

**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Transport Trends and Economics

Group of Experts on Euro-Asian Transport Links  
Second session  
Geneva, 7 September 2009

**EATL PHASE II: STUDIES TO IDENTIFY AND ANALYZE  
INLAND TRANSPORT OPTIONS, EXAMINE NO-PHYSICAL OBSTACLES TO  
TRANSPORT AND COLLECTION OF DATA ON TRANSPORT FLOWS**

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

**I. Introduction**

1. The consultant has been asked to prepare and deliver a study identifying and analyzing non physical obstacles to international trade along the EATL routes. In order to complete the study the consultant will use existing reports and information as well as the necessary inputs obtained from EATL focal points. The study will give a basis for preparing recommendations eliminating non physical obstacles to international transport along EATL routes.

**II. Method**

2. The consultant will use the following documents while preparing the list of non physical obstacle issues, sometimes called “behind the border” issues along EATL and other international routes:

1. “Joint Study on Developing Euro-Asian Transport Linkages”, UNECE and UNESCAP, 2008; section 3.7.4 Facilitating border crossings, page 119, section 4.3 Border crossing and transport facilitation issues, page 138 to 152, and 6.2 Recommendations;
2. TRACECA reports dealing with border crossings, trade facilitation and transport;
3. ADB CAREC Transport and Trade Facilitation Strategy Draft Action Plan 24-25 April 2008; ADB CAREC Action Plan for Implementation of Transport and Trade Facilitation Strategy 11-12 June 2008; and ADB CAREC Workshop on Trade Logistics Development in the CAREC Region 2-4 September 2008 and other ADB trade facilitation studies;
4. “Overcoming Border Bottlenecks: The Costs and Benefits of Trade Facilitation”, OECD Trade Policy Studies, 2009;
5. UNECE and OSCE seminar on improving the implementation of international legal instruments aimed at facilitating cross border trade and transport operations 16-17 March 2009;

6. UNECE and ECO First Regional Workshop of Euro-Asian Transport Links Phase II: Facilitating Euro-Asian Transport in the ECO Region 27-29 April 2009;
  7. German Agency for Technical Cooperation (GTZ) “Simplification of Export and Import Procedures in the Republic of Tajikistan” report June 2007 and “Study on Simplification of Export and Import Procedures in the Republic of Kazakhstan”, May 2008;
  8. “Customs Modernization Handbook”, The World Bank, 2004; and
  9. Seminar on Overcoming Border Crossing Obstacles, 5-6 March 2009, Paris, ITF Survey on Border Crossing Obstacles Seminar Background Report
3. The consultant prepared a matrix (attached) describing the EATL road, rail and inland waterway route study. The same matrix lists the type of non physical obstacles which might occur along international road, rail and inland waterway transport routes. The EATL road, rail and inland transport routes have been subdivided into international supply chain parts: origin, border crossing points, routes and destination issues plus multimodal, route management and international issues. National transport and trade facilitation policies and initiatives have great impact improving border crossing point management and reducing non physical international transport obstacles and therefore these issues are included in the matrix.
4. Extra information needs collecting for all international transport non physical obstacle issues along EATL road, rail and inland waterway routes. The advisor will prepare an information collection form helping national focal points get information. The information collection form will suggest which border crossing point and transport agencies might help give information.

**UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE  
EURO-ASIAN TRANSPORT LINKAGES NON PHYSICAL TRANSPORT OBSTACLES STUDY MATRIX**

Studies needed and National Focal Points involved	EATL route non physical transport obstacles issues
<p><b>1.0 EATL Road Routes Study</b>            1.1 Routes Group 1: Poland, Belarus, Russian Federation, and Ukraine;            1.2 Routes Group 2: Poland, Finland, Russian Federation, Kazakhstan and PRC;            1.3 Routes Group 3: Lithuania, Belarus, Poland, Ukraine, Russian Federation, Kazakhstan, Uzbekistan, Kyrgyz Republic and PRC;            1.4 Routes Group 4: Poland, Belarus, Hungary, Romania, Bulgaria, Moldova, Ukraine, Turkey, Georgia, Armenia, Azerbaijan, Turkmenistan, Kazakhstan, Uzbekistan, Kyrgyz Republic and PRC;            1.5 Routes Group 5: Hungary, Greece, Romania, Bulgaria, Turkey, Iran, Afghanistan, Turkmenistan, Uzbekistan, Tajikistan, Kyrgyz Republic, and PRC;            1.6 Routes Group 6: Finland, Russian Federation, Azerbaijan, Iran, Kazakhstan, Turkmenistan;            1.7 Routes Group 7: Russian Federation, Belarus, Ukraine.</p>	<p><b>1. Origin (including 20 and 40 foot ISO container plus open top trucks, with or without trailers):</b>            1.1 How many documents needed preparing export shipment;            1.2 How many days to complete documents;            1.3 Cost getting documents;            1.4 Number of signatures and stamps needed;            1.5 Waiting time for export to leave            1.6 Professional truck driver visa issue: how long to get a visa, cost, single entry or multi entry and duration (six months or one year, etc)            1.7 Seaport container dwell times            1.8 Average consignment load unit used, weight and type            1.9 Professionalism of road transport operators, freight forwarders and other logistics service providers (national or international transport or logistics company with national and or internationally accredited professional staff qualifications, i.e., IRU, FIATA, CILT, etc)            1.10 Private and or Government owned road transport operator used            1.11 Level of expected service level given to clients</p> <p><b>2. Road Transport Route issues</b>            2.1 Number of check points: type, number, time and cost            2.2 Unofficial payments            2.3 Average truck travel speed and kilometres each part of route            2.4 Number, axle weight and type of truck each part of route, each month;            2.5 Evidence of common transit procedure along EATL route (check with TRACECA IGC) and evidence of common legal basis for a common transit procedure and evidence of a transit transport project, working group, action plan and timeline and dedicated resources and budget;            2.6 Evidence of lessons learned from previous road transport convoys, such as Mercedes-Benz Silk Road Convoy and NETL;            2.7 Do national freight forwarding and Customs broker associations and Customs Administrations and other BCP agencies know about the EATL routes and how they might help? (Do they know what is expected from them);            2.8 Evidence of TRACECA Common Documents and TRACECA Transit Visa;            2.9 What is the road transport cost each kilometre, each EATL route;            2.10 What is average truck kilometre distance travelled each EATL route?            2.11 What is the total transaction cost (TTC) for each truck along each EATL route;            2.12 Evidence of cost of non physical barrier cost along each EATL routes;            2.13 Evidence of TRACECA E-Check Fiche for BCPs (check with TRACECA IGC);            2.14 Which EATL routes coincide with the six ADB CAREC transport corridor routes?</p> <p><b>3. Border Crossing Point issues</b>            3.1 Export and import truck waiting time to get to BCP. Each BCP has different waiting times, congestion and peak waiting times. Who might carry out national BCP waiting times? This issue might give a challenge if national Customs Administrations believe only Customs can carry out a survey(s)<sup>1</sup> ;            3.2 Evidence of a BCP management plan giving day-to-day operational duties and evidence of which agency responsible for the BCP;            3.3 Evidence of BCP Performance Indicator reporting using ITTFE guidelines and or World Bank method. Evidence of BCP process quality indicator using Customs efficiency, hidden import barriers, administrative integrity and trade facilitation commitments as indicators. Evidence of BCP metrics measuring effects of Customs and administrative procedures: number of export signatures, number of import signatures, days at the</p>

<sup>1</sup> Which organization is authorized to carry out BCP waiting time surveys was discussed during the ADB CAREC Urumqi meeting where several Central Asian Customs Administrations told meeting participants that only Customs Administrations were knowledgeable and experienced to carry out BCP surveys

## UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE

<p>border export, days at the border import, number of export documents and number of import documents;</p> <p>3.4 Border Administration index: see The World Economic Forum Enabling Trade Index rankings;</p> <p>3.5 Evidence of studies showing ranking of Customs and or BCP issues in countries along EATL routes;</p> <p>3.6 List the number and type of Customs and other BCP agency procedures<sup>2</sup>: truck, driver, cargo and other;</p> <p>3.7 Customs procedure times for export and import trucks;</p> <p>3.8 Average percentage Customs physical inspection for export and import trucks;</p> <p>3.9 Evidence of managed Customs transit regime using international best practice and provisions of international conventions;</p> <p>3.10 Number of import Customs declarations that are managed through fast track procedures for "authorized" importers with good compliance records should indicate the use of selectivity to physical inspection;</p> <p>3.11 BCP opening times, holidays, seasonality, and evidence of closures (reason) and evidence of harmonized BCP staff working hours (both sides of each BCP);</p> <p>3.12 Paper documentation: Yes: No: and evidence of data harmonization and using Standard Administrative Document (SAD) along EATL route;</p> <p>3.13 Computerised Customs import declaration (not to be confused as a single window system) using EDI method;</p> <p>3.14 Computerised transit management using ASYCUDA++ (T1 MODTRS) or other system;</p> <p>3.15 Electronic signature available</p> <p>3.16 Declaration number encryption available</p> <p>3.17 Unique Reference Number used</p> <p>3.18 Pre Release available</p> <p>3.19 Pre Alert available</p> <p>3.20 TIR Carnet truck fast track lane available</p> <p>3.21 Evidence of TIR Carnet seizure by BCP agencies;</p> <p>3.22 Do trucks wait in traffic queues with cars, buses and with local cross border traffic</p> <p>3.23 Risk assessment used (manual or electronic) which aims to expedite clearance of legitimate shipments while accurately targeting irregular transactions;</p> <p>3.24 Mandatory truck weighing;</p> <p>3.25 Evidence of duplicating Customs and other border agency inspection on both sides of each border crossing point;</p> <p>3.26 Vehicle axle weight issue along EATL road route;</p> <p>3.27 International vehicle weight certificate issue and evidence of mandatory vehicle weighing;</p> <p>3.28 Evidence of professional truck driver licence confiscation contravening Road Transport Convention;</p> <p>3.29 Vehicle standards and technical inspection issue;</p> <p>3.30 Transhipment issue;</p> <p>3.31 Insurance issue: <u>import guarantee and multimodal transport liability issues</u>;</p>	
--	--

<sup>2</sup> A World Bank survey carried during 1999-2000 and involving more than 10,000 companies in 80 countries found that companies in many parts of the world found Customs and foreign trade regulations a major or moderate obstacle to trade.

<sup>3</sup> Singapore claims that properly applied trade facilitation is saving it in excess of 1% of GDP each year

<sup>4</sup> "Trade and Trade Facilitation, A Toolkit for Audit, Analysis and Remedial Action", World Bank Discussion Paper No.427, John Raven, 2001

<sup>5</sup> A number of in-country practices tend to lower the benefits that could be brought about through Customs modernization. These include resistance in implementing selectivity, lack of cooperation between border crossing agencies, excessive turnover of Customs staff and minimal progress addressing corruption (Customs Modernization Handbook, The World Bank, 2004, p.11)

<sup>6</sup> The Trade and Transport Facilitation in Southeast Europe Programme (TTFSE) is an integrated approach to Customs and border management issues involving eight countries

<sup>7</sup> "Trading on Time", S. Djankov, C. Freund and C.S. Pham, The World Bank, 26 January 2006

<sup>8</sup> Nomura Research Institute (2004) estimated Japanese trade facilitation measures cut average lead time for cargo by 56% between 1991 and 2001. This saved cargo owners, shipping companies, terminal operators and customs brokers an estimated JPY 39 billion.

<sup>9</sup> The European Round Table on Industrialists survey showed more than one-fifth of the companies surveyed abandoned investment opportunities or business activities in developing countries because of inefficient border procedures. Border procedures are of particular importance in attracting investment in industries that produce time sensitive or perishable goods. Reduced Customs clearing time and improved logistics systems have proved to be critical in attracting FDI and creating types of new businesses in developing countries (OECD, The Economic Impact of Trade Facilitation, Overcoming Border Bottlenecks, 2009, pp.106-107)

## UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE

- 3.32 Bilateral truck border crossing agreement
- 3.33 Combined Border Management and “One Face At The Border” initiative including single management group, joint agency practices. Identify which BCPs lack coordination and cooperation between national BCP agencies;
- 3.34 Evidence of two Customs Administrations sharing buildings at border crossing point;
- 3.35 Level of simplification: are documents simplified using UN Layout Key and SAD
- 3.36 Level of standardization: are document formats using UN Layout Key and UN EDIFACT;
- 3.37 Evidence of electronic document interchange method and evidence of single window system (SWS) initiatives;
- 3.38 Container seal type and recognition: Electronic, RFID, manual; which type of seal does Customs recognise (show rule evidence); does Customs Administration remove seal and replace with own Customs seal (TIR and non TIR): why? See Revised Kyoto Convention, Annexe E1;
- 3.39 Evidence of TIR Carnet truck seal breaking by BCP agencies;
- 3.40 Evidence of TIR Carnet truck physical inspection;
- 3.41 Border crossing point staffing level and responsibility;
- 3.42 Some border crossing points get closed: which ones have a history getting closed?
- 3.43 OSCE Border Crossing Point Handbook;
- 3.44 TRACECA Manual for Customs Officers and TRACECA Users Guide;
- 3.45 Opportunity for cross border exchange of information and intelligence. BCP managers need to know what management changes they are empowered to make for example the Polish-Belarus BCP Customs meetings and actions. Will Central Customs HQ allow BCP managers to make BCP changes? Legal issues need identifying and solving;
- 3.46 Is security and “need to control smuggling and narcotics trafficking” used as an excuse to physically inspect vehicles and use X-Ray scanning on all vehicles, instead of using risk management, information and intelligence sharing and BCP IT;
- 3.47 Some Governments have more proclivity to start making changes at BCP and make trade facilitation changes compared with other Governments;
- 3.48 Evidence of truck waiting times to enter truck X-Ray scanning machines at BCP;
- 3.49 Evidence of payment at BCP when truck does not have ECMT licence or bilateral agreement permit;
- 3.50 Evidence of truck entrance “tax” at BCP;
- 3.51 Evidence of trucks waiting for Customs to create truck convoy;
- 3.52 Evidence of limited truck fuel import;
- 3.53 Evidence of compulsory truck parking charge;
- 3.54 Evidence of compulsory sending truck to temporary Customs warehouse (SvH);
- 3.55 Evidence of BCP agency standards: time, procedures, decision making, interpretation of Customs Codes, laws and rules;
- 3.56 Import guarantee issue: bank bond method or import guarantee insurance method;
- 3.57 Truck, car and bus segregation traffic lanes at BCPs;
- 3.58 Type of vehicle container seal recognised by BCP agencies and do Customs Administration install their “Customs seal”;
- 3.59 Type of procedure used to process empty trucks;
- 3.60 Reported level of pilferage and damage to goods by truck companies and Customs brokers at BCPs;
- 3.61 Does Customs Administration manage an Authorized Economic Operator (AEO) programme with logistics industry participants; Customs due diligence low risk compliance programme;
- 3.62 Evidence of BCP hot line: hot line usage level and result of hot line installation and usage (check TRACECA IGC);
- 3.63 Previous BCP audits carried out by TRACECA and SPECA might give useful BCP information. ADB CAREC carried out some border crossing point studies in Central Asia and Afghanistan;
- 3.64 Check with TRACEC IGC about their Border Crossing Working Group; membership includes TRACECA National Secretaries. Get measurable BCP procedure harmonising and simplification results;
- 3.65 Check with international donors about their border, transit and Customs modernization projects: terms of reference, status, BCP and EATL, route related changes and measurable results;
- 3.66 Evidence of vehicle number plate scanner and linking with Ministry of Transport data base and sharing information with other BCP agencies;
- 3.67 Evidence of post transaction audit. This method gives a trade facilitation method (proactive) of verification than checks carried out at the time of import or export (reactive);

## UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE

### 4. Road Transport Route issues

- 4.1 Unofficial payments;
- 4.2 Road check points: type, number, time, cost;
- 4.3 Truck quota and permit issue;
- 4.4 Extra fees or “tax” when quota permits exceeded issue

### 5. Destination issues

- 5.1 Customs clearance procedures: number, time and cost and level of physical inspection;
- 5.2 Customs using Inland Clearance Depots and or allow clearing at premises of destination client;
- 5.3 Availability of electronic Customs Import Declaration;
- 5.4 Time taken to clear all other agency procedures Phyto Sanitary, Standards and others: type, number, time and cost;
- 5.5 Availability of single window system using electronic direct trader entry;
- 5.6 Availability of Pre Alert;
- 5.7 Availability of Pre Release;
- 5.8 Seaport container dwell times;
- 5.9 Evidence of common transit procedure along EATL route (check with TRACECA)

### 6. National Transport and Trade Facilitation<sup>3</sup>

- 6.1 UNESCAP Cost/Time Distance Method each route
- 6.2 Evidence of BCP and Customs Administration efficiency and effectiveness: National Trade Facilitation Benchmarking and Audit, and EATL route benchmarking. World Bank Trade Facilitation Toolkit<sup>4</sup>, International Customs Guidelines by the International Chamber of Commerce (2002), Lane’s “Customs Modernization and the International Trade Superhighway (2002), WCO’s Customs Capacity Building Diagnostic Framework based on international conventions such as Revised Kyoto Convention, Arusha Declaration, the ACV and the HS, Customs blueprints for change, and TTFSE<sup>5, 6, 7</sup>;
- 6.3 Customs Administration Performance Indicators
- 6.4 Customs Administration Strategy including a customs consultative group;
- 6.5 Trade Facilitation Strategy including trade facilitation action group with action plan, timetable and allocated resources and funding (check with TRACECA IGC about Trade Facilitation Working Group and Border Audit and Border Crossing Procedures Harmonization Recommendations). Trade facilitation strategy should include “Time to Market” studies and target to reduce export product time to market by at least one day (On average, each additional day that a product is delayed prior to being shipped reduces trade by at least 1 per cent. A days delay reduces a country’s relative export of time sensitive to time insensitive agricultural goods by 7 per cent<sup>7</sup>). Evidence of companies along EATL routes needing predictable delivery: measure scheduled delivery timetable with arrival and measure warehouse product inventory levels. Evidence of increasing exports if delays and inefficiencies eliminated and delivery becomes predictable<sup>8</sup>. Evidence of a “holistic” approach to Customs and trade facilitation reform, which should yield more sustainable results instead of a piecemeal approach;
- 6.6 National Trade Competitiveness Strategy
- 6.7 How does Customs and other border agencies communicate legislation and rule changes
- 6.8 Does Customs and other border agencies use transparent pricing method, and tell users how, complying with WTO rules
- 6.9 Extent and quality of vocational training: Customs, transport and logistics plus type of qualification: local institute or international institute;
- 6.10 Presence of national “PRO” Committee;
- 6.11 Ratified International Conventions for example 1982 Harmonization of Frontier Control of Goods including new Annex 8. Evidence transferring provisions of International Conventions and bilateral transport and trade facilitation agreements into operational policies of Customs Administration, MoT, MoA, MoH, Metrology and are the operational policies supported by delegation of human resources, physical resources and budget(s);
- 6.12 Time Release Study: can establish a pre-reform benchmark and help assessing modernization progress. Allows country comparisons. This is a trade logistics and Customs orientated perspective using different verification channels (green, yellow and red lanes), broad commodity classifications, commodity value, country of origin, arrival location (port or BCP), payment method, VAT exemption, exemption from duties, lodgement days, lodgement method, (manual paper and or electronic) and lodgement period;
- 6.13 Customs import guarantee method: bank deposit or insurance method
- 6.14 Does Customs Administration electronic import declaration method use electronic transit note (T1); for example ASYCUDA++ (MODTRS);

## UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE

- 6.15 Does Customs Administration with private industry carry out own logistics performance index (LPI) consistently by Customs officials
- 6.16 Do customs brokers believe the Customs Valuation is clearly written in national Customs Codes and if the Customs Valuation is applied consistently by Customs officials
- 6.17 Availability of automated bank transfer Customs fees method
- 6.18 Use of Customs convoys: what is the justification and what is Customs Administration doing to eliminate convoys and when
- 6.19 Availability of “consolidation” of goods in one truck allowed by Customs Code and operational procedures (trade logistics and supply chain issue);
- 6.20 Do importers have the right to send goods to a privately owned licensed bonded warehouse which is not owned by the Customs Administration;
- 6.21 Does TIR national association use “SafeTIR”
- 6.22 Does the country use Advance Cargo Information System (ACIS)
- 6.23 Level of predictability in road transport for example percentage on time scheduled delivery times in distribution / logistics centres, warehouse 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);
- 6.24 Level of consistency given by Customs Administrations and other border crossing point and inland clearance depot / logistics centre agencies (level of consistent decisions compared with arbitrary official decisions at variance with national Codex’s, laws and rules and non compliance with provisions of International Conventions and bilateral agreements);
- 6.25 Evidence of Government commitment and willingness to implement EATL objectives and how Government might translate good intentions into policy and fulfilled initiatives;
- 6.26 Land Locked Developing Country issues: distance from seaport, from market, impact of high transport costs, level of computerization, telephone communication, broadband internet, bureaucracy, ability of national SMEs to export, range of export products (manufactured products and or commodities), export trading patterns (international and or regional) and “border crossing point multiplier effect” on truck load freight rates;
- 6.27 Evidence of the ADB CAREC programme implementing Customs reform and modernization including joint Customs control and pilot testing joint Customs controls;
- 6.28 Evidence of the EU funded BOMCA project implementing and piloting joint Customs controls;
- 6.29 Evidence of non Customs BCP agency reform and modernization along EATL routes: using IT, phyto sanitary, veterinary, Ministry of Transport, metrology and standards, immigration and others resulting in less documents, less signatures and less stamps and allowing the use electronic document interchange;
- 6.30 Evidence of GATT 1994 Article V “Freedom of Transit” and GATT Article VIII “Fees and Formalities” in national legislation and fulfilled at BCPs by BCP agencies. Evidence of other GATT Articles VII and X including Rules of Origin and the Agreement on the Application of Sanitary and Phytosanitary Measures and publication and administration of trade regulations. Note: not all EATL participants are members of the WTO. Note: WTO Doha ministerial declaration limits the trade facilitation agenda to GATT 1994 Article V;
- 6.31 Evidence of changing BCP agency “culture” from control to trade facilitation which include checking trader’s processes;
- 6.32 Evidence of total transaction cost (TTC) information statistics showing percentage of the total transaction value and showing TTC difference between exporting manufactured products, commodities (cotton, wheat, raw materials and other) and exporting agro-food product shipments (tomatoes, fresh vegetable, fruit and other). If, TTC not recorded difficult to measure benefit of trade facilitation policies. Reducing border crossing point time needs measuring clearance time and waiting time recorded for different product types and for time sensitive products which are most sensitive to non-tariff measures. TTC measuring must include “direct” and “indirect” costs (to capture the “iceberg” character of TTC). Evidence of BCP agencies setting border crossing point time reduction target (1% - 10%) and which time sensitive products get benefits from a BCP target policy;
- 6.33 Evidence using WCO Revised Kyoto Convention Annex E Transit principles of simplified Customs transit. WCO members should adhere to the United Nations Conventions on international transit;
- 6.34 Evidence of electronic Certificate of Origin and licenses used and recognised by Customs Administrations, and evidence if a standard format used;
- 6.35 Evidence of export quality inspection elimination as quality standard responsibility of country of destination not the responsibility of country of origin Customs Administrations and other agencies. Exporter’s responsibility to comply with quality standard of country of destination. National quality and standards should match international accreditation certification;
- 6.36 Evidence of BCP agencies using procedures and paper documents inherited from previous regimes and using the previous regime traditional control methods impeding exports and imports and not complying with global trade facilitation methods and practices;
- 6.37 Evidence of bilateral trade studies measuring effects of Customs and administrative procedures and measuring effects of time-distance and effect

## UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE

for bilateral trading pair of countries. Ideally, studies should show effect reducing number of days needed to get a 10 per cent increase in cross border trade and the effect of reducing the metrics (number of days at the border export, number of days at the border import, number of export signatures, number of import signatures, number of export documents and number of import documents);

6.38 Evidence of countries along EATL routes measuring the effect of trade facilitation and better managed BCPs on foreign direct investment (FDI)<sup>9</sup>;

6.39 Evidence of binding rulings by Customs Administrations: advance valuation;

6.40 Evidence of country domestic constraints, company characteristics and geographical diversification of company exports. Evidence of SME exporting level as part of a countries total export performance and contribution to GDP and employment;

### 7. Multimodal issue

7.1 National multimodal legislation and rules

7.2 Liability insurance issue

7.3 Ability of private industry to invest, build and operate without private or public monopoly

7.4 Presence or absence of public organizations involved investing, building and operating multimodal or railway goods yards

7.5 Transparent multimodal licensing method: number of documents needed, time, number of different agencies involved, cost;

7.6 National level performance indicators and responsibilities;

7.7 International level performance indicators and responsibilities;

7.8 Existence of intermodal action plan;

7.9 Existence of intermodal partnership agreement;

7.10 Evidence of waybill issue: which waybills used, recognised and do new waybills get issued by authorities / forwarders at multimodal centres along the EATL route;

7.11 UNECE Inland Transport Committee Working Party on Intermodal Transport and Logistics might help give information and insight into

Government action at national and sub regional levels for example a check list on possible national and international policy measures and methods identifying and solving logistics and intermodal transport challenges, including “model” action plans and partnership agreements and benchmarks;

7.12 Can AGTC minimum standards help develop multimodal minimum performance standards;

7.13 EATL participating countries might apply the principles in The Terminal Operators Convention 1991 and The Multimodal Convention 1980 (neither mandatory);

### 8.0 Road Transport Company issues

8.1 Route truck costing method and issues

8.2 Route road transport clients

8.3 Route road transport management issues

8.4 Route road transport list of problems encountered, time spent managing problems, number of staff allocated to manage routes and trucks, resources dedicated to managing route(s)

8.5 Route road transport clients, type of goods, average consignment value

8.6 Route road transport company marketing methods, plans and level of success and or failure

8.7 Average route transit time and reasons for out of average transit times

8.8 Route road transport delivery schedule: level of predictability given to destination clients

8.9 Route level of consistency crossing border crossing points

8.10 History of unexpected changes to laws, rules and procedures experienced along each route

8.11 Truck tracking: GPS, in cab radios, mobile telephones

8.12 Safe truck parking and servicing points along route

8.13 Road transport company business plan and reasons to operate trucks along each route

8.14 Road transport company truck loadings and level of empty truck running

8.15 Truck driver and transport company management training;

8.16 Professional driver visa issue: one year multi entry for all countries along EATL routes and how long do drivers wait to get a Visa, evidence of giving driver visa at BCP, evidence of a professional driver permit instead of Visa;

8.17 Do truck drivers know each BCP rules and procedures?



UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE

<p><b>9.0 Route Management issues</b></p> <p>9.1 Existence of single administrative contact point;</p> <p>9.2 BCP cross-border management meetings and action plans. BCP managers empowered to carry out changes;</p> <p>9.3 Evidence of consistent implementing international conventions at BCPs and along routes;</p> <p>9.4 Evidence of new border crossing and transport laws and initiatives which might increase BCP delays and increase transaction costs;</p> <p>9.5 How do changes to laws, rules and procedures get communicated by BCP agencies to transport operators and logistics service providers along EATL routes;</p> <p>9.6 TRACECA National Secretaries worked with BCP agencies helping the high profile media present Mercedes-Benz Silk Road Convoy;</p> <p><b>10.0 Diplomatic issues</b></p> <p>10.1 Ratify missing international conventions;</p> <p>10.2 Consistent implementing ratified international conventions;</p> <p>10.3 Consistent implementing bilateral and multilateral transport and transit agreements;</p> <p>10.4 Evidence of cross-border cooperation</p>	<p><b>2.0 EATL Rail Routes Study</b></p> <p>2.1 Routes Group 1</p> <p>2.2 Routes Group 2</p> <p>2.3 Routes Group 3</p> <p>2.4 Routes Group 4</p> <p>2.5 Routes Group 5</p> <p>2.6 Routes Group 6</p> <p>2.7 Routes Group 7</p>
<p><b>1.0 Origin (ISO container and box wagon)</b></p> <p>1.1 Number of documents needed, time and cost;</p> <p>1.2 Number of signatures and stamps needed;</p> <p>1.3 Availability of electronic signature and “stamp” encryption;</p> <p>1.4 Availability of single window system for export using electronic direct trader input;</p> <p>1.5 Type of consignment note used: CIM/SMGS Common Consignment Note issue and reconciliation of CIM and SMGS legal regimes;</p> <p>1.6 Is Consignment Note recognised as a Customs Document</p> <p><b>2.0 Rail Transport Route issues (country of origin)</b></p> <p>2.1 Advanced Cargo Information System (ACIS) see <a href="http://www.railtracker.org">www.railtracker.org</a></p> <p><b>3.0 Border Crossing Point issues</b></p> <p>3.1 Evidence of delays at BCP because of locomotive change;</p> <p>3.2 Evidence of no incentive to reduce delays at BCP;</p> <p>3.3 Evidence of different braking, retooling brakes and carry out brake test and inspection;</p> <p>3.4 Evidence of harmonized locomotive driver training;</p> <p>3.5 Evidence of common communication language between locomotive drivers and central control offices along EATL rail routes;</p> <p>3.6 BCP staff working hours, holidays and closures;</p> <p>3.7 Phyto Sanitary and Veterinary offices location: at BCP or not (where) and number of staffs;</p> <p>3.8 Evidence of Phyto Sanitary and Veterinary staff allowed to cross border;</p> <p>3.9 Evidence of duplication of paper document inspection and wagon inspection on both sides of each BCP;</p> <p><b>4.0 Rail Transport Route issues (countries along route)</b></p> <p>4.1 Evidence of delay because of slow wagon marshalling yard management methods;</p> <p>4.2 Evidence of document delays in wagon marshalling yards: number of paper documents, time and cost;</p> <p>4.3 Evidence of train formation delay because of lack of automated marshalling yard method;</p> <p>4.4 Evidence of delay because of slow train speeds along EATL rail tracks: average speed each kilometre each part of EATL rail route;</p>	

UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE

	<p><b>5.0 Destination issues</b></p> <p>5.1 Evidence of best practice physical goods handling;</p> <p>5.2 Evidence of previous regime paper document and or use of best practice railway IT methods;</p> <p>5.3 Evidence of previous regime paper based Customs clearing and or use of best practice Customs IT methods;</p> <p>5.4 Evidence of the UNESCAP recommendation concerning implementing Single Window System<sup>10</sup>;</p> <p><b>6.0 National Rail Transport and Trade Facilitation</b></p> <p>6.1 Opportunity to standardize documents and pre alerting train information to all countries along EATL rail route using case studies as best practice. Get MoUs from all national railway operating organizations along EATL rail route;</p> <p>6.2 Evidence of AGTC standards and technical measures such as increasing the authorized mass per axle of freight trains to 25tonnes on EATL routes and authorized train lengths beyond 700m;</p> <p><b>7.0 Multimodal issue</b></p> <p>7.1 National level performance indicators and responsibilities</p> <p>7.2 International level performance indicators and responsibilities</p> <p>7.3 Existence of intermodal action plan;</p> <p>7.4 Existence of intermodal partnership agreement;</p> <p>7.5 Can the performance standards in the AGTC Agreement help develop multimodal interoperability standards and create benchmarks managing international intermodal transport services (see also Working Party survey TRANS/WP.24/2005/5; TRANS/WP.24/107, paras. 13-14);</p> <p>7.6 Evidence of multimodal logistics centres and or freight villages and improved multimodal management methods using international best practice, standards and benchmarks. Evidence of “model” action plans and “model” partnership agreements pertaining to intermodal rail, water, border crossing, ferry and ports. Evidence of minimum interoperability performance standards between seaports, inland water transport and freight villages and logistics centres and rail;</p> <p>7.7 Evidence of international best practice logistics management methods used in new or old rail hubs (“terminals”, marshalling yards, logistics centres, warehousing);</p> <p><b>8.0 Rail Transport Route Management Issues</b></p> <p>8.1 Evidence of rail transport corridor management method;</p> <p>8.2 Evidence of rail transport corridor multi lateral agreement and or bilateral agreement;</p> <p>8.3 Evidence of project, programme or initiative to use international best practice railway transport corridor model;</p> <p>8.4 Evidence of international donor project or programme rail transport corridor progress, such as ADB CAREC and others</p> <p><b>9.0 Diplomatic Issues</b></p> <p>9.1 Evidence of international railway transport conventions ratified and fulfilled;</p>
<p><b>3.0 EATL Inland Water Transport</b></p>	<p><b>1.0 Inland Water Transport Country of Origin</b></p> <p>1.1 Container handling time and container dwell time;</p> <p>1.2 Documentation: number, time and cost;</p> <p>1.3 Evidence of number of paper document stamps and number of signatures;</p> <p>1.4 Evidence of “de moorage” charges by inland water transport port authority;</p> <p>1.5 Evidence of manifest delay: which authority;</p> <p>1.6 Evidence of fast track cargo document procedures;</p> <p>1.7 Evidence of IT port community system;</p> <p>1.8 Evidence of an automated commercial environment (ACE) for rail and inland water transport manifests;</p> <p>1.9 Evidence of legal issues: restrictions contradicting the Convention regarding the Regime of Navigation on the Danube, Belgrade 18 August 1984</p>

<sup>10</sup> Road Map for Developing Electronic Trade Documentation System, Studies in Trade and Investment 58, “Trade Facilitation in Selected Landlocked Countries in Asia”, Annex 1, 2006, pp.46-53

# UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE

	<p>and 1958 Convention on Seamen Documents; 1.10 Evidence of Visa issues: Schengen Zone and visa exemption using Seaman's Book;</p> <p><b>2.0 Inland Water Transport Route Issues</b></p> <p><b>3.0 Border Crossing Point Issues</b> 3.1 Documentation: number, time and cost; 3.2 Evidence for physical inspection reasons: why, how inspection carried out, who carries out physical inspection, inspection using paper documents or IT method; 3.3 Evidence of risk assessment, pre alert, pre release and post audit methods; 3.4 Evidence of BCP duplication of inspections; 3.5 Can AGTC Agreement standards get agreed and used by all EATL inland water transport operators and ports;</p> <p><b>4.0 Multimodal Issues</b> 4.1 Evidence of reviewing interoperability performance standards and creating benchmarks for managing multimodal inland water transport services;</p> <p><b>5.0 Inland Water Transport Country of Destination</b></p> <p><b>6.0 Diplomatic Issues</b></p>
--	--

-----