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Working Party on Rail Transport

Sixty-first session
Paris, 20-21 November 2007
Item 2(b) of the provisional agenda

FACILITATION OF BORDER CROSSING IN INTERNATIONAL RAIL TRANSPORT

MONITORING OF PROGRESS MADE IN THE FACILITATION OF
BORDER CROSSING IN INTERNATIONAL RAIL TRANSPORT

Note by the secretariat

1. At its sixtieth session, the Working Party (ECE/TRANS/SC.2/206) asked the Organization for Co-operation between Railways (OSJD) to make available the results of its own data collection and analysis of border crossing procedures carried out at border stations in OSJD member countries. This document is submitted for consideration by the Working Party in compliance with that mandate.
2. First part of the questionnaire relates to non-physical obstacles at all rail border crossings in a country. Second part of the questionnaire requested information on border stopping times and other relevant information for each border crossing station on the AGC line passing through each country.

PART I: RAIL TRAFFIC

| | Estonia | Georgia | Latvia | Lithuania | Moldova | Mongolia | Ukraine |
|--|---------|---------|--------|-----------|---------|----------|---------|
| 1(a) What are the most significant sources of rail border crossing delays? | | | | | | | |
| (i) Export procedures | | | | | | | |
| (ii) Import procedures | | | | | | | X |
| (iii) Transit procedures | | | X | | X | | |
| (iv) Technical procedures | X | | X | X | | X | |
| (v) Others, please specify: | | | | X | | | |
| | | | | | | | |
| 1(b) Please name one single improvement that could reduce most rail border crossing time | | | | | | | |
| 2(a) Are officials at the border delegated to make all operational decisions? YES/NO | YES | NO | YES | YES | NO | NO | NO |
| 2(b) If “no”, what decisions do they need approval from headquarters for? | | | | | | | |

PART I: RAIL TRAFFIC

| | Estonia | Georgia | Latvia | Lithuania | Moldova | Mongolia | Ukraine |
|---|---------|---------|--------|------------|---------|----------|------------|
| 3(a) Are transport operators/owners of the goods informed in advance about all documentation required by authorities for border crossing? YES/NO | NO | YES | YES | YES | YES | NO | YES |
| 3(b) Is all documentation (e.g. forms) required by customs, police, sanitary and other authorities for border crossing available before the transport has reached the border? YES/NO | NO | NO | YES | NO | NO | NO | YES |
| 3(c) If “no” what forms can only be obtained and filled in at the border crossing point? | | | | | | | |
| 4(a) Can documents (e.g. customs, sanitary, veterinary, etc.) be sent electronically to the border-crossing point before the transport has reached the border? YES/NO/NOT ALWAYS | NO | YES | YES | Not Always | YES | NO | Not Always |

PART I: RAIL TRAFFIC

| | Estonia | Georgia | Latvia | Lithuania | Moldova | Mongolia | Ukraine |
|--|---------|---------|--------|-----------|---------|----------|---------|
| 4(b) If “yes” does the electronic transmission of documents actually reduce border crossing times? YES/NO | YES | YES | YES | | YES | | |
| 5(a) Do border crossing procedures differ depending on the origin of the goods? YES/NO | NO | NO | NO | YES | NO | NO | NO |
| 5(b) If “yes” please explain | | | | | | | |
| 6(a) Do border crossing procedures differ for goods in transit? YES/NO | NO | YES | NO | YES | NO | NO | NO |
| 6(b) If “yes” please explain. | | | | | | | |

PART I: RAIL TRAFFIC

| | Estonia | | Georgia | | Latvia | | Lithuania | | Moldova | | Mongolia | | Ukraine | |
|---|---------|------|---------|------|--------|------|-----------|------|---------|------|----------|------|---------|------|
| 7(a) Is a customs inspection (physical check) mandatory for all goods crossing the border? YES/NO | NO | | YES | | NO | | NO | | NO | | NO | | NO | |
| 7(b) Are goods in transit also inspected? YES/NO | YES | | NO | | YES | | YES | | YES | | NO | | YES | |
| 8(a) Please specify the number of container block trains passing through your country in 2005 and 2006: - for imports (destination in your country) - for exports (origin in your country) - for transit | 2005 | 2006 | 2005 | 2006 | 2005 | 2006 | 2005 | 2006 | 2005 | 2006 | 2005 | 2006 | 2005 | 2006 |
| | - | - | - | - | - | - | | | | | | | 471 | 1261 |
| | - | - | - | - | 76 | 104 | | | | | | | 553 | 1203 |
| | - | - | - | - | - | - | 323 | 422 | | | | | 276 | 523 |

| | | | | | | | |
|--|--|--|--|--|--|--|--|
| 8(b) If container block trains pass through your country, please describe the main differences in their processing at the border in comparison to ordinary freight trains. | | | | | | | |
|--|--|--|--|--|--|--|--|

PART II: BORDER CROSSING POINTS

| | Estonia | | | Georgia | | | |
|---|-------------------------|------------------|----------------|-------------------------|---------------|---------|---------------------------|
| | Border crossing station | | | Border crossing station | | | |
| | Ivangorod-Narvskii | Peceri-Pskovskie | Valga - Lugazi | Batumi-Ilicevsk-Varna | Poti - port | Sadahlo | Gardabani – BeioK- Kjasik |
| 1. Number of transport units processed per year: | | | | | | | |
| - Containers | 2 196 | 5 370 | 2 937 | | 8 123 | | |
| - Trains | 5 800 | 3 700 | 1 400 | 11 208 | | 2 000 | 6 500 |
| 2. Working hours at the border station | 7/24 | 7/24 | 7/24 | 7/24 | 5/24 | 7/24 | 5/24 |
| 3. Are working hours same at the adjacent border station in neighbouring country? | Y | Y | Y | Y | N | Y | N |
| 4. Are national inspections carried out jointly in an integrated manner? | Y | Y | - | N | N | Y | N |
| 5. Are inspections carried out jointly with the neighbouring authorities | Y | Y | - | N | N | N | N |
| 6. How much time is required to process: | | | | | | | |
| - one 20-foot container | 190 (290) ¹ | 190 (208) | 114 (360) | | 24 | | |
| - an equivalently sized train | 190 (290) | 190 (208) | 114 (360) | | 24 | 150 | 90 (75) |
| - one freight wagon | 190 (290) | 190 (208) | 114 (360) | | 55 | | |
| 7. How much of this time is attributable to: | | | | | | | |
| - documentation | 130 | 130 | 40 | 8-12 hours | 20 (120) | 60 % | 20 |
| - payments of duties and taxes | | | | 10-15 min/ | 120 | | |
| - physical inspection of goods | | | | wagon | 45 (90) | | 30 |
| - physical movement or transfer of goods | | | | | 180 (180-300) | | |
| - other mandatory procedures | | | | | 30 (30-60) | 40 % | 40 |

¹ First number shows technological time for processing and the number in brackets actual processing time.

PART II: BORDER CROSSING POINTS

| | Latvia | | Lithuania | | Mongolia | Ukraine | |
|---|-------------------------|--------|-----------|----------|-----------|------------|--------|
| | Border crossing station | | | | | | |
| | Zilune | Indra | Mockava | Joniškis | Suhbaatar | Čop | Batevo |
| 1. Number of transport units processed per year: | | | | | | | |
| - Containers | 18 546 | 115 | 1 383 | | 3 327 | 2 809 | 872 |
| - Trains | 4 615 | 16 587 | 1 674 | 2 099 | 1 178 | 1 141 | 3 014 |
| 2. Working hours at the border station | 7/24 | 7/24 | 7/24 | 7/24 | 7/24 | 7/24 | 7/24 |
| 3. Are working hours same at the adjacent border station in neighbouring country? | | Y | Y | Y | Y | Y | Y |
| 4. Are national inspections carried out jointly in an integrated manner? | | N | N | N | Y | Y | Y |
| 5. Are inspections carried out jointly with the neighbouring authorities | | N | Y | Y | N | N | N |
| 6. How much time is required to process: | | | | | | | |
| - one 20-foot container | | 30 | | | 205 (180) | 9.7 (6.08) | 12.4 |
| - an equivalently sized train | | | | 30 (20) | 205 (180) | | |
| - one freight wagon | | | | | | | |
| 7. How much of this time is attributable to: | | | | | | | |
| - documentation | | | 15-25 | 10 (9) | 120 (60) | 0.7 (0.7) | 5.8 |
| - payments of duties and taxes | | | 15-25 | | | | 1.0 |
| - physical inspection of goods | | | | | 60 (60) | 1.08 | 5.6 |
| - physical movement or transfer of goods | | | | | | 3.5 (3.9) | |
| - other mandatory procedures. | | | | | | | |

PART II: BORDER CROSSING POINTS

| | Moldova | | | | | |
|--|-------------------------|------------------------|----------------------------|------------------------|---|----------------------|
| | Border crossing station | | | | | |
| | Kucurgan | Volcinec-Mogliev | Ungeni | Oknica | Etulia | Dzurdzulesti |
| 1. Number of transport units processed per year: - Containers - Trains | 1 932 | 244 2 943 | 471 570 | 791 | 3 730 | 1 300 |
| 2. Working hours at the border station | 7/24 | 7/24 | 7/ 8-20 | 7/24 | 7/24 | 7/24 |
| 3. Are working hours same at the adjacent border station in neighbouring country? | Y | Y | Y | Y | Y | Y |
| 4. Are national inspections carried out jointly in an integrated manner? | N | N | N | N | Y | Y |
| 5. Are inspections carried out jointly with the neighbouring authorities | N | N | N | N | N | Y |
| 6. How much time is required to process: - one 20-foot container - an equivalently sized train - one freight wagon | 180-300 | 20 ² | 19 h. 3.5 – 19 h. | 20 ² | 351 | 80 ² (60) |
| 7. How much of this time is attributable to: - documentation - payments of duties and taxes - physical inspection of goods - physical movement or transfer of goods - other mandatory procedures. | 120-180 60 | 7 5.8 2 2 | 60 100 600 60 | 7 5.8 2 2 | 150 (30) 60 (30) 60 (30) 60 (30) | 60 80 |

² Empty wagon.