JOINT USE OF BORDER CROSSING POINTS BETWEEN TURKEY AND GEORGIA

08 December 2014

Joint Use of Border Gates

A model based on International Cooperation

Turkey – Georgia

Joint Use of Border Gates

International Legal Basis:

(WCO-Revized Kyoto Convention)

1982 International Convention on the Harmonization of Frontier Controls of Goods (UN ECE)

Different Models in Operation

➢ **Concept:** Joint or juxtaposed customs offices ➡ joint customs control

➢ Aims at simplification and harmonization of border procedures.

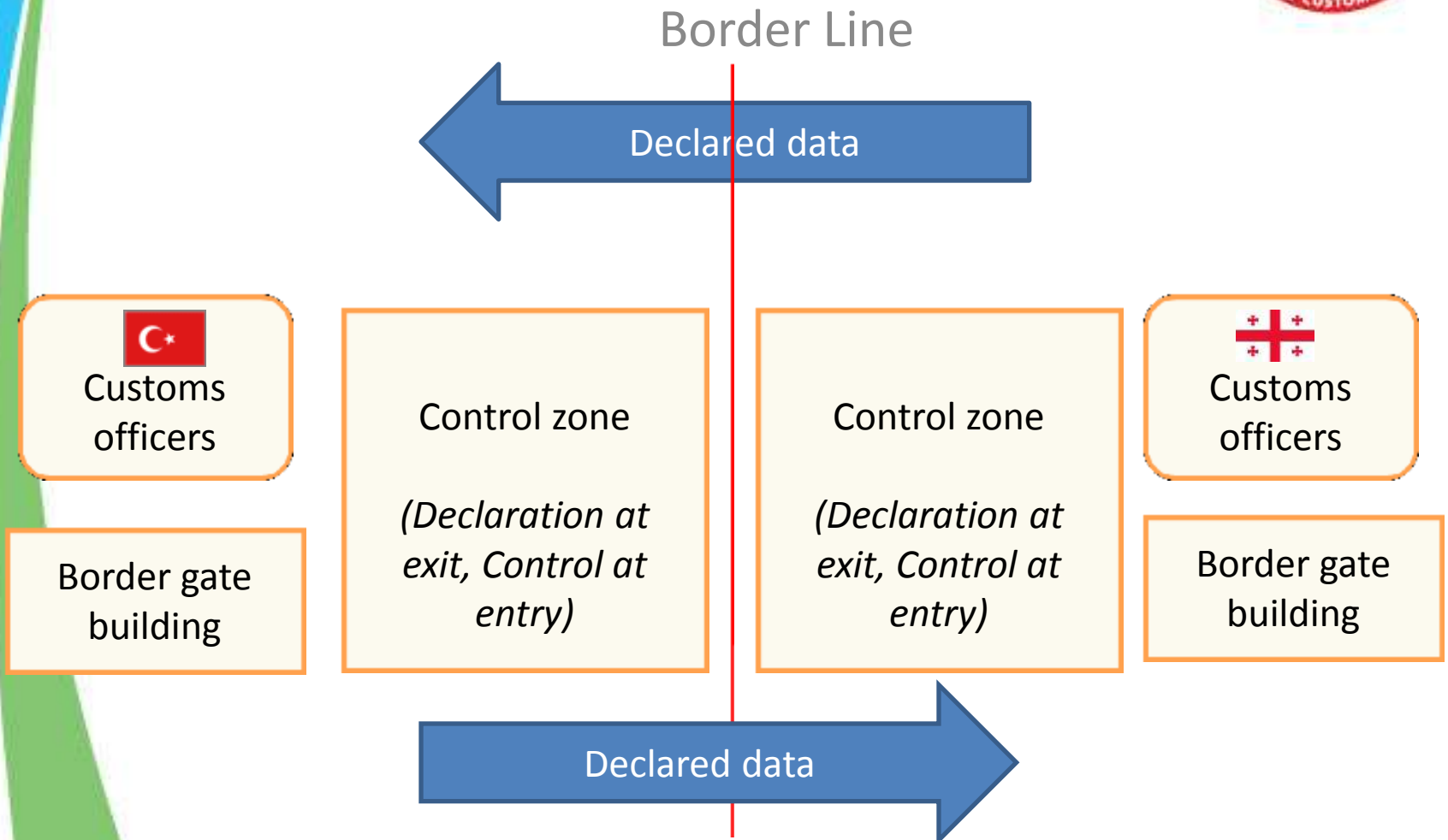➢ Elimination of duplicated controls and processes.

➡ Several models as also cited in the UNECE-OSCE Handbook

Different Models in Operation

➢ Facilities intersecting the "border"

➢ Facilities located within one state

➢ Split facilities with exchange of personnel

Turkish – Georgian Model

Border Line

← Declared data →

Customs officers	Control zone (Declaration at exit, Control at entry)	Control zone (Declaration at exit, Control at entry)	Customs officers
Border gate building			Border gate building

Declared data →

Turkey's Efforts

The Partners

GEORGIA

➢ MoU signed on 11.06.2010.

➢ Agreement signed on 08.10.2010.

➢ Protocol on Customs Procedures signed on 24.05.2011.

➢ Protocol on Data Exchange signed on 27.10.2011.

➢ Technical Provision Document on Data Exchange signed on 11.05.2012.

The Partners

IRAN

➢ Agreement for Esendere – Sero signed on 22.03.2010.

➢ MoU for Kapıköy – Razi signed on 14.02.2011.

➢ Protocols in consideration.

The Partners

SYRIA

➢ Agreement Nusaybin – Kamishly signed on 08.05.2010.

➢ Protocol on Customs Procedures signed on 03.10.2010.

➢ Other protocols in consideration.

Prerequisites before action

➢ Political will

➢ Administrative strategy

➢ Motivation of staff

Work done

➢ Analysis of current workflows

➢ Determination of needs and priorities

➢ Establishing IT infrastructure

➢ Pilot project

Legal Basis

- *Bilateral agreement on the Joint use of Border Gates*

- *3 protocol envisaged:*

    ❖*Passport Procedure*

    ❖*Data exchange for goods and passengers*

    ❖*Harmonization and modes of cooperation*

- *Scope and Purpose:* Rendering joint services at land border gates with a view to ensure the facilitation of international traffic of passengers, goods and vehicles.

Principles

The Parties shall ensure that identical and duplicated procedures or data entry are prevented in the Customs Administrations of both countries.

- The declarations regarding the vehicles and goods shall only be made in the country of exit,
- The country of entry shall take that declaration as a basis,
- The customs inspection to verify the declaration shall only be made in the country of entry.

With exceptions (obligations arising from international agreements , strong suspicion etc.)

Benefits and Problems
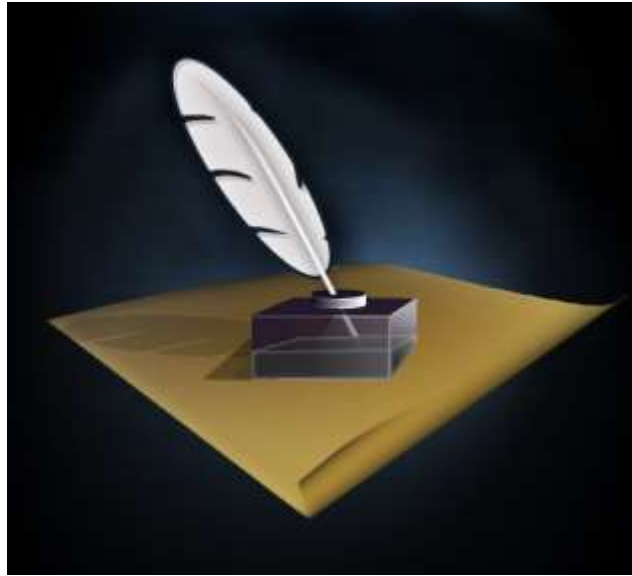
Benefits

➢ Time saving by eliminating duplication

➢ Time saving by data exchange

➢ Data sharing with other institutions

➢ Personnel and equipment saving

➢ International cooperation

➢ Potential of expanding to the region

Problems

➢ IT compatibility

➢ Differences in language and alphabet

➢ Differences in legislation

➢ Different international commitments

➢ Project planning

How to operate?

Stages of information exchange

➢ There is only a main stage of information exchange during the process carrying out the customs procedures.

➢ The Parties notify each other about the intention regarding the crossing of the borders of the Republic of Turkey and Georgia by passengers, vehicles and goods.

Precondition of electronic relationship

Electronic full implementation of the relationship, between the parties should be carried out within the following procedures:

1.   Agreement and the Protocol annexed to discuss the agreement.

2.   Construction of Secure connection (VPN).

3.   Exchange SSL certificate for Message Level Security (in case of existence).

4.   Exchange Public Keys.

5.   Start Exchange Information (exchange XML Documents via Web Services).

Method of electronic relationship

Information systems between the parties will be secured by VPN connection. Electronic Communication will be carried out in the packet mode. Electronic messages should be sent to specified frequency. Messages will have XML format.

Submission of data

Submission of data would be accomplished via Web Services. Format of electronic messages is XML. Electronic messages will be exchanged by Web Service. Web service will have "SendMessage", "CancelMessage", "FinalizeMessage" methods. Type of parameter and return values should be class which is defined below. Service will have the following form:

➢ [WebMethod]
   class ***SendMessage*** (class XMLMessage),

➢ [WebMethod]
   class ***CancelMessage*** (class XMLMessage),

➢ [WebMethod]
   class ***FinalizeMessage*** (class XMLMessage),

These methods will return Acceptance of Message (BC_STATUS).

Data exchange failure

In case of data exchange failure which means that sides are not able to send the information via web services, contact person should be informed by email.

General procedure of sending and receiving messages

Sender creates message for sending, signs it and sends via Web Service, which returns acceptance of message (BC_STATUS). In case of error detection receiver returns an error message. If error is detected only in the part of data receiver returns error only that part of data, other part Considered as adopted. After returning error sender is trying to correct the data and then retry sending it. Data processing should be carried out in the order of data. If the connection is terminated, this Web service call is re-approval before making contact or a contact person with the technical problem to eliminate.

How to Operate?

It is possible to classify data Exchange set into 3 main categories:

❖ *The information about the vehicle*

❖ *The information about the goods that are carried*

❖ *The information about the driver*

How to Operate?

Turkish Customs Administration uses four different modules to register vehicles in the border gates operating under our main Customs data system "BILGE":

❖ *NCTS*

❖ *TIR Registration Program*

❖ *Vehicle Registration Program No 1*

❖ *Vehicle Registration Program No 2*

How to Operate?

➢ NCTS and TIR Registration Program are used for the vehicles which are carrying goods under the transit regime.

➢ NCTS has a pre-declaration mechanism, whereas TIR operations are working on paper based. So the information received from data exchange set are not useful for NCTS operations but for TIR operations we are using information to make our registration process as much as shorter.

How to Operate?

➢ Vehicle Registration Programs are used for personal used vehicles and divided into two because of the temporary admission regime.

➢ Foreign vehicles and Turkish vehicles are registered in different modules so that we can implement temporary admission regulations for foreign vehicles.

How to Operate?

➢ The data exchange set is formed by two parts:

❖ BOX_T1

❖ BOX_T2

➢ Box_T1 data set are taken from single administrative document (SAD).

➢ Box_T2 data set are taken from different vehicle registration systems in both countries.

BOX T1

In data sets Box numbers are transferred directly from SAD		
BOX 1	BOX2A	BOX2B
BOX3	BOX7	BOX8A
BOX8B	BOX15	BOX17
BOX21A	BOX21B	BOX25
BOX31A	BOX31B	BOX31C
BOX31D	BOX31E	BOX33
BOX35	BOXN (TIR Carnet)	BOXS (Seal)

T.C. GÜMRÜK BEYANNAMESİ

Seri :

A SEVK/İHRACAT GÜMRÜK İDARESİ
GGMTEST1 GÜMRÜK MÜDÜRLÜĞÜ
14066666IM000001
02/01/2014

1	BEYAN
IM	4

1

2 Gönderici / İhracatçı   No 11111111101
ATATÜRK HAVALİMANI YEŞİLKÖY
ALİPAŞA M. SEBİLERENLER C. NO 36/
KÜTAHYA/ 000000 052 -

3 Formlar	4 Yük. Lіst.
1 1	0

5 Kalem say.	6 Kap adedi	7 Referans numarası
1	1	

8 Alıcı   No 11111111101
ATATÜRK HAVALİMANI YEŞİLKÖY
ALİPAŞA M. SEBİLERENLER C. NO 36/
KÜTAHYA/ 000000 052 -

9 Mali Müşavir/Serbest Muhasebeci   No 11111111101
ATATÜRK HAVALİMANI YEŞİLKÖY
ALİPAŞA M. SEBİLERENLER C. NO 36/
KÜTAHYA/ 000000 052

10 Gideceği	11 Tic. yapılan	13 T.P.
F17 ülke	F17 ülke	

14 Beyan Sahibi / Temsilcisi   No 11111111101
ATATÜRK HAVALİMANI YEŞİLKÖY
ALİPAŞA M. SEBİLERENLER C. NO 36/
KÜTAHYA/ 000000 052

15 Çıkış ihracat ülkesi	15 Çıkış ülk. kodu	17 Gidec. ülke kodu
ADANA YUMURTALIK SERBEST	a F17 b	a 052 b

16 Menşe ülke

17 Gideceği ülke
TÜRKİYE

18 Çıkıştaki taşıt aracının kimliği ve kayıtlı olduğu ülke	19 Ktr.	20 Teslim şekli
KAMYON A 001	0	CIF ABS

21 Sınırı geçecek hareketli taşıt aracının kimliği ve kayıtlı olduğu ülke	22 Döviz ve toplam fatura bedeli	23 Döviz kuru	24 İşlemin
KAMYON A 001	USD 100.00	2.13430 9 0 niteliği

25 Sınırdaki taşıma	26 Dahili taşıma	27 Yükleme yeri	28 Finansal ve bankacılık verileri
30 şekli	şekli	AA	ARACI BANKASI YOK

1

29 Çıkış gümrük idaresi	30 Eşyanın bulunduğu yer	
KAPIKULE TIR GÜMRÜK MÜD	AA	BEDELSİZ

31 Kaplar ve eşyanın tanımı	Kapların marka ve numaraları - konteyner no(lar)ı - adet ve cinsleri	32 Kalem	33 Eşya kodu

1 kap 30000 kilogram   Markası: ADR-Numarası:
1

Ticari tanımı: a - kullanılmamış

32 Kalem		33 Eşya kodu		
1	No	29299000	00	13

34 Menşe ülke kodu	35 Brüt ağırlık (kg)	36 Tercih Tar.
a 001 b	30,000.00	

37 REJİM	38 Net ağırlık (kg)	39 Kota
53 00	30,000.00	

40 Özet Beyan

41 Tamamlayıcı ölçü	42 Kalem fiyatı
30000 KİLOGRAM	100.00

44 Ek bilgi sunulan belgeler ön izinler
Şeker Kurumu Uygunluk Yazısı V 12345678 #10-01-14

E.B.Kodu

46 İstatistiki kıymet
100.00

47 Vergi hesabı tanımı	Tür	Vergi Matrahı	Oran	Tutar	ÖŞ	48 Ödemenin ertelenmesi	49 Antrepo tipi ve kodu
	10		6.50	13.87	C		
	40	213.43	18.00	50.81	C		
	89		-	55.00	P		
		282.30					
		0.00					

Toplam: 119.68

How to Operate?

➢ BOX_T2 is formed apart from SAD because it has information about personal used vehicles and their drivers.

➢ Georgian side sends this data set from their Ministry of Internal Affairs programs and we are sending from our vehicle registration programs.

BOX T2

	DATA
C1	Registration ID
C2	Plate number
C3	Chassis number
C4	Type of vehicle
C5	Make of vehicle
C6	Country of vehicle
C7	Additional vehicles
C8	Description of additional vehicles
C9	Passport no Driver passport number
C10	ID number
C11	Country of driver
C12	Driver's name
C13	Driver's last name
C14	Driver's date of birth
C15	Type of goods (empty/loaded) – provided with the registration number

How to Operate?

➢ One of the crucial side of this project is providing data exchange uninterruptible and develop solutions for possible problems immediately.

➢ We are sending and receiving data mutually per every 30 seconds. Also we established an e-mail group, which has participants from both sides.

➢ In the time of data exchange interruption, we inform IT experts and they are trying to fix the problem as soon as possible.

Thank you for your attention…

Adem YAZICI

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