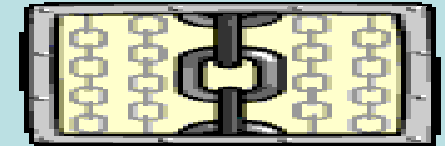


BORDER CROSSING OBSTACLES

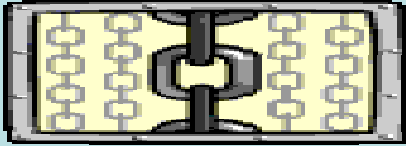


Joint ITF/UNECE/WB Seminar on Overcoming Border Crossing Obstacles
5 and 6 March 2009 - PARIS

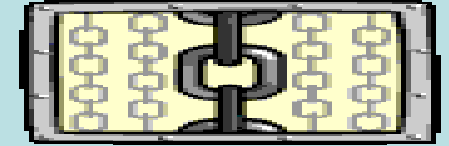
SEMINAR BACKGROUND REPORT PRESENTATION

SURVEY OF BORDER CROSSING OBSTACLES

PRESENTED BY PETER RANGER – TRADE FACILITATION CONSULTANT

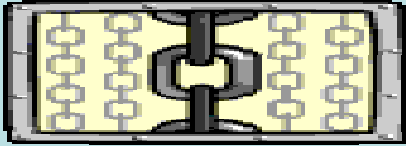


BORDER CROSSING OBSTACLES

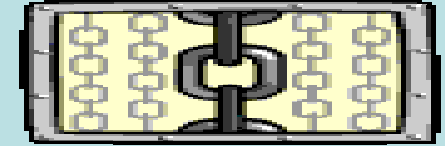


THREE MAIN SOURCES OF INFORMATION AND DATA:

- 1. AN ITF OBSTACLES-FOCUSSED QUESTIONNAIRE SENT TO AND RETURNED FROM MORE THAN 44 COUNTRIES AND ENTITIES**
- 2. PREVIOUS ECMT RESOLUTIONS, APPROVED BY THE TRANSPORT MINISTERS, AND BACKGROUND REPORTS, INCLUDING TWO LATEST REPORTS AND RECOMMENDATIONS OF 2004 AND 2007**
- 3. PROGRAMME AND PROJECT REPORTS AND INFORMATION FROM THE UNECE, WB, EU, IRU, WCO, WTO, UIC, IMO, ICS, ADB, USAID AND OTHERS**



BORDER CROSSING OBSTACLES

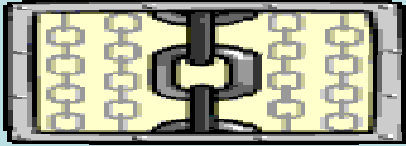


ITF SURVEY INITIAL INDICATORS

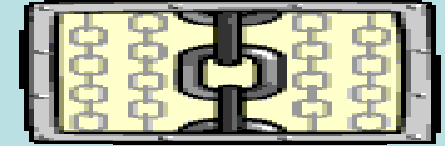
- 1. THE CURRENT ITF SURVEY ON BORDER CROSSING OBSTACLES DID SHOW SEVERAL POSITIVE TRENDS.**

- 2. ALTHOUGH THERE WERE IMPROVEMENTS SOME OF THE BASIC OBSTACLES, STILL PRESENT ACROSS ALL TRANSPORT MODES, REMAINED THE SAME WITHIN THE FOLLOWING AREAS:**
 - POOR ADMINISTRATION**
 - DOCUMENTATION ISSUES**
 - INFRASTRUCTURE**

- 3. ADDITIONAL, MORE RECENT, OBSTACLES INCLUDE SOME OF THE REQUIRED “GLOBAL SECURITY” ASPECTS.**



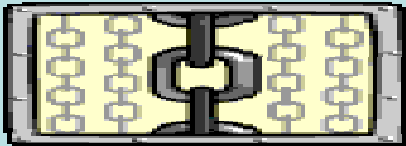
BORDER CROSSING OBSTACLES



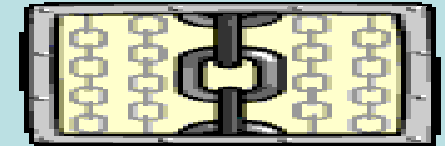
ACROSS ALL TRANSPORT MODES THE THREE MAIN OBSTACLE AREAS WERE REPORTED, BY THE QUESTIONNAIRE RESPONDENTS, AS HAVING A FULLY NEGATIVE OR A RETARDING EFFECT WERE:

NEGATIVE EFFECTS

- **POOR ADMINISTRATION** **29%**
- **DOCUMENTATION ISSUES** **24%**
- **INFRASTRUCTURE** **20%**
(INCLUDING INTEROPERABILITY)

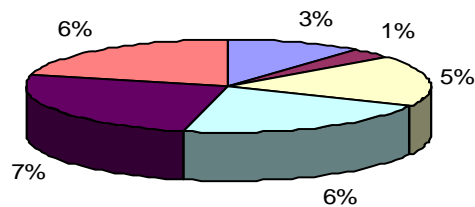


BORDER CROSSING OBSTACLES



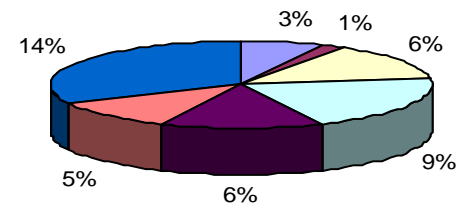
MODAL OBSTACLES – AREAS OF NEGATIVE EMPHASIS

Road Obstacles - Emphasis of Respondents Comments



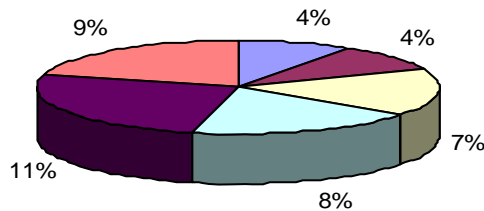
- A Road Customs
- B Road Immigration
- C Road Procedures
- D Road Documentation
- E Road Security
- F Road Infrastructure

Rail Obstacles - Emphasis of Respondents Comments



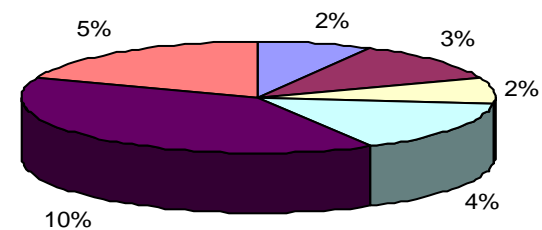
- A Rail Customs
- B Rail Immigration
- C Rail Procedures
- D Rail Documentation
- E Rail Security
- F Rail Infrastructure
- G Rail Interoperability

Port Obstacles - Emphasis of Respondents Comments

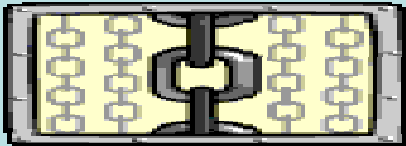


- A Ports Customs
- B Ports Immigration
- C Ports Procedures
- D Ports Documentation
- E Ports Security
- F Ports Infrastructure

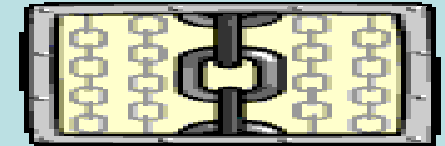
Air Obstacles - Emphasis of Respondents Comments



- A Air Customs
- B Air Immigration
- C Air Procedures
- D Air Documentation
- E Air Security
- F Air Infrastructure



BORDER CROSSING OBSTACLES SURVEY CONSENSUS



THERE HAVE BEEN SIGNIFICANT RECENT IMPROVEMENTS IN ALLEVIATING BORDER CROSSING OBSTACLES THAT INCLUDE:

- **ACCEPTANCE AND IMPLEMENTATION OF THE SINGLE-WINDOW SYSTEM**

MACEDONIA - Customs Administration, in cooperation with the a number of state institutions has started to apply the single-window system, which allows for e-submission of applications for authorizations necessary at import, export and transit of goods.

- **IMPROVED BORDER INTER-AGENCY COOPERATION**

MEXICO - The "Border Trucking Demonstration Project" is setting the standard for the gradual opening of the border between both countries, allowing trucking companies from each country to identify the regulations that need to be complied with in the other country, as well as standardize regulatory criteria among the different government agencies.

NORWAY -The Nordic countries have solved the border controls in an efficient way. The borders are usually open 24 hours a day. Controls are only conducted on one side of the border taking care of export and import. The control-points are manned with Customs from both countries involved. This makes the border crossing easier, much faster and environmentally friendly.

FINLAND - The Finnish border guards and customs have regular meetings with their Russian counterparts at all levels. The daily and weekly contacts have made it easier to solve acute situations together with familiar people.

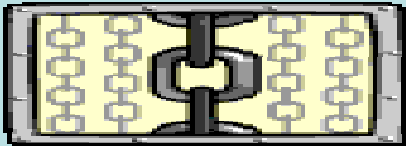
- **INCREASED USE OF INFORMATION TECHNOLOGY**

KOREA - Customs Clearance System Development Based on RFID Technology in Korea

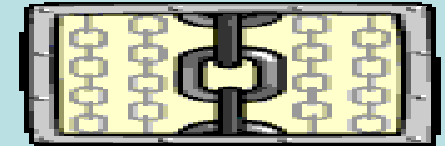
CANADA - Development and Deployment of Intelligent Transportation Systems and Interoperable Information Technology Systems: Cooperation in this regard is perhaps best through initiatives like the development of the Canada-U.S. Border Information Flow Architecture (BIFA)

MACEDONIA - Customs Administration, allows for e-submission of applications for authorizations necessary at import, export and transit of goods, as well as electronic issuance of these authorizations. These measures will have considerable influence to shorten the time of passing through the border crossing points.

SEMINAR ON OVERCOMING BORDER CROSSING OBSTACLES – 5-6 MARCH 2009 - PARIS

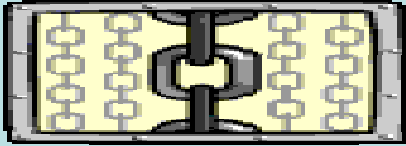


BORDER CROSSING OBSTACLES

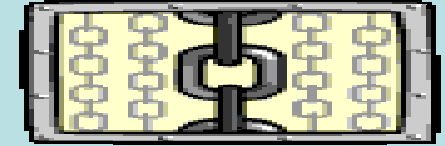


THE OBSTACLES ARE DIVIDED INTO SEVERAL PERSPECTIVES:

- 1. WHERE THE BASIC ON-GOING OR REQUIRED CHANGES ARE KNOWN AND NEED TO BE UNDERTAKEN TO REDUCE/ELIMINATE OBSTACLES.**
- 2. WHERE THERE IS A PARADOX WHERE THE BORDER CROSSING POINT HAS EXCELLENT INFRASTRUCTURE BUT DOES NOT FUNCTION WELL DUE TO POORLY TRAINED AND/OR MOTIVATED STAFF OR INVERSLEY, AT ANOTHER CROSSING POINT, WHERE THE INFRASTRUCTURE IS POOR BUT THE STAFF ARE WELL TRAINED AND EFFICIENT.**
- 3. WHERE SOME COUNTRIES SEEM TO HAVE AN “INSULAR” APPROACH AS OPPOSED TO EMBRACING THE WIDER CONCEPTS OF “CROSS-BORDER” DIALOGUE/COOPERATION. THIS OFTEN RELATES TO THE INDIVIDUAL COUNTRY’S POLITICAL APPROACH OR THE INTELLIGENCE RESTRICTIONS OF THE SPECIFIC GOVERNMENT.**
- 4. WHERE, EVEN WITHIN THE BORDER CROSSING POINT, THE OPERATIONAL-CHAIN NEEDS TO BE MAINTAINED BY ALL AGENCIES BUT MANY OF THE PROCEDURAL OBSTACLES OCCUR DUE TO CONFLICT AND POSTURING BETWEEN, TRADITIONALLY, VERY STRONG AGENCIES WHO ARE SOMETIMES RELUCTANT TO COOPERATE.**



BORDER CROSSING OBSTACLES



SOME SPECIFIC AND REAL BORDER OBSTACLES ARE GIVEN BELOW – EXTRACTS FROM ITF QUESTIONNAIRES

CANADA – ALL MODES - IT IS DIFFICULT TO EMPIRICALLY QUANTIFY OR QUALIFY ONE FACTOR IN ISOLATION FROM OTHERS, AS ONE “OBSTACLE” OFTEN CONTRIBUTES TO THE EMERGENCE AND/OR MAGNITUDE OF OTHERS (E.G., HIGH TRAFFIC VOLUMES AND INADEQUATE INFRASTRUCTURE CAN SOMETIMES RESULT IN CROSS-BORDER TRAFFIC DELAYS, NEW REGULATORY MEASURES CAN SOMETIMES RESULT IN DELAYS IN COMMERCIAL OR PASSENGER VEHICLE PROCESSING AND THEREFORE CAUSE DELAYS, ETC.)

MEXICO – ROAD - TRUCKING COMPANIES IDENTIFY THE TIJUANA, MEX - SAN DIEGO, USA BORDER CROSSING AS THE MOST PROBLEMATIC ALONG THE BORDER, WITH AVERAGE WAITING TIMES OF 2 HOURS THAT IN SOME CASES LAST UP TO 4.7 HOURS.

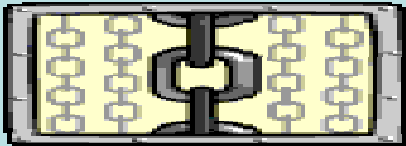
DENMARK ROAD - ESPECIALLY WE CONSIDER SERIOUS PROBLEMS OF WAITING TIMES FOR THE ROAD FREIGHT TRANSPORT TO AND FROM RUSSIA, BELORUSSIA, UKRAINE, TURKEY AND MOLDOVA.

LATVIA - ROAD TRANSPORT THE PRIMARY OBSTACLES TO THE SMOOTH FLOW OF TRAFFIC ACROSS THE LATVIAN – RUSSIAN BORDER ARE AS FOLLOWS: INSUFFICIENT THROUGHPUT CAPACITY OF BORDER CROSSING POINTS, ADMINISTRATIVE PROCEDURES; SECURITY PROCEDURES; LACK OF ADEQUATE INFRASTRUCTURE; TECHNICAL STANDARDS FOR EQUIPMENT AND LACK OF INTEROPERABILITY; LACK OF SUFFICIENT PERSONNEL, INSUFFICIENT COOPERATION BETWEEN CUSTOMS AUTHORITIES OF BOTH COUNTRIES, NAMELY, LACK OF JOINT CONTROL PROCEDURE.

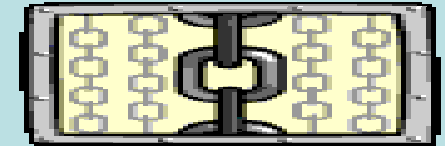
LITHUANIA - ROAD ADMINISTRATIVE PROCEDURES (TIME-CONSUMING CONTROL; HOWEVER, ADMINISTRATIVE OBSTACLES DIFFER FROM COUNTRY TO COUNTRY), LACK OF ADEQUATE INFRASTRUCTURE (BCP CAPACITY, ROAD NETWORK “BOTTLENECK” SITUATION), LACK OF SUFFICIENT PERSONNEL, INADEQUATE INTER-AGENCY COOPERATION, INADEQUATE COOPERATION ACROSS THE BORDER, MANDATORY CONVOYS OF VEHICLES (MAINLY IN BYELORUSSIA).

POLAND ROAD - THERE IS ONLY ONE LANE FOR BOTH LOADED AND EMPTY VEHICLES ENTERING POLAND. ALL THE ENTERING VEHICLES ARE RTG SCANNED AND SEARCHED BY CUSTOMS OFFICERS. MOST IMPORTANT OBSTACLES: TECHNICAL STANDARDS FOR EQUIPMENT AND LACK OF INTEROPERABILITY; VISA PROCEDURES FOR OPERATORS; LACK OF ADEQUATE INFRASTRUCTURE; LACK OF SUFFICIENT PERSONNEL; INADEQUATE COOPERATION ACROSS THE BORDER;

SEMINAR ON OVERCOMING BORDER CROSSING OBSTACLES – 5-6 MARCH 2009 - PARIS



BORDER CROSSING OBSTACLES



SOME SPECIFIC AND REAL BORDER OBSTACLES ARE GIVEN BELOW – EXTRACTS FROM ITF QUESTIONNAIRES

MEXICO - RAIL - THE AVERAGE WAITING TIMES AT THE CROSSINGS IS FROM 6 TO 24 HOURS; IT CAUSES DELAYS IN THE YARDS LOGISTICS.

DENMARK RAIL - THE PRIMARY OBSTACLE FOR BORDER CROSSING IS THE LACK OF TRAIN CONTROL INTEROPERABILITY (ON BOARD SIGNALLING), AND DIFFERENT BRAKING RULES IN SWEDEN, DENMARK AND GERMANY, WHICH MEANS THAT TIME IS NEEDED TO RETOOL THE VEHICLES' BRAKES AND EFFECT NEW BRAKE TESTS, MAINLY IN PADBORG. IN ADDITION, SOME TRAINS ARE SUBJECT TO AN ADDITIONAL INSPECTION / VERIFICATION. ANOTHER POINT IS THE QUESTION OF A HARMONIZED LOCOMOTIVE DRIVER EDUCATION AND A COMMON COMMUNICATION LANGUAGE BETWEEN LOCOMOTIVE DRIVERS AND CENTRAL CONTROL OFFICE.

DENMARK RAIL - CONGESTION IS A GROWING OBSTACLE BETWEEN FRONTIERS, WHICH MEANS THAT TRAINS ARE DELAYED AT THE BORDER, WHICH AGAIN CAUSES PROBLEMS IF IT SHOULD BE NECESSARY TO CHANGE LOCOMOTIVE AT THE FRONTIER.

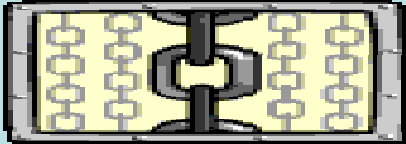
GERMANY RAIL - IN THE OPINION OF BMVBS REFERENCE SHOULD AGAIN BE MADE TO THE PROBLEMS POINTED OUT EARLIER, SUCH AS LACK OF INTEROPERABILITY AND OF A HARMONIZED HOMOLOGATION PROCEDURE FOR LOCOMOTIVES. IT SHOULD BE NOTED THAT THE COMPLETE LIBERALIZATION OF GOODS TRAFFIC CAME INTO FORCE ON 01.01.2007.

LITHUANIA RAIL ADMINISTRATIVE PROCEDURES (TIME-CONSUMING CONTROL, INADEQUATE PROCEDURES, EXECUTION OF CIM AND SMGS INVOICES, STAMPING OF THE TRAIN PERSONNEL PERSONAL TRAVEL DOCUMENTS AT THE RUSSIAN FEDERATION AND BYELORUSSIAN REPUBLIC BORDERS (ONLY LISTS OF TRAIN PERSONNEL HAVE BEEN STAMPED BEFORE)).

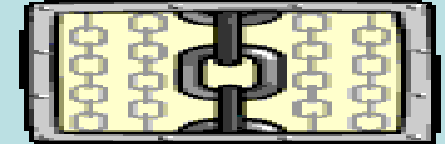
POLAND PORTS - MAIN OBSTACLES ARE PROCEDURES: CUSTOMS, TAX, SANITARY AND PHYTOSANITARY, ENVIRONMENTAL AND SECURITY PROCEDURES. ALSO INFRASTRUCTURE – INLAND ACCESS TO THE PORTS AND THE INFRASTRUCTURE INSIDE PORTS, ESPECIALLY STORAGE AND WAREHOUSING.

A FULL SYNOPSIS OF THE ITF QUESTIONNAIRES IS AVAILABEL ON REQUEST TO THE ITF ADMINISTRATION

SEMINAR ON OVERCOMING BORDER CROSSING OBSTACLES – 5-6 MARCH 2009 - PARIS



BORDER CROSSING OBSTACLES



RECENT “GLOBAL SECURITY” ASPECTS

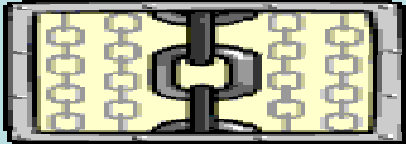
MANY RESPONDENTS CITED OBSTACLES CONCERNING THE VARIOUS ISSUES RELATED TO “GLOBAL SECURITY” INCLUDING:

- 1. THE USA IMPOSED REGULATIONS ON THE SHIPMENT OF GOODS AND IN PARTICULAR CONTAINERS REQUIRED INITIAL FUNDING, TECHNICAL STAFFING/TRAINING AND SUBSEQUENT MAINTENANCE COSTS OF INSTALLED RADIATION AND SCANNING DETECTION EQUIPMENT.**
- 2. ADDITIONAL CONCERNS WERE THAT “SECURITY” WOULD CREATE THE DELAY OF GOODS IN TRANSIT DUE TO OPERATIONAL TIME REQUIRED, THE LACK OF REQUIRED MONITORING EQUIPMENT OR IT WOULD BE USED FOR PRESSURE PURPOSES TO EXTRACT ADDITIONAL/UNOFFICIAL PAYMENTS**

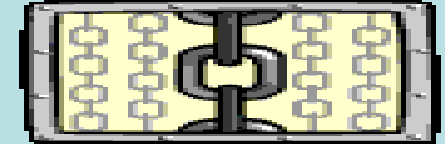
NOTE: SECURITY X-RAY EQUIPMENT COSTS VARY FROM USD 140k FOR SMALL PACKAGE SCANNERS UP TO USD 16.0 MILLION FOR A FIXED SINGLE-LINE TRUCK/CONTAINER SCANNER BUILDING.

EXAMPLE OF INSTALLATION INVESTMENT COSTS AROUND THE WORLD.

**USA – MOBILE TRUCK SCANNERS USD 1.7 TO 2.4 MILLION
NEW ZEALAND - VARIOUS SCANNERS USD 19.0 MILLION
HONG KONG - VARIOUS FIXED AND MOBILE SCANNERS USD 164.4 MILLION.
ASHDOD ISRAEL - FIXED TRUCK/CONTAINER SCANNER USD 16.0 MILLION**



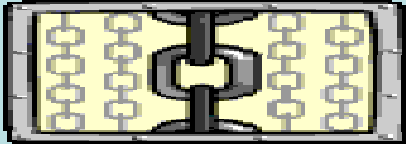
BORDER CROSSING OBSTACLES



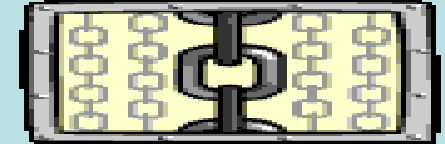
THE SURVEY ALSO CONSIDERED SOME REALISTIC SUBSEQUENT IMPROVEMENTS OF BORDER CROSSING OBSTACLES THAT COULD ACT AS A CATALYST AND A BASIS OF RECOMMENDATIONS.

THERE ARE FOUR SPECIFIC AREAS OF INTERVENTION THAT REQUIRE FURTHER DISCUSSION:

- 1. MANAGEMENT**
- 2. INFRASTRUCTURE**
- 3. LEGISLATION**
- 4. DIPLOMATIC POLICY**

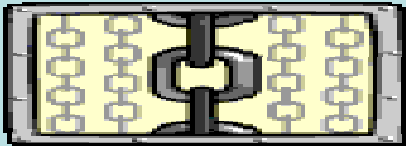


BORDER CROSSING OBSTACLES

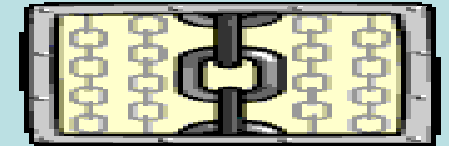


ASPECTS THAT FACILITATE THE OBSTACLE REDUCTION EQUATION

- 1. OPERATIONAL MANGEMENT STRUCTURE PLAYS A VITAL ROLE IN REDUCING OBSTACLES. ALSO EFFECTIVE MANAGEMENT WITH FULL AUTHORITY AND DECISION-MAKING POWERS CAN BE SEEN AS A CRITICAL ELEMENT**
- 2. INFRASTRUCTURE DESIGN LAYOUT AND ORGANISATION TOGETHER WITH COMMUNICATIONS AND INFORMATION TECHNOLOGY ARE OTHER VITAL ELEMENTS OF THE OBSTACLE EQUATION.**
- 3. LEGISLATION, AGREEMENTS AND CONVENTIONS ARE THE LEGAL GUIDELINES ELEMENT UNDER WHICH BORDER CROSSINGS CAN EFFECTIVELY FUNCTION.**
- 4. DIPLOMATIC POLICY SUPPORTS CROSS BORDER OPERATIONS AND EXCHANGE OF INFORMATION AND INTELLIGENCE THAT IS AN ELEMENT REQUIRED TO ENSURE SECURITY AND FREE FLOW OF GOODS.**

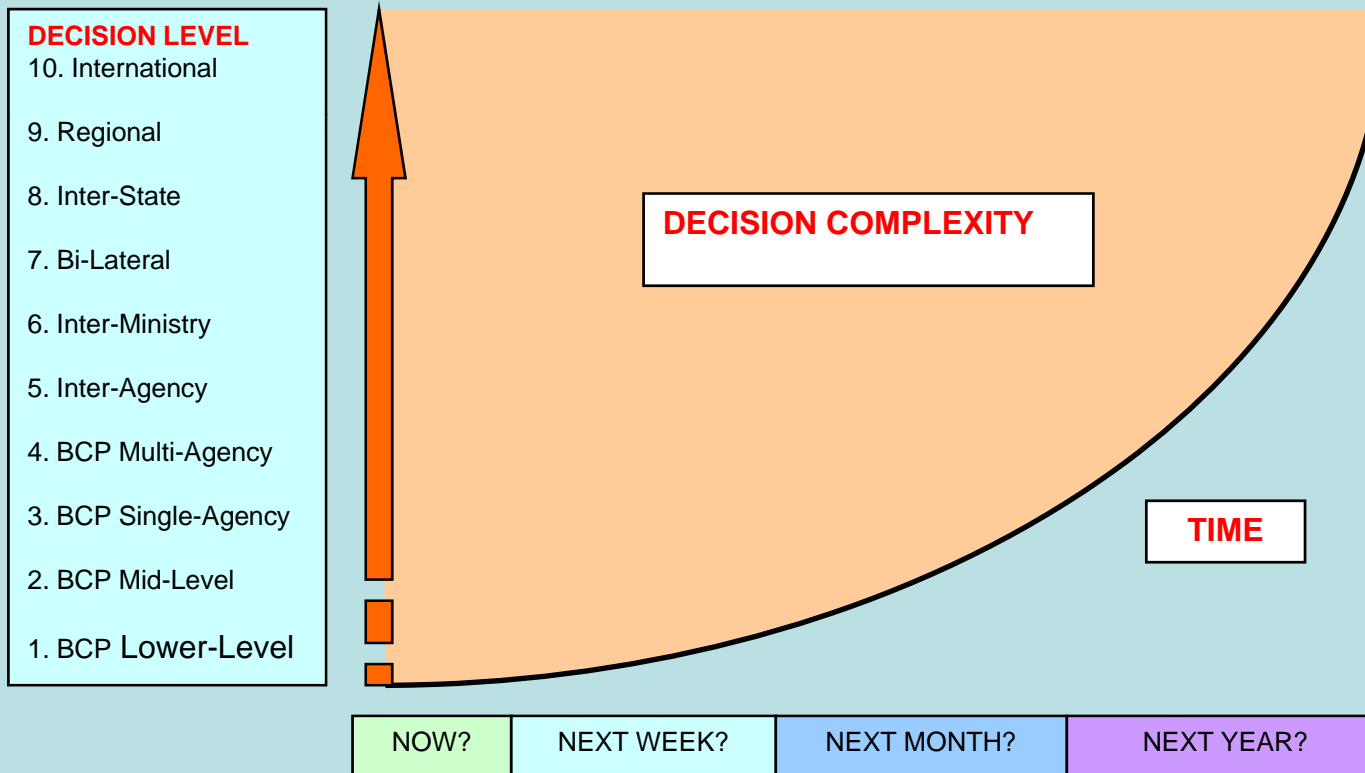


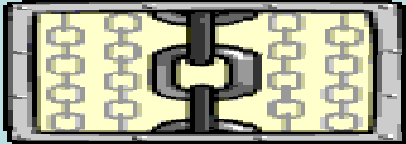
BORDER CROSSING OBSTACLES



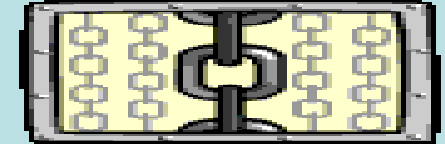
EXAMPLE OF OBSTACLE SIMPLIFICATION

DECISION-MAKING PROCEDURES AND AUTONOMY THAT OCCUR AT THE LEVEL OF THE ACTUAL BCP'S INCREASE EFFECTIVENESS AND REDUCE DELAYS.





BORDER CROSSING OBSTACLES



SURVEY OBSERVATION

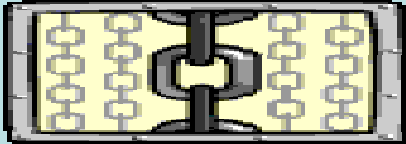
“BORDER CROSSING WAITING TIMES” HAVE, TRADITIONALLY, BEEN USED AS A NORM TO QUANTIFY THE COST AND IMPACT ON BORDER CROSSINGS.

HOWEVER IT IS SOMETIMES VERY DIFFICULT TO USE THE WAITING-TIME AS A NORM AS EACH CROSSING POINT HAS ITS OWN VARIATIONS AS TO THE CAUSE OF EACH DELAY WHICH CAN EVEN CHANGE ON A DAY-TO-DAY-BASIS.

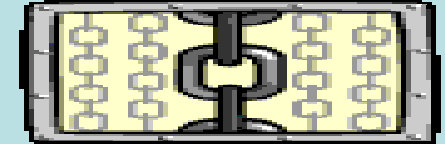
IF THERE IS AN UNACCEPTABLE WAITING TIME THEN IT MUST BE CAREFULLY RECORDED AND EVALUATED, IN EACH AND EVERY CASE, SO THAT A PRACTICAL SOLUTION CAN BE FOUND.

WHERE POSSIBLE, THE RESULTS OF BORDER CROSSING EVALUATION DATA SHOULD BE ACCOMPANIED WITH RECORDED ACCURATE ON-SITE OBSERVATIONS SO THAT A FULL UNDERSTANDING OF THE OBSTACLE CAN BE ANALYSED.

THIS WILL THEN PERMIT WELL FOUNDED INTERVENTIONS



BORDER CROSSING OBSTACLES

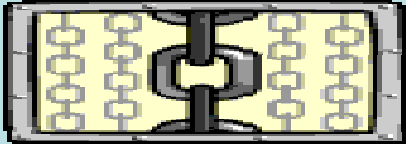


CONCLUSIONS

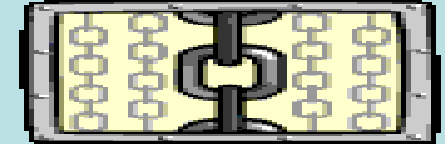
IT IS AGREED THAT THERE HAVE BEEN MANY IMPROVEMENTS OVER RECENT YEARS. SUCH AS THE EASING OF EU BORDERS, THE CONCEPT OF COORDINATED BORDER MANAGEMENT, SINGLE-WINDOW SYSTEM, ELECTRONIC DATA TRANSFER, ADAPTIVE RAIL EQUIPMENT AND COMMON DOCUMENTATION.

IT IS AGREED THAT RESPONSIBLE ORGANISATIONS HAVE ENGAGED AND MUST REMAIN FULLY INVOLVED IN MONITORING AND RESOLVING MANY OF THE ISSUES. THESE ENTITIES INCLUDE THE UNECE, WB, EU, IRU, WCO, WTO, UIC, IMO, ICS, ADB, USAID AND OTHERS

HOWEVER, MUCH STILL REMAINS TO BE DONE AND WITH AN EVER CHANGING WORLD WITH ENORMOUS ECONOMIC PROBLEMS IT WILL NOT BE A SIMPLE OR QUICK TASK.



BORDER CROSSING OBSTACLES



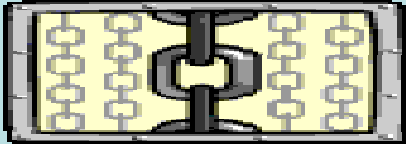
THE WAY FORWARD

**FOCUSSED MONITORING AND RESOLVING OF ALL TRANSPORT MODES
BORDER CROSSING OBSTACLES**

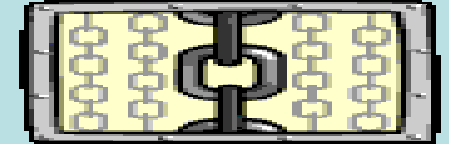
**HIGH LEVEL COMBINED AGENCY/INSTITUTE/ORGANISATION WORKING
GROUP THAT CAN SEEK FUNDING FOR A PRACTICAL INTERVENTION
TEAM THAT IS ABLE TO LIAISE WITH ALL MODES OF TRANSPORT
CROSSINGS ON A PERMANENT BASIS**

**WORKING GROUP WILL THEN LOBBY AND LIAISE WITH FUNDING
AGENCIES TO ENSURE BORDER MANAGEMENT PROGRAMMES AND
PROJECTS ARE FOCUSED ON LONG-TERM INTERVENTION TO ENSURE
SUSTAINABLE RESULTS**

**WORKING GROUP WILL ESTABLISH A BROADER PRACTICAL ADVISORY
COUNCIL THAT CAN ADVISE/LOBBY FUNDING AGENCIES ON SUPPORT
FUNDING FOR SELECTED BORDER CROSSINGS BY GIVING CREDIBLE
PROFESSIONAL ADVICE, JUSTIFICATION AND OVERSIGHT**



BORDER CROSSING OBSTACLES



**COORDINATED BORDER MANAGEMENT IS THE KEY TO
TRADE FACILITATION SUCCESS**



THANK YOU FOR YOUR ATTENTION

SEMINAR ON OVERCOMING BORDER CROSSING OBSTACLES – 5-6 MARCH 2009 - PARIS