

***Lessons from the implementation
of the Harmonization Convention
to enhance border crossing
performance***

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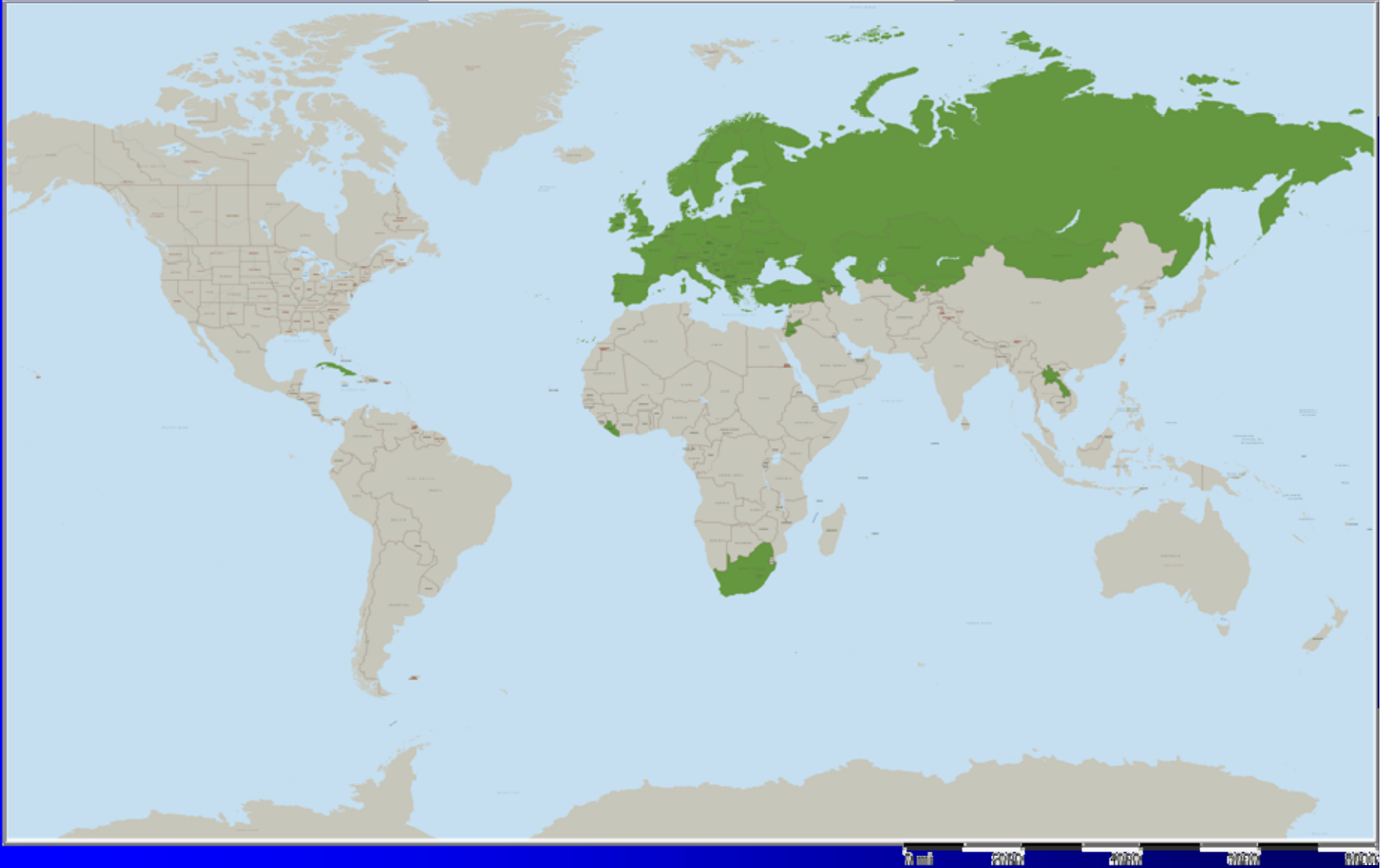


Convention on the Harmonization of Frontier Controls of Goods, 1982

- **53 Contracting Parties**
- **Latest accessions: Jordan, Lao People's Democratic Republic, Moldova**
- **Expressed interest to join: China, Iran**



Harmonization Frontier Control of Goods, 1982



Objective

- To facilitate cross border transport of goods
- Through nationally coordinated, internationally harmonized, shorter, reduced formalities and controls of goods at borders



Scope of the Harmonization Convention

- All goods moved across borders (exported, imported or in transit)
- All control services
- All modes of transport
- Specific provisions for certain transport modes and goods
- Also addresses certain issues with regard to vehicles and drivers

Outcome of 2006 survey

- **A very useful tool for transport facilitation at national and international levels**
- **Used as a model both at the national level and with neighbouring countries**

Problems, as highlighted by the Survey

- **Lack of detailed guidelines for organizing cooperation at the national and international levels**
- **Need for training/capacity building in the implementation of integrated border management procedures**

General principles vs. detailed provisions

- Framework providing for a high degree of flexibility in organizing national and international cooperation
- No universal 'one size fits all' solution
- Examples of best practice are essential
- Integrated operational annexes are required
- Annex 8 on road transport came into force in 2008
- A new Annex 9 on rail transport has been agreed



Major aspects of border crossing facilitation

- Infrastructure
- Procedures
- Documents and information
- Personnel

Infrastructure

- **Necessary equipment and facilities at frontier points**
- **Minimum list for road border crossings**
- **Common facilities and shared use of equipment, both domestically and with neighbour countries**
- **To the extent possible, controls should be moved from the border to other locations (e.g. departure or destination)**
- **At border crossing points, controls should be replaced by verification of internationally standardized documentation**

Domestic intra-service coordination: sine qua none for efficient procedures

- **There are many control authorities at the border. Who takes the lead?**
- **Control mentality is an obstacle**
- **Each control authority wants to have their share**
- **A decision should be taken at the highest possible political level**
- **Establishment of a single agency**
- **Delegation of authority**

Documents and information

- **Internationally standardized (UN Layout Key) documents and certificates**
- **Use of any technical/commercial documents**
- **Use of ICT**
- **Exchange of information**
- **Transparency with respect to legislation, regulations and procedures**

Personnel

- **Qualified personnel in sufficient numbers should be available**
- **Officers should get instructions for acting in accordance with international agreements and national provisions**
- **Joint controls**
- **Delegation of functions**

Monitoring mechanism

- **Monitoring is essential for the proper implementation**
- **What gets measured gets managed**
- **Border crossing performance indicators/benchmarks: OSCE-UNECE Handbook**
- **Every two years, UNECE is to carry out a survey on the implementation of Annex 8 on road transport**
- **Public-private partnership**

