JOINT USE OF BORDER CROSSING POINTS BETWEEN TURKEY AND GEORGIA

08 December 2014
Joint Use of Border Gates

A model based on International Cooperation

Turkey – Georgia
Joint Use of Border Gates

International Legal Basis:

(WCO-Revized Kyoto Convention)

1982 International Convention on the Harmonization of Frontier Controls of Goods (UN ECE)
Different Models in Operation

- **Concept:** Joint or juxtaposed customs offices joint customs control
- Aims at simplification and harmonization of border procedures.
- Elimination of duplicated controls and processes.

Several models as also cited in the UNECE-OSCE Handbook
Different Models in Operation

- Facilities intersecting the “border”
- Facilities located within one state
- Split facilities with exchange of personnel
Turkish – Georgian Model

Customs officers

Border gate building

Control zone

(Declaration at exit, Control at entry)

Control zone

(Declaration at exit, Control at entry)

Customs officers

Border gate building

Declared data

Declared data
Turkey’s Efforts
The Partners

GEORGIA

- MoU signed on 11.06.2010.
- Agreement signed on 08.10.2010.
- Protocol on Customs Procedures signed on 24.05.2011.
- Protocol on Data Exchange signed on 27.10.2011.
- Technical Provision Document on Data Exchange signed on 11.05.2012.
The Partners

IRAN

- Agreement for Esendere – Sero signed on 22.03.2010.
- Protocols in consideration.
The Partners

SYRIA

- Agreement Nusaybin – Kamishly signed on 08.05.2010.
- Protocol on Customs Procedures signed on 03.10.2010.
- Other protocols in consideration.
Prerequisites before action

- Political will
- Administrative strategy
- Motivation of staff
Work done

- Analysis of current workflows
- Determination of needs and priorities
- Establishing IT infrastructure
- Pilot project
Legal Basis

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

• **3 protocol envisaged:**
  - **Passport Procedure**
  - **Data exchange for goods and passengers**
  - **Harmonization and modes of cooperation**

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

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

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

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

- Time saving by eliminating duplication
- Time saving by data exchange
- Data sharing with other institutions
- Personnel and equipment saving
- International cooperation
- Potential of expanding to the region
Problems

- IT compatibility
- Differences in language and alphabet
- Differences in legislation
- Different international commitments
- Project planning
How to operate?
Stages of information exchange

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

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

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

1. Agreement and the Protocol annexed to discuss the agreement.
2. Construction of Secure connection (VPN).
Method of electronic relationship

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

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

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

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

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

These methods will return Acceptance of Message (BC_STATUS).
Data exchange failure

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

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

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

- *The information about the vehicle*
- *The information about the goods that are carried*
- *The information about the driver*
How to Operate?

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

- **NCTS**
- **TIR Registration Program**
- **Vehicle Registration Program No 1**
- **Vehicle Registration Program No 2**
How to Operate?

- NCTS and TIR Registration Program are used for the vehicles which are carrying goods under the transit regime.
- NCTS has a pre-declaration mechanism, whereas TIR operations are working on paper based. So the information received from data exchange set are not useful for NCTS operations but for TIR operations we are using information to make our registration process as much as shorter.
How to Operate?

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

- Foreign vehicles and Turkish vehicles are registered in different modules so that we can implement temporary admission regulations for foreign vehicles.
How to Operate?

- The data exchange set is formed by two parts:
  - BOX_T1
  - BOX_T2
- Box_T1 data set are taken from single administrative document (SAD).
- Box_T2 data set are taken from different vehicle registration systems in both countries.
In data sets Box numbers are transferred directly from SAD

<table>
<thead>
<tr>
<th>Box Number</th>
<th>Box Number</th>
<th>Box Number</th>
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</thead>
<tbody>
<tr>
<td>BOX 1</td>
<td>BOX2A</td>
<td>BOX2B</td>
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<tr>
<td>BOX3</td>
<td>BOX7</td>
<td>BOX8A</td>
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<tr>
<td>BOX8B</td>
<td>BOX15</td>
<td>BOX17</td>
</tr>
<tr>
<td>BOX21A</td>
<td>BOX21B</td>
<td>BOX25</td>
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<tr>
<td>BOX31A</td>
<td>BOX31B</td>
<td>BOX31C</td>
</tr>
<tr>
<td>BOX31D</td>
<td>BOX31E</td>
<td>BOX33</td>
</tr>
<tr>
<td>BOX35</td>
<td>BOXN (TIR Carnet)</td>
<td>BOXS (Seal)</td>
</tr>
<tr>
<td>İşlem</td>
<td>İşlemci</td>
<td></td>
</tr>
<tr>
<td>-------</td>
<td>---------</td>
<td></td>
</tr>
<tr>
<td>2. Gönderici İhracı kişi</td>
<td>No 111111111101</td>
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</tr>
<tr>
<td>9 Mali Müşavir Serbest Muhabir</td>
<td>ATATÜRK HAVALIMANI YEŞİLKÖY ALİPAŞA M. SEBİLERENLER C. NO 36/KUTAHYA/ 000000 052</td>
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<tr>
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<td>13 T.P.</td>
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<td>20 Kalem</td>
<td>CIF</td>
<td>ABS</td>
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<table>
<thead>
<tr>
<th>İşlem</th>
<th>İşlemci</th>
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</thead>
<tbody>
<tr>
<td>1 Kaplama ve eyaleti tanımı</td>
<td>Kapı numarası</td>
</tr>
<tr>
<td>Ticari tanımı a - kullanılmamış</td>
<td>1 kap 30000 kilogram</td>
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</table>

<table>
<thead>
<tr>
<th>İşlem</th>
<th>İşlemci</th>
</tr>
</thead>
<tbody>
<tr>
<td>Şeker Kurumu Uygunluk Yazısı V 12345678</td>
<td>30000 KILOGRAM</td>
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<table>
<thead>
<tr>
<th>İşlem</th>
<th>İşlemci</th>
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<tbody>
<tr>
<td>47 Vergi listesi</td>
<td>119.68</td>
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<table>
<thead>
<tr>
<th>İşlem</th>
<th>İşlemci</th>
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<tbody>
<tr>
<td>48 Odememin ertelemesi</td>
<td></td>
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</tbody>
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<table>
<thead>
<tr>
<th>İşlem</th>
<th>İşlemci</th>
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</thead>
<tbody>
<tr>
<td>49 Antrepo tipi ve kodu</td>
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<th>İşlemci</th>
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<tbody>
<tr>
<td>E.B.Kod</td>
<td>100.00</td>
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<th>İşlemci</th>
</tr>
</thead>
<tbody>
<tr>
<td>48 Odememin ertelemesi</td>
<td>100.00</td>
</tr>
</tbody>
</table>
How to Operate?

- BOX_T2 is formed apart from SAD because it has information about personal used vehicles and their drivers.
- Georgian side sends this data set from their Ministry of Internal Affairs programs and we are sending from our vehicle registration programs.
<table>
<thead>
<tr>
<th>C1</th>
<th>Registration ID</th>
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<tbody>
<tr>
<td>C2</td>
<td>Plate number</td>
</tr>
<tr>
<td>C3</td>
<td>Chassis number</td>
</tr>
<tr>
<td>C4</td>
<td>Type of vehicle</td>
</tr>
<tr>
<td>C5</td>
<td>Make of vehicle</td>
</tr>
<tr>
<td>C6</td>
<td>Country of vehicle</td>
</tr>
<tr>
<td>C7</td>
<td>Additional vehicles</td>
</tr>
<tr>
<td>C8</td>
<td>Description of additional vehicles</td>
</tr>
<tr>
<td>C9</td>
<td>Passport no</td>
</tr>
<tr>
<td></td>
<td>Driver passport number</td>
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<tr>
<td>C10</td>
<td>ID number</td>
</tr>
<tr>
<td>C11</td>
<td>Country of driver</td>
</tr>
<tr>
<td>C12</td>
<td>Driver's name</td>
</tr>
<tr>
<td>C13</td>
<td>Driver's last name</td>
</tr>
<tr>
<td>C14</td>
<td>Driver's date of birth</td>
</tr>
<tr>
<td>C15</td>
<td>Type of goods (empty/loaded) – provided with the registration number</td>
</tr>
</tbody>
</table>
How to Operate?

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

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

- In the time of data exchange interruption, we inform IT experts and they are trying to fix the problem as soon as possible.
Thank you for your attention…

Adem YAZICI

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