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INLAND TRANSPORT COMMITTEE

Working Party on Transport Trends and Economics

Group of Experts on Euro-Asian Transport Links
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**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**

Draft EATL Non Physical Obstacle Survey

I. Introduction

1. The consultant has been asked to prepare a survey form which will help National Focal Points collect non physical obstacle information to international trade along EATL road, rail and inland waterway transport. After getting the information, the consultant will prepare a study identifying and analyzing non physical obstacles to international trade along the EATL routes. The consultant's study will include recommendations which might eliminate non physical obstacles to international transport along EATL routes.

II. Method

2. The survey form includes questions about the type of non physical obstacles which might occur along the international EATL road, rail and inland waterway transport routes. The survey form includes questions concerning national transport and trade facilitation policies and initiatives because these questions might greatly impact improving road and rail border crossing point management and reducing non physical international transport obstacles.

3. The road, rail and inland waterway questions are subdivided into international supply chain parts: origin, border crossing points, routes and destination issues plus multimodal, route management and diplomatic issues.

4. Each question in the survey form includes, in italics, suggestions which public sector transport and border crossing point management Ministry and or agency might help give information. The survey form includes suggestions which EATL route users such as transport

companies, freight forwarders, freight forwarding associations, Customs brokers, Customs broker association, logistics centres, warehousing companies and road and rail transport associations might give information. For example, some associations might have information collected from carrying out border crossing point driver surveys. Some questions need answers from traders: exporting and importing companies. Each question in the survey form gives, in italics, suggestions which international organization and international multilateral donor agency might give information about road, rail and inland waterway challenges and solutions because several multilateral donor agencies fund transport, transit and trade facilitation projects and Customs reform and modernization projects. National focal points might decide to list each question and answer in order of importance.

5. National Focal Points might decide to try and get information using different methods: telephoning known contacts, sending copies of the survey form to associations, companies and organizations and meeting with senior Government Ministry officials and with private industry representatives, officials with international organizations and with representatives and experts working with multilateral donor organizations.

III. Collating and sending information

6. National Focal Points might decide to collate information using the survey form matrix and numbering method and send information either partially completed or when all information is collected. National Focal Points are kindly asked to use e-mail to send attachments.

SURVEY: EURO-ASIAN TRANSPORT LINKAGES NON PHYSICAL TRANSPORT OBSTACLES STUDY

ROAD STUDIES needed involving National Focal Points	NATIONAL FOCAL POINT QUESTIONS: EATL international trade and transport routes non physical obstacle issues
<p>1.0 EATL Road Routes Study</p> <p>1.1 Routes Group 1: Poland, Belarus, Russian Federation, and Ukraine;</p> <p>1.2 Routes Group 2: Poland, Finland, Russian Federation, Kazakhstan and PRC;</p> <p>1.3 Routes Group 3: Lithuania, Belarus, Poland, Ukraine, Russian Federation, Kazakhstan, Uzbekistan, Kyrgyz Republic and PRC;</p> <p>1.4 Routes Group 4: Poland, Belarus, Hungary, Romania, Bulgaria, Moldova, Ukraine, Turkey, Georgia, Armenia, Azerbaijan, Turkmenistan, Kazakhstan, Uzbekistan, Kyrgyz Republic and PRC;</p> <p>1.5 Routes Group 5: Hungary, Greece, Romania, Bulgaria, Turkey, Iran, Afghanistan, Turkmenistan, Uzbekistan, Tajikistan,</p>	<p>1. Origin (including 20 and 40 foot ISO container plus open top trucks, with or without trailers):</p> <p>1.1 List how many documents needed preparing an export shipment, and include document title: <i>ask transport companies, freight forwarders, freight forwarding association, Customs Administration, other BCP agencies including Metrology & Standards, Chamber of Commerce and Export Promotion Agency;</i></p> <p>1.2 Calculate how many total days needed to complete all documents: <i>ask transport companies, freight forwarders, freight forwarding association, Customs Administration, other BCP agencies including Metrology & Standards, Chamber of Commerce and Export Promotion Agency;</i></p> <p>1.3 Calculate the cost getting documents: <i>ask transport companies, freight forwarders, freight forwarding association, Customs Administration, other BCP agencies including Metrology & Standards, Chamber of Commerce and Export Promotion Agency;</i></p> <p>1.4 Calculate the number of signatures and stamps needed for all documents: <i>ask transport companies, freight forwarders, freight forwarding association, Customs Administration, other BCP agencies including Metrology & Standards, Chamber of Commerce and Export Promotion Agency;</i></p> <p>1.5 Find the average waiting time for an export to leave the country: <i>ask freight forwarders, Customs Administrations, Ministries of Industry & Trade, Chamber of Commerce, TIR Carnet association, Metrology & Standards and Export Promotion Agency;</i></p> <p>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): <i>ask freight forwarding and transport companies. Some Consulates might help give information;</i></p> <p>1.7 Seaport container dwell times: <i>ask freight forwarding companies and senior seaport management;</i></p> <p>1.8 Average consignment load unit used, weight and type: <i>ask freight forwarding and transport companies</i></p> <p>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): <i>ask freight forwarding companies, road transport companies and logistics centres and warehousing companies</i></p> <p>1.10 Private transport company and or Government owned road transport operator used: <i>ask clients, transport companies and for some countries ask Government Ministry of Transport and or Ministry of Industry & Trade and or State owned transport organization;</i></p> <p>1.11 Level of expected service level given to clients: <i>ask freight forwarding company clients, freight forwarding companies, transport companies and freight forwarding association and road transport association.</i></p> <p>2. Road Transport Route issues</p> <p>2.1 Collect the number of check points plus type, time and cost along an EATL route: <i>ask transport companies, freight forwarders and freight forwarding associations;</i></p> <p>2.2 Collect information about unofficial payments made by truck drivers along an EATL route: <i>ask transport companies, freight forwarders and freight forwarding associations;</i></p> <p>2.3 Estimate the average truck travel speed and kilometres along each part of an EATL route: <i>ask transport companies, freight forwarders and freight forwarding associations;</i></p> <p>2.4 Number, axle weight and type of truck each part of route, each month: <i>ask transport companies, freight forwarders and freight forwarding associations;</i></p> <p>2.5 Evidence of common transit procedure along EATL road route 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: <i>ask several multilateral donors</i></p>

<p>Kyrgyz Republic, and PRC;</p> <p>1.6 Routes Group 6: Finland, Russian Federation, Azerbaijan, Iran, Kazakhstan, Turkmenistan;</p> <p>1.7 Routes Group 7: Russian Federation, Belarus, Ukraine.</p>	<p><i>such as TRACECA IGC and TRACECA national secretaries, ADB CAREC country representatives, UNDP and UNESCAP representatives, USAID Customs project managers, and Government Ministries of Transport and or Ministries of Industry & Trade, national NELTI programme participants, IRU representatives and TIR Carnet national associations such as KAZAVTO in Kazakhstan;</i></p> <p>2.6 Evidence of lessons learned from previous road transport convoys, such as Mercedes-Benz Silk Road Convoy and IRU NELTI: <i>ask TRACECA national secretaries and national transport companies using the IRU NELTI routes and national NELTI representatives;</i></p> <p>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 and do they know what is expected from them: <i>ask national freight forwarding association, Customs broker association and Customs Administration and other BCP agencies;</i></p> <p>2.8 Evidence of TRACECA Common Documents and TRACECA Transit Visa: <i>ask TRACECA IGC and TRACECA national secretaries;</i></p> <p>2.9 What is the road transport cost each kilometre, each EATL road transport route: <i>ask transport companies, freight forwarding companies, Ministries of Transport;</i></p> <p>2.10 What is average truck kilometre distance travelled each EATL road transport route: <i>ask transport companies, freight forwarding companies and Ministries of Transport;</i></p> <p>2.11 What is the total transaction cost (TTC) for each truck along each EATL route: <i>calculate by asking transport companies, their clients, and freight forwarding companies;</i></p> <p>2.12 Evidence of cost of non physical barrier cost along each EATL road transport routes: <i>estimate by asking transport companies, freight forwarding companies, their clients, freight forwarding associations, Customs Administrations and the other border crossing point agencies. Ask UNESCAP and SPECA project representatives and USAID Customs project management and experts;</i></p> <p>2.13 Evidence of TRACECA E-Check Fiche for BCPs: <i>check with TRACECA IGC and TRACECA national secretaries;</i></p> <p>2.14 Which EATL routes coincide with the other multilateral donor transport corridor routes: <i>check with TRACECA IGC, TRACECA national secretaries, ABD CAREC representative and experts, IRU NELTI, EurAsEC, EBRD, Islamic Development Bank investments, UNESCAP and SPECA, and Government Ministries of Transport;</i></p> <p>3. Border Crossing Point (BCP) issues</p> <p>3.1 Export and import truck waiting time to get to BCP. Each BCP has different waiting times, congestion and peak waiting times. Include truck queuing time before truck reaches the BCP and include time before truck driver gives documents to BCP Customs. Who might carry out national BCP waiting times: <i>ask freight forwarding association, multilateral donor which might have a Customs reform and modernization project (USAID, UNCTAD, SPECA or other). Collecting information for this issue might give a challenge if national Customs Administrations believe only Customs can carry out a BCP waiting time survey(s);</i></p> <p>3.2 Evidence of a BCP management plan giving day-to-day operational duties and evidence of which agency responsible for the BCP: <i>ask Customs Administration and other agencies with a BCP mandate, such as Border Guard, Police, Ministry of Industry & Trade and other. Ask a multilateral donor agency which might have a Customs reform and modernization project (EuropeAid, SPECA, UNCTAD, USAID, The World Bank and other);</i></p> <p>3.3 Evidence of BCP Performance Indicator reporting using TTFPE guidelines and or World Bank method. The objective is to get evidence of BCP process quality indicators such as Customs BCP 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 border export, days at the border import, number of export documents and number of import documents: <i>ask Customs Administration and or a multilateral donor agency which might have a Customs reform and modernization project (USAID, UNCTAD, SPECA, EuropeAid, The World Bank, and other);</i></p> <p>3.4 Border Administration index: <i>see The World Economic Forum Enabling Trade Index rankings;</i></p> <p>3.5 Evidence of studies showing ranking of Customs and or BCP issues in countries along EATL routes: <i>see The World Bank Logistics</i></p>
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	<p><i>Performance Index (LPI) and other;</i></p> <p>3.6 List the number and type of Customs and other BCP agency import and export procedures for truck, driver, cargo and other: <i>ask BCP user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, warehousing companies and exporting and importing companies (traders);</i></p> <p>3.7 Customs procedure times for export and import trucks: <i>ask BCP user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, warehousing companies and exporting and importing companies (traders). Ask a multilateral donor agency in case they might have BCP and inland Customs depot procedure times for export or import;</i></p> <p>3.8 Average percentage Customs physical inspection for export and import trucks: <i>ask Customs Administration, Customs brokers, Customs broker association, transport companies and traders such as importing companies, warehousing companies and logistics centres and TIR Carnet association;</i></p> <p>3.9 Evidence of managed Customs transit regime using international best practice and provisions of international conventions: <i>ask Customs Administration, freight forwarding companies, freight forwarding association, Customs brokers, Customs broker association(s), road transport companies, and traders such as exporters and importers, warehousing companies and logistics centres. Ask experts working for multilateral donor agencies in case they might have information from their border management and or transit and trade facilitation and or Customs reform projects;</i></p> <p>3.10 Number of import Customs declarations that are managed through fast track procedures for “authorized” importers with good compliance records at BCP and or inland Customs depots? This might indicate the use of selectivity to physical inspection: <i>ask Customs Administration, Customs brokers, Customs broker association;</i></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): <i>ask Customs Administration, Customs broker companies, Customs broker association(s) and transport companies;</i></p> <p>3.12 Paper documentation: Yes: No: and evidence of data harmonization and using Standard Administrative Document (SAD) along EATL route: <i>ask Customs Administration and Customs IT management, Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association;</i></p> <p>3.13 Computerised Customs import declaration (not to be confused as a single window system or with “holes in the wall” through which drivers pass documents to Customs) using EDI method: <i>ask Customs Administration and Customs IT management, Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association;</i></p> <p>3.14 Computerised transit management using ASYCUDA++ (TI MODTRS) or other system: <i>ask Customs Administration and Customs IT management, Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association;</i></p> <p>3.15 Electronic signature available: <i>ask Customs Administration and Customs IT management, Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association</i></p> <p>3.16 Declaration number encryption available: <i>ask Customs Administration and Customs IT management, Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association</i></p> <p>3.17 Unique Reference Number used: <i>ask Customs Administration and Customs IT management, Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association</i></p> <p>3.18 Pre Release available: <i>ask Customs Administration and Customs IT management, Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association</i></p> <p>3.19 Pre Alert available: <i>ask Customs Administration and Customs IT management, Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association</i></p> <p>3.20 TIR Carnet truck fast track lane available: <i>ask Customs Administration and Customs IT management, Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association;</i></p>
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- 3.21 Evidence of TIR Carnet seizure by BCP agencies: *ask Customs Administration and Customs IT management, Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association;*
- 3.22 Do trucks wait in traffic queues mixed with cars, buses and with local cross border traffic: *ask Customs Administration and Customs IT management, Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management;*
- 3.23 Risk assessment used (manual or electronic) which aims to expedite clearance of legitimate shipments while accurately targeting irregular transactions: *ask Customs Administration and Customs IT management, Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association;*
- 3.24 Mandatory truck weighing at BCP: *ask Customs Administration and Customs IT management, Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management and Government Ministry of Transport;*
- 3.25 Evidence of duplicating Customs and other border agency inspection on both sides of each border crossing point: *ask Customs Administration and Customs IT management, Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask Government Ministry of Transport, Border Guard, Ministry of Agriculture, Ministry of Health, Metrology & Standards and other agencies with a BCP mandate such as Immigration, Police and other. Ask TIR Carnet association;*
- 3.26 Vehicle axle weight issue at BCPs along EATL road route. Evidence of BCP agencies recognising an International Weight Certificate (IWC): *ask Ministry of Transport, Customs Administration, road transport companies, Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding association, IRU NELTI representatives, and ask multilateral donor agencies which might have a transport and or border management and or Customs reform and or trade facilitation project (ask their management and or project experts) such as ADB CAREC, UNCTAD, UNESCAP, EurAsEC, SPECA, USAID, EuropeAid and OSCE;*
- 3.27 International vehicle weight certificate issue: evidence of IWC implementation and recognition: *ask Ministry of Transport, Customs Administration, road transport companies, Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding association, IRU NELTI representatives, and ask multilateral donor agencies which might have a transport and or border management and or Customs reform and or trade facilitation project (ask their management and or project experts) such as ADB CAREC, UNCTAD, UNESCAP, EurAsEC, SPECA, USAID, EuropeAid and OSCE;*
- 3.28 Evidence of professional truck driver licence confiscation contravening Road Transport Convention: *ask Ministry of Transport, Customs Administration, road transport companies, Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding association, IRU NELTI representatives, and ask multilateral donor agencies which might have a transport and or border management and or Customs reform and or trade facilitation project (ask their management and or project experts) such as ADB CAREC, UNCTAD, UNESCAP, EurAsEC, SPECA, USAID, EuropeAid and OSCE;*
- 3.29 Vehicle standards and technical inspection issue and evidence of mandatory vehicle inspection: *ask Ministry of Transport, Customs Administration, road transport companies, Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding association, IRU NELTI representatives, and ask multilateral donor agencies which might have a transport and or border management and or Customs reform and or trade facilitation project (ask their management and or project experts) such as ADB CAREC, UNCTAD, UNESCAP, EurAsEC, SPECA, USAID, EuropeAid and OSCE;*
- 3.30 Transshipment issue: *ask Ministry of Transport, Customs Administration, road transport companies, Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding association, IRU NELTI representatives, and ask multilateral donor agencies which might have a transport and or border management and or Customs reform and or trade facilitation project (ask their management and or project experts) such as ADB CAREC, UNCTAD, UNESCAP, EurAsEC, SPECA, USAID, EuropeAid and OSCE;*
- 3.31 Insurance issue: evidence of import guarantee (bank bond or insurance method) and multimodal transport liability issues: *ask insurance*

	<p><i>companies, banks, Ministry of Transport, Customs Administration, road transport companies, Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding association, IRU NELTI representatives, and ask multilateral donor agencies which might have a transport and or border management and or Customs reform and or trade facilitation project (ask their management and or project experts) such as ADB CAREC, UNCTAD, UNESCAP, EurAsEC, SPECA, USAID, EuropeAid and OSCE. Ask logistics centres;</i></p> <p>3.32 <i>Bilateral truck border crossing agreement: ask Ministry of Transport, Customs Administration, road transport companies, Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding association, IRU NELTI representatives, and ask multilateral donor agencies which might have a transport and or border management and or Customs reform and or trade facilitation project (ask their management and or project experts) such as ADB CAREC, UNCTAD, UNESCAP, EurAsEC, SPECA, USAID, EuropeAid and OSCE;</i></p> <p>3.33 <i>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: ask Ministry of Transport, Customs Administration, road transport companies, Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding association, IRU NELTI representatives, and ask multilateral donor agencies which might have a transport and or border management and or Customs reform and or trade facilitation project (ask their management and or project experts) such as ADB CAREC, UNCTAD, UNESCAP, EurAsEC, SPECA, USAID, EuropeAid and OSCE;</i></p> <p>3.34 <i>Evidence of two Customs Administrations sharing buildings at border crossing point: ask Customs Administration, road transport companies, Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding association, IRU NELTI representatives, and ask multilateral donor agencies which might have a transport and or border management and or Customs reform and or trade facilitation project (ask their management and or project experts) such as ADB CAREC, UNCTAD, UNESCAP, EurAsEC, SPECA, USAID, EuropeAid and OSCE;</i></p> <p>3.35 <i>Level of simplification: are documents simplified using UN Layout Key and SAD: ask Customs Administration and Customs IT management, Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask Government Ministry of Transport, Border Guard, Ministry of Agriculture, Ministry of Health, Metrology & Standards and other agencies with a BCP mandate such as Immigration, Police and other;</i></p> <p>3.36 <i>Level of standardization: are document formats using UN Layout Key and UN EDIFACT: ask Customs Administration and Customs IT management, Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask Government Ministry of Transport, Border Guard, Ministry of Agriculture, Ministry of Health, Metrology & Standards and other agencies with a BCP mandate such as Immigration, Police and other;</i></p> <p>3.37 <i>Evidence of electronic document interexchange method and evidence of single window system (SWS) initiatives: ask Customs Administration and Customs IT management, Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask Government Ministry of Transport, Border Guard, Ministry of Agriculture, Ministry of Health, Metrology & Standards and other agencies with a BCP mandate such as Immigration, Police and other;</i></p> <p>3.38 <i>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: ask Customs Administration and Customs IT management, Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask Government Ministry of Transport, Border Guard, Ministry of Agriculture, Ministry of Health, Metrology & Standards and other agencies with a BCP mandate such as Immigration, Police and other;</i></p> <p>3.39 <i>Evidence of TIR Carnet truck seal, including EDI seal, breaking by BCP agencies: ask Customs Administration, Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport</i></p>
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	<p><i>company management. Ask Government Ministry of Transport, Border Guard, Ministry of Agriculture, Ministry of Health, Metrology & Standards and other agencies with a BCP mandate such as Immigration, Police and other;</i></p> <p>3.40 Evidence of TIR Carnet truck physical inspection: <i>ask Customs Administration, Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask Government Ministry of Transport, Border Guard, Ministry of Agriculture, Ministry of Health, Metrology & Standards and other agencies with a BCP mandate such as Immigration, Police and other. Ask TIR Carnet association;</i></p> <p>3.41 Border crossing point staffing level and responsibility: <i>ask Customs Administration management, Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask Government Ministry of Transport, Border Guard, Ministry of Agriculture, Ministry of Health, Metrology & Standards and other agencies with a BCP mandate such as Immigration, Police and other;</i></p> <p>3.42 Some border crossing points get closed: which ones have a history getting closed: <i>ask Customs Administration and Customs IT management, Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask Government Ministry of Transport, Border Guard, Ministry of Agriculture, Ministry of Health, Metrology & Standards and other agencies with a BCP mandate such as Immigration, Police and other. Ask TIR Carnet association;</i></p> <p>3.43 OSCE Border Crossing Point Handbook: <i>ask OSCE;</i></p> <p>3.44 TRACECA Manual for Customs Officers and TRACECA Users Guide: <i>ask TRACECA IGC and TRACECA national secretaries;</i></p> <p>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: <i>ask Customs Administration and Customs IT management, Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask Government Ministry of Transport, Border Guard, Ministry of Agriculture, Ministry of Health, Metrology & Standards and other agencies with a BCP mandate such as Immigration, Police and other;</i></p> <p>3.46 Is security and “need to control smuggling and narcotics trafficking” used as an excuse to physically inspect most vehicles and use X-Ray scanning on all vehicles, instead of using risk management, selectivity, information and intelligence sharing, auditing trader processes and BCP IT: <i>ask Customs Administration and Customs IT management, Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask Government Ministry of Transport, Border Guard, Ministry of Agriculture, Ministry of Health, Metrology & Standards and other agencies with a BCP mandate such as Immigration, Police and other. Ask multilateral donor agencies which might have trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, International Transport Forum, OSCE, TRACECA national secretaries and experts;</i></p> <p>3.47 Some Governments have more proactivity to start making changes at BCP and make trade facilitation changes compared with other Governments: <i>Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask multilateral donor agencies which might have trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, International Transport Forum, OSCE, TRACECA national secretaries and experts;</i></p> <p>3.48 Evidence of truck waiting times to enter truck X-Ray scanning machines at BCP: <i>ask Customs Administration and Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask multilateral donor agencies which might have trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, International Transport Forum, OSCE, TRACECA national secretaries and experts;</i></p>
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	<p>3.49 Evidence of payment at BCP when truck does not have ECMT licence or bilateral agreement permit: <i>ask Customs Administration and Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask Government Ministry of Transport. Ask multilateral donor agencies which might have trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, TRACECA national secretaries and experts;</i></p> <p>3.50 Evidence of truck entrance “tax” at BCP: <i>ask Customs Administration and Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask Government Ministry of Transport. Ask multilateral donor agencies which might have trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, TRACECA national secretaries and experts;</i></p> <p>3.51 Evidence of trucks waiting for Customs to create truck convoy: <i>ask Customs Administration and Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask Government Ministry of Transport. Ask multilateral donor agencies which might have trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, TRACECA national secretaries and experts;</i></p> <p>3.52 Evidence of limited truck fuel import: <i>ask Customs Administration and Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask Government Ministry of Transport. Ask multilateral donor agencies which might have trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, TRACECA national secretaries and experts;</i></p> <p>3.53 Evidence of compulsory truck parking charge: <i>ask Customs Administration and Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask Government Ministry of Transport. Ask multilateral donor agencies which might have trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, TRACECA national secretaries and experts;</i></p> <p>3.54 Evidence of compulsory sending truck to temporary Customs warehouse (SvH): <i>ask Customs Administration and Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask Government Ministry of Transport. Ask multilateral donor agencies which might have trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, TRACECA national secretaries and experts;</i></p> <p>3.55 Evidence of BCP agency standards: time, procedures, decision making, interpretation of Customs Codes, laws and rules: <i>ask Customs Administration and Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask Government Ministry of Transport and other Ministries and agencies with a BCP mandate such as Agriculture, Health, Metrology & Standards, Border Guard, Police, Immigration and other for their BCP Standards (If any). Ask multilateral donor agencies which might have trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, TRACECA national secretaries and experts;</i></p> <p>3.56 Evidence of import guarantee issue: bank bond method or import guarantee insurance method: <i>ask insurance and banks, Customs Administration and Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask multilateral donor agencies which might have trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD,</i></p>
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	<p><i>EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, TRACECA national secretaries and experts;</i></p> <p>3.57 Truck, car and bus segregation traffic lanes at BCPs: <i>ask Customs Administration and Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask multilateral donor agencies which might have trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, TRACECA national secretaries and experts;</i></p> <p>3.58 Type of vehicle container seal recognised by BCP agencies and do Customs Administration install their “Customs seal”: <i>ask Customs Administration and Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask multilateral donor agencies which might have trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, TRACECA national secretaries and experts;</i></p> <p>3.59 Type of procedure used to process empty trucks: <i>ask Customs Administration and Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask multilateral donor agencies which might have trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, TRACECA national secretaries and experts;</i></p> <p>3.60 Reported level of pilferage and damage to goods by truck companies and Customs brokers at BCPs: <i>ask Customs Administration and Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask multilateral donor agencies which might have trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, TRACECA national secretaries and experts;</i></p> <p>3.61 Evidence Customs Administration managing an Authorized Economic Operator (AEO) programme with logistics industry participants, sometimes called a Customs due diligence low risk compliance programme: <i>ask Customs Administration and Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask multilateral donor agencies which might have trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, TRACECA national secretaries and experts;</i></p> <p>3.62 Evidence of BCP hot line: hot line usage level and result of hot line installation and usage: <i>ask Customs Administration and Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask multilateral donor agencies which might have trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>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: <i>ask multilateral donor agencies which might have trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, USAID, IRU NELTI, OSCE, TRACECA national secretaries and experts;</i></p> <p>3.64 Check with TRACECA IGC about their Border Crossing Working Group; membership includes TRACECA National Secretaries. Get measurable BCP procedure harmonising and simplification results: <i>ask TRACECA IGC, TRACECA national secretaries and EuropeAid, in case EuropeAid might have transport, transit and trade facilitation and Customs reform and modernization projects;</i></p> <p>3.65 Check with international multilateral donor agencies about their border management, transit and trade facilitation, Customs reform and modernization projects: terms of reference, status, BCP and EATL route related changes and measurable results: <i>such as ADB CAREC,</i></p>
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	<p><i>SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, USAID, IRU NELTI, OSCE, TRACECA national secretaries and experts;</i></p> <p>3.66 Evidence of vehicle number plate scanner at BCPs and linking scanned information with Ministry of Transport data base and sharing information with other BCP agencies: <i>ask Customs Administration and Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask multilateral donor agencies which might have trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>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): <i>ask Customs Administration and Customs brokers, Customs broker association and freight forwarding companies and freight forwarding association and TIR Carnet association and road transport company management. Ask multilateral donor agencies which might have trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>4. Road Transport Route issues</p> <p>4.1 Evidence of official and “unofficial” road check points: type, number, locations and time: <i>ask road transport companies, TIR Carnet association, road transport association, freight forwarding companies, freight forwarding association, and ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>4.2 Evidence of unofficial payments paid by truck drivers at “unofficial” road check points and what is the average payment: <i>ask road transport companies, TIR Carnet association, road transport association, freight forwarding companies, freight forwarding association, and ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>4.3 Evidence of truck quota and permit issue: <i>ask Government Ministry of Transport and ask road transport companies, TIR Carnet association, road transport association, freight forwarding companies, freight forwarding association, and ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>4.4 Evidence of extra fees or “tax” when truck quota permits exceeded issue: <i>ask Government Ministry of Transport and ask road transport companies, TIR Carnet association, road transport association, freight forwarding companies, freight forwarding association, and ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>5. Destination issues</p> <p>5.1 Customs clearance procedures: number of procedures (depending of type of goods), total clearing time, waiting time for truck driver to deliver documents to Customs, and cost and level of physical inspection: <i>ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing</i></p>
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	<p><i>companies and exporting and importing companies (traders) and TIR Carnet association. ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p><i>5.2 Evidence of Customs Administration using Inland Clearance Depots and or allowing Customs clearing at premises of destination client: ask Customs Administration and ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p><i>5.3 Availability of electronic Customs Import Declaration: ask Customs Administration and Customs IT management, and ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p><i>5.4 Time taken to clear all other agency procedures Phyto Sanitary, Standards and others: type, number of different agency procedures, total time and cost: ask Customs Administration and Government Ministries such as Transport, Agriculture, Health, Immigration, Border Guard, Police, Metrology & Standards and other. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p><i>5.5 Availability of single window system using electronic direct trader entry: ask Customs Administration and Customs IT management. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p><i>5.6 Availability of Pre Alert: ask Customs Administration and Customs IT management. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p><i>5.7 Availability of Pre Release: ask Customs Administration and Customs IT management. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p>
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5.8 Seaport container dwell times: *ask seaport management and or container terminal management;*
 5.9 Evidence of common transit procedure along EATL route: *ask Customs Administration and Customs IT management. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

6. National Transport and Trade Facilitation

6.1 UNESCAP Cost/Time Distance Method each route: *ask Customs Administration and Government Ministry of Transport and or Ministry of Trade & Industry and or Export Promotion Agency. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

6.2 Evidence of BCP and Customs Administration efficiency and effectiveness: *does Customs Administration or other agency carry out annual or quarterly National Trade Facilitation Benchmarking and Audit, and EATL route benchmarking. Evidence of BCP and Customs Administration using The World Bank Trade Facilitation Toolkit, 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 or TTFSE performance indicators: ask Customs Administration and Government Ministry of Transport and or Ministry of Trade & Industry and or Export Promotion Agency. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

6.3 Evidence Customs Administration using BCP and HQ Performance Indicators: *ask Customs Administration and Government Ministry of Trade & Industry and or Export Promotion Agency. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

6.4 Customs Administration Strategy including a customs consultative group: *ask Customs Administration. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

6.5 Evidence of a 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 day's delay reduces a country's relative export of time sensitive to time insensitive agricultural goods by 7 per cent). 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. Evidence of a "holistic" approach to Customs and trade facilitation reform, which should yield more sustainable results instead of a piecemeal approach: *ask Customs Administration and Government Ministry of Transport and or Ministry of Trade & Industry and or Export Promotion Agency and national PRO Committee. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

6.6 Evidence of a National Trade Competitiveness Strategy: *ask Customs Administration and Government Ministry of Transport and or Ministry of Trade & Industry and or Export Promotion Agency and PRO Committee. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

6.7 How does Customs and other border agencies communicate legislation and rule changes: *ask Customs Administration and all other BCP agencies including Export Promotion Agency. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

6.8 Does Customs and other border agencies use transparent pricing method, and tell users how, complying with WTO rules: *ask Customs Administration and Government Ministry of Transport and or Ministry of Trade & Industry and or Export Promotion Agency. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

6.9 Extent and quality of vocational training: Customs, transport and logistics plus type of qualification; local institute or international institute: *ask Customs Administration and Government Ministry of Transport and or Ministry of Trade & Industry and ask Ministry of Education. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

6.10 Evidence of a national "PRO" Committee, holding meetings, having a funded Secretariat and elected private industry head: *ask PRO Committee and Export Promotion Agency. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting*

and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;

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 7 and are the operational policies supported by delegation of human resources, physical resources and budget(s): *ask Ministry of Foreign Affairs, Customs Administration and Ministry of Transport, Ministry of Trade & Industry, Export Promotion Agency, Ministry of Agriculture, Ministry of Health, Immigration, Border Guard, Police and other. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

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: *ask Customs Administration and Ministry of Trade & Industry and Export Promotion Agency. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

6.13 Evidence of Customs import guarantee method: bank deposit or insurance method: *ask insurance companies and banks and ask Customs Administration. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

6.14 Does Customs Administration electronic import declaration method use electronic transit note (T1); for example ASYCUDA++ (MODTRS): *ask Customs Administration and Customs IT management. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

6.15 Evidence of the Customs Administration with private industry carrying out national logistics performance index (LPI): *ask Customs Administration and Government Ministry of Transport and or Ministry of Trade & Industry and or Export Promotion Agency. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI,*

	<p><i>OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>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: <i>ask Customs Administration. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>6.17 Evidence of the availability of automated bank transfer Customs fees method: <i>ask Customs Administration. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>6.18 Use of Customs convoys: what is the justification and what is Customs Administration doing to eliminate convoys and when will Customs Administration eliminate the use of truck convoys: <i>ask Customs Administration. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>6.19 Evidence of the availability of “consolidation” of goods in one truck allowed by Customs Code and operational procedures (trade logistics and supply chain issue): <i>ask Customs Administration and Government Ministry of Trade & Industry and or Export Promotion Agency. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>6.20 Evidence that importers have the right to send goods to a privately owned licensed bonded warehouse which is not owned by the Customs Administration: <i>ask Customs Administration and Ministry of Trade & Industry. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>6.21 Evidence that national TIR Carnet association using “SafeTIR” : <i>ask national TIR Carnet association, such as KAZAVTO in Almaty and ask IRU;</i></p> <p>6.22 Evidence that the country using Advance Cargo Information System (ACIS): <i>ask Customs Administration and or Government Ministry of Transport and or Ministry of Trade & Industry. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit</i></p>
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	<p><i>facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>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): <i>ask Ministry of Trade & Industry and or Export Promotion Agency. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>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 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): <i>ask Customs Administration. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>6.25 Evidence of Government commitment and willingness to implement EATL objectives and how Government might translate good intentions into policy and fulfilled initiatives: <i>ask Customs Administration and Government Ministry of Transport and Ministry of Trade & Industry and Export Promotion Agency and Ministry of Foreign Affairs. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>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: <i>ask Ministry of Transport and or Ministry of Trade & Industry and or Export Promotion Agency. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts. Ask UN Almaty Programme of Action;</i></p> <p>6.27 Evidence of the ADB CAREC programme implementing Customs reform and modernization including joint Customs control and pilot testing joint Customs controls: <i>ask ADB CAREC Manila office and country ADB CAREC representatives and experts;</i></p> <p>6.28 Evidence of the EU funded BOMCA project implementing and piloting joint Customs controls: <i>ask BOMCA Tajikistan office;</i></p> <p>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: <i>ask Ministry of Transport, Ministry of Trade & Industry, Export Promotion Agency, Ministry of Agriculture,</i></p>
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Ministry of Health, Immigration, Border Guard, Police, Metrology & Standards and other. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;

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 Customs Administration and by other 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: *ask Customs Administration, Ministry of Transport, Ministry of Trade & Industry, Export Promotion Agency, Ministry of Agriculture, Ministry of Health, Immigration, Border Guard, Police, Metrology & Standards and other. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

6.31 Evidence of changing BCP agency “culture” from control to trade facilitation which includes auditing trader’s processes: *ask Customs Administration, Ministry of Transport, Ministry of Trade & Industry, Export Promotion Agency, Ministry of Agriculture, Ministry of Health, Immigration, Border Guard, Police, Metrology & Standards and other. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

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: *ask Customs Administration, Ministry of Trade & Industry and Export Promotion Agency. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

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: *ask Customs Administration and Export Promotion Agency. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask*

	<p><i>multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>6.34 Evidence of electronic Certificate of Origin and licenses used and recognised by Customs Administrations, and evidence if a standard format used: <i>ask Customs Administration and Customs IT management. Ask Chamber of Commerce and Export Promotion Agency. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>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: <i>ask Customs Administration and Ministry of Agriculture, Ministry of Health and Metrology & Standards. Ask Chamber of Commerce, grower’s associations and Export Promotion Agency. Ask transport user groups such as freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>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 best practices: <i>ask Customs Administration, Ministry of Transport, Ministry of Trade & Industry, Export Promotion Agency, Ministry of Agriculture, Ministry of Health, Immigration, Border Guard, Police, Metrology & Standards and other. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>6.37 Evidence of bilateral trade studies measuring effects of Customs and administrative procedures and measuring effects of time-distance and effect 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): <i>ask Customs Administration. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders) and TIR Carnet association. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>6.38 Evidence of countries along EATL road transport routes measuring the effect of trade facilitation and better managed BCPs on foreign direct investment (FDI): <i>ask Customs Administration, Ministry of Industry & Trade, Ministry of Economy and other. Ask Chamber of Commerce. Ask logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p>
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6.39 Evidence of binding rulings by Customs Administrations: advance valuation: *ask Customs Administration. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders). Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

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: *ask Ministry of Trade & Industry, Ministry of Economy, Chamber of Commerce, Small and Medium Enterprise Department of relevant Ministry, Small and Medium Enterprise association, Business Forum and Export Promotion Agency. Ask transport user groups such as Customs broker companies, Customs broker association, freight forwarding companies, freight forwarding associations, transport companies, logistic centre management, warehousing companies and exporting and importing companies (traders). Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

7. Multimodal issue

7.1 Evidence of national multimodal legislation and rules: *ask logistics centre management, warehousing company management, freight forwarding companies, freight forwarding association and Ministry of Transport, Ministry of Trade & Industry;*

7.2 Evidence of multimodal liability insurance issue: *ask insurance companies, logistics centre management, warehousing company management, freight forwarding companies, freight forwarding association and Ministry of Transport, Ministry of Trade & Industry;*

7.3 Evidence of ability of private industry to invest, build and operate without private or public monopoly: *ask logistics centre management, warehousing company management, freight forwarding companies, freight forwarding association and Ministry of Transport, Ministry of Trade & Industry;*

7.4 Evidence of presence or absence of public organizations involved investing, building and operating multimodal or railway goods yards: *ask logistics centre management, warehousing company management, freight forwarding companies, freight forwarding association and Ministry of Transport, Ministry of Trade & Industry. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

7.5 Evidence of transparent multimodal licensing method: number of documents needed, time, number of different agencies involved, cost: *ask logistics centre management, warehousing company management, freight forwarding companies, freight forwarding association and Ministry of Transport, Ministry of Trade & Industry. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

7.6 Evidence of national level performance indicators used and delegated and authorized responsibilities: *ask logistics centre management, warehousing company management, freight forwarding companies, freight forwarding association and Ministry of Transport, Ministry of Trade & Industry. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

7.7 Evidence of international level performance indicators (container dwell times, container handling times, train assembly times and other) and responsibilities: *ask logistics centre management, warehousing company management, freight forwarding companies, freight forwarding association and Ministry of Transport, Ministry of Trade & Industry. Ask multilateral donor agencies which might have transport, trade and transit*

facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;

7.8 Existence of intermodal action plan: ask logistics centre management, warehousing company management, freight forwarding companies, freight forwarding association and Ministry of Transport, Ministry of Trade & Industry. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;

7.9 Existence of intermodal partnership agreement: ask logistics centre management, warehousing company management, freight forwarding companies, freight forwarding association and Ministry of Transport, Ministry of Trade & Industry. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;

7.10 Evidence of waybill issue: which waybills used, which way bill recognised and do new waybills get issued by authorities / forwarders at multimodal centres along the EATL route: ask logistics centre management, warehousing company management, Customs brokers, Customs broker association, freight forwarding companies, freight forwarding association and Ministry of Transport, Ministry of Trade & Industry. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;

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: ask UNECE Inland Transport Committee Working Group on Intermodal Transport and Logistics;

7.13 Evidence of EATL participating countries applying principles in The Terminal Operators Convention 1991 and The Multimodal Convention 1980 (neither mandatory): ask logistics centre management, warehousing company management, freight forwarding companies, freight forwarding association and Ministry of Transport, Ministry of Trade & Industry. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;

8.0 Road Transport Company issues

8.1 Route truck costing method and issues: ask road transport companies, road transport association, freight forwarding companies and freight forwarding association to get route costing method and costing issues;

8.2 Route road transport clients: ask road transport companies, road transport association, freight forwarding companies and freight forwarding association to get information about type of clients using road, why their clients use long distance road transport, what type of goods go by road transport (truck), and what type of truck used for long distance journeys;

8.3 Route road transport management issues: ask road transport companies, road transport association, freight forwarding companies and freight forwarding association to get information about road transport management issues encountered dealing with long distance road transport from Europe to Central Asia and to PRC. The issues might include having to charge clients higher freight rates each kilogramme sending cargo to Central Asia compared to clients sending cargo within the EU, getting and keeping experienced dual language long distance truck drivers, higher than average truck maintenance costs for trucks used on long distance Central Asia journeys compared with trucks used on EU journeys, and other management issues (please get the other issues from management). Ask road transport companies how they find clients with cargo destined for

	<p><i>Europe or Asia (marketing issues). National focal points might decide to list the issues in order of importance;</i></p> <p>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): <i>ask road transport companies, road transport association, freight forwarding companies and freight forwarding association to get information about the type of problems encountered along each EATL road transport route. The type of problems encountered might include delays at border crossing points (which ones and why), road maintenance works causing delays and or route detour, having to pay extra staffs to manage and track trucks using GPS and mobile telephone, roadside checks by officials, more time needed managing Euro-Asian route trucks compared with trucks on EU journeys (how much extra time and why), and please describe all other route problems. National focal points might decide to list the issues in order of importance;</i></p> <p>8.5 Route road transport clients, type of goods, average consignment value: <i>ask road transport companies and freight forwarding companies and freight forwarding associations for information about the type of cargo transported, for example commodity (wheat or cotton) or manufactured goods (machinery, consumer electrical items, and other), average consignment weight and value. The type of cargo transported has important implications for road transport: bulk and or low value commodities usually get transported by rail compared to high value manufactured goods which usually get transported by road. Some high value oil and gas equipment to Kazakhstan gets transported using road from Europe to Tengiz and Bautino and Karachaganak. Some oil and gas project cargo gets transported using rail. Knowing why clients decide to use road or rail is important (transport mode choice issue);</i></p> <p>8.6 Route road transport company marketing methods: <i>ask road transport companies and freight forwarding companies and freight forwarding association how do road transport companies and freight forwarding companies find clients to fill trucks from Europe to Asia and vice versa. What are the route origins and destinations for the Europe-Asian and Asia-Europe cargos;</i></p> <p>8.7 Average route transit time and reasons for out of average transit times: <i>ask road transport companies, freight forwarding companies and freight forwarding association for EATL road route total transit times and what are the reasons why some trips take longer compared with others (perhaps owing to seasonality and other);</i></p> <p>8.8 Evidence of road transport companies giving clients route road transport delivery schedule: <i>ask road transport companies, freight forwarding companies and freight forwarding association and logistics centre and warehousing companies about delivery predictability (from Europe to Asia and Asia to Europe. Not to be confused with domestic deliveries) and the level of predictability given to destination clients;</i></p> <p>8.9 Route level of consistency crossing border crossing points: <i>ask road transport companies, road transport association, freight forwarding companies and freight forwarding association.</i></p> <p>8.10 History of unexpected changes to laws, rules and procedures experienced along each route: <i>ask road transport companies, road transport association, freight forwarding companies and freight forwarding association and Customs brokers, Customs broker association(s) and logistic centre management and warehousing management;</i></p> <p>8.11 Truck tracking: GPS, in cab radios, mobile telephones: <i>ask for evidence of this type of equipment in use, and why the road transport company invested in this type of tracking and communication equipment;</i></p> <p>8.12 Safe truck parking and servicing points along route: <i>ask road transport companies and freight forwarding companies for evidence of safe truck parking compounds, with vehicle servicing companies(truck repair, international truck spare parts such as Mercedes, Volvo, MAN, Renault truck, truck wheel changing and other) and equipment, along EATL road transport routes and are they privately or state owned and managed;</i></p> <p>8.13 Road transport company business plan and reasons to operate trucks along each route: <i>ask road transport companies and freight forwarding companies why they decided to carry out long distance Euro-Asia and Asia-Euro road transport and why some EATL routes and not other EATL routes;</i></p> <p>8.14 Road transport company truck loadings and level of empty truck running: <i>ask road transport companies and freight forwarding companies the average long distance EATL Euro-Asia and Asia-Euro road transport route truck cargo weight loadings and why some are better than other EATL routes;</i></p>
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8.15 Truck driver and transport company management training: ask road transport company: *ask road transport companies if they spend extra money training drivers for long distance Euro-Asia road transport routes and please describe what type of extra training do truck drivers get (who carries out the extra training for example a professional driver training company or does the company give the driver extra training and coaching?);*

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: *ideally professional truck drivers should get visas at the border crossing points. Consuls give visas to professional truck drivers, some for 6 months and others for 1 year. However, one issue might be that Consuls take 2 days, a week or longer to give professional truck drivers their visas when a driver should be working each day instead of waiting to get a visa. ECO proposes a professional truck driver permit which might get used along specified road transport corridors. Ask road transport company management what are their problems getting visas for professional truck drivers (some countries might give faster compared with other countries or there might be different issues such as professional drivers should have two passports so that one passport is in the home country for visa procedure purposes);*

8.17 Do truck drivers know each BCP rules and procedures and do drivers have EATL road route maps (not to be confused with a map bought in a shop): *ask road transport company management and if possible interview professional long distance Euro-Asia truck drivers;*

9.0 Route Management issues

9.1 Existence of single administrative contact point; *ask UNECE, IRU NELTI and Ministry of Transport if there is a single EATL route contact person or if they plan to create one;*

9.2 Evidence of BCP cross-border management meetings and action plans: *ask Customs Administration, other BCP agencies with a BCP mandate, and perhaps Ministries such as Ministry of Transport, and Ministry of Trade & Industry and or the national Export Promotion Agency;*

9.3 Evidence of consistent implementing international conventions at BCPs and along routes: *ask road transport company management, freight forwarding companies and freight forwarding association. Ask multilateral donor agencies which might have transport, transit and trade facilitation projects and or Customs reform and modernization projects with information from their project management and project experts;*

9.4 Evidence of new border crossing and transport laws and initiatives which might increase BCP delays and increase transaction costs: *ask road transport company management, freight forwarding companies and freight forwarding association. Ask multilateral donor agencies which might have transport, transit and trade facilitation projects and or Customs reform and modernization projects with information from their project management and project experts. Ask Customs Administration, Ministry of Transport, Immigration, and other Ministries and agencies with a BCP mandate;*

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: *ask road transport company management, freight forwarding companies and freight forwarding associations and logistic centre management and warehousing company management, Customs broker companies and Customs broker associations. Ask multilateral donor agencies which might have transport, transit and trade facilitation projects and or Customs reform and modernization projects with information from their project management and project experts; Ask Customs Administration, Ministry of Transport and other Ministries and agencies with a BCP mandate;*

9.6 TRACECA National Secretaries worked with BCP agencies helping the high profile media present Mercedes-Benz Silk Road Convoy: *ask TRACECA IGC and TRACECA national secretaries what was the measurable result of this publicized event, for example the results might include extra cargo generated, new routes used, international and national transport and freight forwarding companies getting extra business, new clients using long distance EATL road transport and other?*

10.0 Diplomatic issues

10.1 Ratify missing international conventions: *ask Ministries of Foreign Affairs;*

	<p>10.2 Consistent implementing ratified international conventions: <i>ask road transport companies, freight forwarding companies, freight forwarding association, and ask Customs Administration, Ministry of Transport and Ministry of Foreign Affairs. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>10.3 Consistent implementing bilateral and multilateral transport and transit agreements: <i>ask road transport companies, freight forwarding companies, freight forwarding association, and ask Customs Administration, Ministry of Transport and Ministry of Foreign Affairs. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>10.4 Evidence of cross-border cooperation: <i>get information about cross-border cooperation initiatives: getting cross-border cooperation might not be easy because of legal issues as happened when the Bulgaria and Turkey Customs Administrations started a cross-border cooperation initiative. Legal issues need analysing to find any legal obstacles before starting cross-border cooperation initiatives. Ask road transport companies, freight forwarding companies, freight forwarding association, and ask Customs Administration, Ministry of Transport and Ministry of Foreign Affairs. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, IRU NELTI, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts.</i></p>
<p>2.0 EATL RAIL STUDIES needed involving National Focal Points</p>	<p>NATIONAL FOCAL POINT QUESTIONS: EATL international trade and transport routes non physical obstacle issues</p>
<p>EATL Rail Routes Study 2.1 Routes Group 1 2.2 Routes Group 2 2.3 Routes Group 3 2.4 Routes Group 4 2.5 Routes Group 5 2.6 Routes Group 6 2.7 Routes Group 7</p>	<p>1.0 Origin (ISO container and box wagon) 1.1 Number of documents needed, time and cost: <i>ask Customs Administration, railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>1.2 Number of signatures and stamps needed: <i>ask Customs Administration, railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>1.3 Availability of electronic signature and “stamp” encryption: <i>ask Customs Administration, railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>1.4 Availability of single window system for export using electronic web based direct trader input (not to be confused with a hole on a wall “single window” through which agents give Customs and other agency necessary documents): <i>ask Customs Administration, Customs IT management railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs</i></p>

broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;

1.5 Type of consignment note used: CIM/SMGS Common Consignment Note issue and reconciliation of CIM and SMGS legal regimes: *ask Customs Administration, railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts and ask CIM and SMGS;*

1.6 Is Consignment Note recognised as a Customs Document: *ask Customs Administration, railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

2.0 Rail Transport Route issues (country of origin)

2.1 Advanced Cargo Information System (ACIS) see www.railtracker.org : *ask Customs Administration, railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts*

3.0 Border Crossing Point issues

3.1 Evidence of delays at BCP because of locomotive change: *ask railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

3.2 Evidence of no incentive to reduce delays at BCP: *ask Customs Administration, railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

3.3 Evidence of different braking, retooling brakes and carry out brake test and inspection: *ask railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

3.4 Evidence of harmonized locomotive driver training: *ask railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre*

management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;

3.5 Evidence of common communication language between locomotive drivers and central control offices along EATL rail routes: *ask railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

3.6 BCP staff working hours, holidays and closures: *ask Customs Administration, railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

3.7 Phyto Sanitary and Veterinary offices location, at BCP or not (where) and number of staffs: *ask Customs Administration, and ask other agencies with a BCP mandate such as Ministry of Agriculture and Ministry of Health, and ask railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

3.8 Evidence of Phyto Sanitary and Veterinary staff allowed to cross border: *ask Ministry of Agriculture, Ministry of Health Customs Administration, railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

3.9 Evidence of duplication of paper document inspection and inspection of goods inside wagons on both sides of each BCP: *ask Customs Administration, railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

4.0 Rail Transport Route issues (countries along route)

4.1 Evidence of delay because of slow wagon marshalling yard management methods: *ask railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

4.2 Evidence of document delays in wagon marshalling yards, number of paper documents, time and cost: *ask Customs Administration, railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker*

companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;

4.3 Evidence of train formation delay because of lack of automated marshalling yard method: *ask railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

4.4 Evidence of delay because of slow train speeds along EATL rail tracks. What are the average kilometre train speeds along parts of EATL rail route: *ask railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

5.0 Destination issues

5.1 Evidence of best practice physical goods handling: *ask Customs Administration, railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

5.2 Evidence of previous regime paper document and or use of best practice railway IT methods: *ask railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

5.3 Evidence of previous regime paper based Customs clearing and or use of best practice Customs IT methods: *ask Customs Administration, Customs IT management, railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

5.4 Evidence of the UNESCAP recommendation concerning implementing Single Window System: *ask Customs Administration, Customs IT management, railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

6.0 National Rail Transport and Trade Facilitation

6.1 Opportunity to standardize documents and pre alerting train information to all countries along EATL rail route using case studies as best practice. Evidence of Ministries and agencies arranging Memorandums of Understanding (MoUs) from all national railway operating organizations along EATL rail route: *ask Customs Administration, railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

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: *ask railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

7.0 Multimodal issue

7.1 Evidence of a Ministry and or agency using or planning to use national level performance indicators and responsibilities: *ask Ministry of Transport, Customs Administration, railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

7.2 Evidence of a Ministry and or agency using or planning to use international level performance indicators and responsibilities: *ask Ministry of Transport, Customs Administration, railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

7.3 Existence of intermodal action plan: *ask Ministry of Transport, Customs Administration, railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

7.4 Existence of intermodal partnership agreement: *ask Ministry of Transport, Customs Administration, railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

7.5 Evidence of a Ministry and or agency using or planning to use the performance standards in the AGTC Agreement help develop multimodal interoperability standards and create benchmarks managing international intermodal transport services (see Working Party survey TRANS/WP.24/2005/5; TRANS/WP.24/107, paras. 13-14): *ask Ministry of Transport, Customs Administration, railway organization management*

and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;

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. Which standards, best practice and benchmarks do existing logistics centres and freight villages use: *ask Ministry of Transport, Customs Administration, railway organization management, logistics centre management, warehousing management, freight village management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

7.7 Evidence of international best practice logistics management methods used in new or old rail hubs (“terminals”, marshalling yards, logistics centres, warehousing). What standards, best practice, and quality performance indicators do they use? Are operating staff and management trained to international logistics level and do they have qualifications given by international accredited transport training institutions such as the CILT and other? Do any staff and management have professional qualifications given by international accredited transport training institutions such as the CILT and other?: *ask logistics centre management, warehousing management, terminal management, railway marshalling yards, railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

8.0 Rail Transport Route Management Issues

8.1 Evidence of rail transport corridor management method: *ask Ministry of Transport, Customs Administration, railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

8.2 Evidence of rail transport corridor multi lateral agreement and or bilateral agreement: *ask Ministry of Foreign Affairs, Ministry of Transport, Customs Administration, railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;*

8.3 Evidence of project, programme or initiative to use international best practice railway transport corridor model: *ask Ministry of Transport, Customs Administration, railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies.*

Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and

	<p><i>modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts;</i></p> <p>8.4 Evidence of international donor project or programme rail transport corridor progress, such as ADB CAREC and others: <i>ask Ministry of Transport, railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts.</i></p> <p>9.0 Diplomatic Issue</p> <p>9.1 Evidence of international railway transport conventions ratified and fulfilled: <i>ask Ministry of Foreign Affairs, Ministry of Transport, railway organization management and ask railway freight users such as freight forwarding companies, freight forwarding association, Customs broker companies, Customs broker association and traders, plus logistic centre management and warehousing companies. Ask multilateral donor agencies which might have transport, trade and transit facilitation, border management and or Customs reform and modernization projects such as ADB CAREC, SPECA, The World Bank, EBRD, EurAsEC, UNESCAP, UNCTAD, ECO, EuropeAid, OSCE, GTZ, TRACECA IGC, TRACECA national secretaries and experts.</i></p>
<p>3.0 EATL Inland Water Transport</p>	<p>1.0 Inland Water Transport Country of Origin</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 and 1958 Convention on Seamen Documents;</p> <p>1.10 Evidence of Visa issues: Schengen Zone and visa exemption using Seaman’s Book;</p> <p>2.0 Inland Water Transport Route Issues</p> <p>3.0 Border Crossing Point Issues</p> <p>3.1 Documentation: number, time and cost;</p> <p>3.2 Evidence for physical inspection reasons: why, how inspection carried out, who carries out physical inspection, inspection using paper documents or IT method;</p> <p>3.3 Evidence of risk assessment, pre alert, pre release and post audit methods;</p> <p>3.4 Evidence of BCP duplication of inspections;</p> <p>3.5 Can AGTC Agreement standards get agreed and used by all EATL inland water transport operators and ports;</p> <p>4.0 Multimodal Issues</p> <p>4.1 Evidence of reviewing interoperability performance standards and creating benchmarks for managing multimodal inland water transport services;</p> <p>5.0 Inland Water Transport Country of Destination</p> <p>6.0 Diplomatic Issues</p>