the Chartered Institute of Logistics and Transport

Jan Tomczyk, FCILT managed several transport company truck fleets and logistics centres in the UK, Middle East and Central Asia which involved managing and complying with the Customs export and import legislation and procedures of several different Customs Administrations. He has worked on many World Bank, Asian Development Bank, EuropeAid, United Nations and other donor funded projects on Customs reform and modernisation, transport, trade facilitation and trade logistics studies and projects. Recently he helped Jordan Customs Department start the pilot Jordan Customs Compliance Low Risk Due Diligence programme now called the "Golden List" programme. He helped Turkish Customs with modernising their BILGE Customs IT system and updating Turkish transport and transit legislation complying with the EU Aquis for the EU Common Transit Convention. He worked on the ADB CAREC transport corridor strategy project and will publish courtesy of the ADB the Afghanistan Trade Logistics Study. He wrote a Single Window System (SWS) implementing "road map" for several East Mediterranean countries. He delivered a Customs training session for the OSCE with Kazakhstan State Customs Committee December 2008 and made a border crossing point management presentation at the ECO seminar held in Tehran April 2009 and surveyed Nepali and India border crossing point infrastructure and management procedures. Jan also helped with the Customs security issues and listed the equipment technical specifications for the building of the new Jordan-Iraq border crossing point.