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## **Economic Commission for Europe**

### **Inland Transport Committee**

#### **Seventy-fifth session**

Geneva, 26–28 February 2013

Item V of the provisional agenda

#### **Partnerships and activities of other organizations of interest to the Committee**

### **Activities of the Eurasian Economic Commission in the area of transport and border crossing facilitation**

#### **Note by the secretariat**

##### **Background**

1. The Eurasian Economic Commission (EaEC) was established on the basis of the Eurasian Economic Community Treaty of November 18, 2011. It is the single permanent executive regulatory body of the Customs Union and the Common Economic Area.

2. The recent milestones in the economic integration between the Russian Federation, Belarus and Kazakhstan are listed below:

6 October 2007	Treaty setting up the Customs Union between Russia, Belarus and Kazakhstan signed.
1 January 2010	Common Customs tariff launched. The Customs Union Commission starts work.
1 July 2010	Common customs territory becomes effective. The Customs Union Customs Code enters into force.
1 July 2011	Internal border controls eliminated.
1 January 2012	Single Economic Space inaugurated. EaEC Court is set up.
1 July 2012	The Eurasian Economic Commission (replacing the Customs Union Commission) becomes effective.
1 January 2015	Planned start of the Eurasian Economic Union.

3. The main task of EaEC is to provide conditions for the functioning and developing of the Customs Union and the Common Economic Area, as well as to work out proposals in the sphere of economic integration at the Customs Union and the Common Economic Area level. In particular, the Commission deals with the following questions: Customs tariff and non-tariff regulation; Customs administration; technical regulations; sanitary, veterinary and phytosanitary measures; levying and distribution of import Customs duties;

establishment of trade conditions with regard to third countries; foreign and mutual trade statistics; macroeconomic policy; competition policy; industrial and agricultural subsidies; energy policy; natural monopolies; state and/or municipal purchases; mutual trade in services and investments.

4. Detailed information on the Commission's structure and activities can be found under <http://tsouz.ru/eeek/Pages/default.aspx>.

#### **Activities of the Eurasian Economic Commission in the area of transport**

5. EaEC is supervising the implementation of two major treaties signed by the Member States of the Customs Union, namely the Agreement on the Implementation of Road Transport Controls at the external Borders of the Customs Union of 22 June 2011 and the Agreement on Regulating Access to Rail Transport Services, including the Basic Principles on Tariff Policies, of 9 December 2010.

6. The Agreement on the Implementation of Road Transport Controls aims at simplifying the movement of goods and road vehicles within the common Customs territory of the Customs Union and at harmonizing the external Customs Union border controls of international road transport haulage. In line with this agreement, the road transport controls at the Belarusian-Russian border have been abolished as of 1 April 2011. In Kazakhstan and Russia, the transport control functions have been delegated to the Customs authorities. Results of controls are being shared between the competent authorities of the three countries.

7. The Agreement on Regulating Access to Rail Transport Services covers rail freight, transport of passengers and baggage, as well as infrastructure services. It pursues the following objectives:

- ensure that users of rail transport services may enjoy the same benefits irrespective of their domestic country in the Customs Union;
- strike a balance between the economic interests of rail companies and their clients, also by regulating tariff rates;
- ensure access by rail companies registered in one Customs Union Member State to the domestic rail service market of other Member States.

8. At present, the EaEC activities are focused on harmonizing the national legislations of Customs Union Member States both for access of clients to the services provided by different modes of transport (rail, road, air) and the licensing of transport operators, wishing to provide such services.

#### **Activities of the Eurasian Economic Commission in the area of Customs and border crossing facilitation**

9. EaEC aims at simplifying Customs and related border crossing formalities for bona fide companies by means of conducting a number of measures, for example:

- Giving priority to electronic documents and technologies, compared to the paper ones;
- Speeding up border crossing formalities (up to 10-15 minutes per truck) through the introduction of modern technologies, like single window and one-stop shop;
- Limiting the number of border control authorities to border guards and Customs by means of delegating other control agencies' functions to these two services;
- Wider use of advanced cargo information and electronic declarations;
- Implementing risk management techniques;
- Introducing the concept of Authorized Economic Operator (AEO);

- Simplifying data and accompanying documentation requirements;
- Assigning a unique identification number to every economic operator;
- Accession to (or implementation of the provisions of) various international agreements facilitating transit and transport corridors.

10. With respect to the last bullet point, EaEC attaches great importance to UNECE legal instruments, such as the International Convention on the Harmonization of Frontier Controls of Goods (Harmonization Convention), 1982 and the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention), 1975. A trilateral agreement is being finalized concerning the application of the TIR Convention on the territory of the Customs Union. This document, inter alia, provides for the use of only one pair of vouchers No. 1/No. 2 of a TIR Carnet within the Customs Union, a common TIR guarantee level of Euro 60,000 and the provision that any exclusion from the TIR procedure in line with Article 38 in one member State is automatically extended to the other Member States. The main pending issue is to decide whether or not the TIR procedure can apply to transports of foreign goods under Customs control between two Customs offices located in different Member States of the Customs Union without crossing the territory of third countries, under the assumption that the Customs union constitutes a single Customs territory and that no Customs controls are effected at internal borders.

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