



**TRACECA: Harmonisation of
Border Crossing Procedures
Inception Report
March 2002**

0.0: Report Cover Page

Project Title:	Harmonisation of Border Crossing Procedures		
Contract Number:	01-0167		
Countries:	Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tadjikistan, Turkey, Turkmenistan, Ukraine, Uzbekistan.		
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1.0 Synopsis of the Project

Wider Objectives: To promote a transport corridor between Europe and the Caucasus/Central Asia through regional harmonisation and integration with international transport and trade practices and to promote the movement of traffic along that corridor

Specific Project Objectives: To harmonise border crossing procedures within the region and to align them with EU practice.

Outputs: The following outputs will be provided:

- Institutional deliverables: Customs Working Groups, Institutes of Customs Brokers, Training in modern border procedures within the Working Groups;
- Technical Reports: Border Procedures Database, Border Documentation Report, Harmonised Controls and Implementation Plan, Manual for Customs Officers, User Guide for transport operators and traders, Pre-Feasibility Report on Development of Common Transit Procedures;
- Non Technical Reports: Inception Report, Progress Reports, Draft Final and Final Report, Administrative Reports, Information Reports. (Reports/Guides to be available in Russian/English)

Activities:

- Development of coordination mechanism with the IGC and National Commissions;
- Review of previous work and recommendations;
- Establishment of Customs Working Groups and Brokers Institutes;
- Audit of designated Border Procedures;
- Development of reports on designated Documentation and Harmonised Controls;
- Production of User Guides and Manuals (Russian/English);
- Training in modern border procedures within the Working Groups;
- Proposals for a Common Transit Procedural System;
- Production of standard Tacis reports.

Target Group: The direct Beneficiary is the National TRACECA Commissions (or their equivalent) and the Inter Governmental Commission. The indirect beneficiaries will be the various border organisations, traders and transport organisations through harmonised and simplified procedures.

Inputs: Technical assistance will include 960 person-days of long-term experts, 490 person-days of short-term experts. A project office will be established in Baku within the IGC and there will be a Focal Point within the National Commissions in each country. Visits will be made to all relevant organisations and selected border crossings. Liaison will be maintained with other TRACECA projects and the other IFIs active in the region.

Assumptions:

- TRACECA National Commissions have sufficient influence to implement changes in border procedures and facilitate the work of the project;
- National Customs will be fully supportive of Customs Working Groups and allow external involvement in meetings;
- Customs Broking Institutes can be formed and established as legal entities.

2.0 ANALYSIS OF THE PROJECT

2.1 Start Situation

- The Contract was signed on the 12th of November 2001. The Project Mobilisation commenced, with the arrival on site in Baku, Azerbaijan of the Project Manager 15th of November 2001.
- During the Inception Phase, the Project Manager was supported by the two Project Regional Team Leaders. The function of the Regional Team Leaders is to take responsibility for the (1) Black Sea and Caucasus and (2) the Asia areas which divides the 13 TRACECA countries into two designated and logical regions.
- The Project Manager undertook meetings with the Main Project Recipients to ensure that all the 12 country National Secretaries and Representatives from Turkmenistan were aware of the start of the Project, their role in the Project and the requirements for office accommodation, communications and the designation of Project support and counterparts.
- It was also necessary to discuss the initial methodology for data collection and border audit that would be a vital aspect of future Project development for both a database and website information.
- There were several meetings, during the initial weeks, with staff and advisors of the Intergovernmental Commission (IGC), to evaluate the TOR and ascertain if there were any significant anomalies or required adjustments and to ascertain immediate needs. These meetings were held in a very cooperative and progressive atmosphere with all concerned.
- Due to the nature and logistics of the Project, that encompasses 13 countries, the formal Tacis TRACECA Induction Seminar or Kick-off meeting was organised and carried out in two parts utilising the platform of the Working Group meetings for all TRACECA National Secretaries.
- The first Working Group meeting took place on 10th-11th of December 2001 in Tblisi, Georgia. The Project Manager gave a brief introduction of the Project and all 12 country National Secretaries and Representatives from Turkmenistan were presented with a folder containing (1) a copy of the Project Terms of Reference (TOR) and (2) a summary of the Consultants Project Proposal.
- The second Working Group meeting took place on 25th-26th of February 2002 in Ashgabat, Turkmenistan. The Project Manager gave a full Power Point presentation of the Project plus three other presentations on TRACECA Development and 11 country National Secretaries and Representatives from Turkmenistan were presented with a folder containing hard copies and a CD-ROM of five related presentations. For full details of presentation and minutes of the meeting, see **Appendix 02**.
- A Draft Inception Report was completed on 12th March 2002.

2.2 Project Context

- The Project Context is seen as extremely relevant to the future development of TRACECA and it appreciates and builds on the enormous progress that has been achieved by the EC Task Manager, Advisors and National Transport entities. It is the Consultants opinion that, with minor adjustments to the TOR, overall concept and planned inputs, there will be a very relevant and significant affect, in the long-term, on the Harmonisation of Border Crossing Procedures.
- The discussions, with the Project Participants, were extremely constructive and there was a consensus that the project would produce the required results. There were only minor concerns that the current TOR defined a length of input that may not be sufficient for long-term strategies
- For details of Meetings and Working Groups, see **Appendix 02**.

2.3 Project Problems

- There were very few problems discovered except those inherent in terms of the rapid development of the TRACECA corridor as related to the commencement of planned Tacis TRACECA projects. This delay of Tacis Projects, however, has significantly improved over the past five years and now the conceptual to commencement phases of projects are optimised. Therefore, the minor problems and current direction requirements were resolved during the “Inception” phase.
- Although not seen as a problem, the Project Inception Phase was primarily involved with the immediate development of the TRACECA Transit Visa. This was seen by both the Consultant and the Intergovernmental Commission (IGC) as an ideal opportunity to engage in realistic activities. However, the contractual obligations, of the Project, were not neglected and the three Key Experts followed the framework activities for this phase.
- 1. It was found that the logistics and funding for the Customs Working Groups (CWG’s) would have to be reviewed in light of the difficulties in bringing together 13 entities at least four times a year. There would also be a requirement to have interim National CWG’s. The Consultant will review, where possible, the Project Funding Budget lines to realign specific funding items.
- 2. The TOR required that the CWG’s should take place ‘prior to the inception report’. The Consultant recommends that the CWG’s should take place after the results of the Border Crossings Audit are evaluated, as this will then give current information and issues for dialogue.
- 3. There will be required a concentrated effort, by the IGC and the National Commissions, to ensure that all forms of Working Groups are coordinated to ensure sustainability of the work carried out by the Project. There must be a clear understanding that the CWG’s should undertake primary responsibility of actions and that the Consultant should principally act in an advisory capacity.

- 4. It is additionally recognised that it will take time to implement a harmonised system and that this is unlikely to be fully achieved within the timeframe of this project, as indicated in the TOR. For example, most of these procedures are enshrined within national legislation and thus, changes involving legislative changes are unlikely to be achieved in practice within 2 years.

There were no other significant problems encountered during this part of the Inception Phase except additional ‘Transit Visa’ tasks but the cooperation from all Project partners and beneficiaries was exceptional.

2.4 Situation of Local Recipient and Beneficiaries

- The Recipients of the project, The National Commissions of TRACECA and the Ministries of Transport, are augmenting their National and International status as the TRACECA development process continues. They are making substantial efforts to bring related entities in-line with TRACECA and introduce realistic world standards and practices. Following the two TRACECA International Working Group Meetings and ‘Kick Off’ presentations the Consultants are convinced that there is a mutual understanding of the Project and it’s aims.
- The Recipients also understand the important inter-active role of the of the TRACECA National Secretaries who have a pivotal function in the Customs Working Groups and a coordinating function for all Working Groups and meetings. It is vital that the National Secretaries are consulted and involved in all Project activities and information gathering.
- The Recipients requested, at the commencement of the Project, that the Project Experts give immediate support and input into the development of the TRACECA Transit Visa as related to the Humanitarian Aid initiative for Afghanistan. As this was a very important issue, the Project diverted resources away from the Inception Phase to accommodate the work on this area. The justification for this is self explanatory in light of the importance of the situation in Afghanistan.
- The Consultants worked in very close cooperation with the IGC Specialists and assisted in formulating the way forward for the development of the ‘TRACECA Visa’. This Transit Visa concept was being developed by the IGC over the previous months but with the urgent need for Afghanistan Aid transport, it had now become a priority. One of the important areas of the Consultants assistance was to devise and prepare three extensive computer presentations in Power Point.
 - TRACECA Visa – Concept for Humanitarian Support
 - TRACECA Visa – Concept for Future Development
 - TRACECA Hotline – Concept to Enhance User Services

The TRACECA and the **HBCP Project Concept** Presentations are found in **Appendix 03**

2.5 Target Groups

- The prime target groups and direct Beneficiaries are the National TRACECA Commissions (NC's) and the Intergovernmental Commission (IGC)
- The additional Beneficiaries are National Customs Authorities, Border Security Entities and Official Border Organisations through Working Groups and establishment of relevant support entities.
- The Indirect Beneficiaries are Traders, Shippers, Transport Organisations and Freight Forwarders through harmonised and simplified procedures.

2.6 Commitments

- The project has commenced with the full commitment and cooperation of all the TRACECA partner entities. There has also been the designation of the two working areas, Black Sea and Caucasus and Asia Regions with a Team Leader for each area. The two Team Leaders have carried out visit to many of the TRACECA member countries to ensure the majority of Project-related entities are aware of the Project and it's aims. These visits have also included a Sample Audit Study to prepare methodology and a current overview of the border-crossing situation.
- The main thrust of input will be carried out by the three Key Experts. The Project Support Experts input will be defined following the Borders Audit Phase. The 15 Project Tasks will be included and emphasised within the following 9 activities:
 - Development of coordination mechanism with the IGC and National Commissions;
 - Review of previous work and recommendations;
 - Establishment of Customs Working Groups and Brokers Associations;
 - Audit of designated Border Procedures;
 - Development of reports on designated Documentation and Harmonised Controls;
 - Production of User Guides and Manuals (Russian/English);
 - Training in modern border procedures within the Working Groups;
 - Proposals for a Common Transit Procedural System;
 - Production of standard Tacis reports.

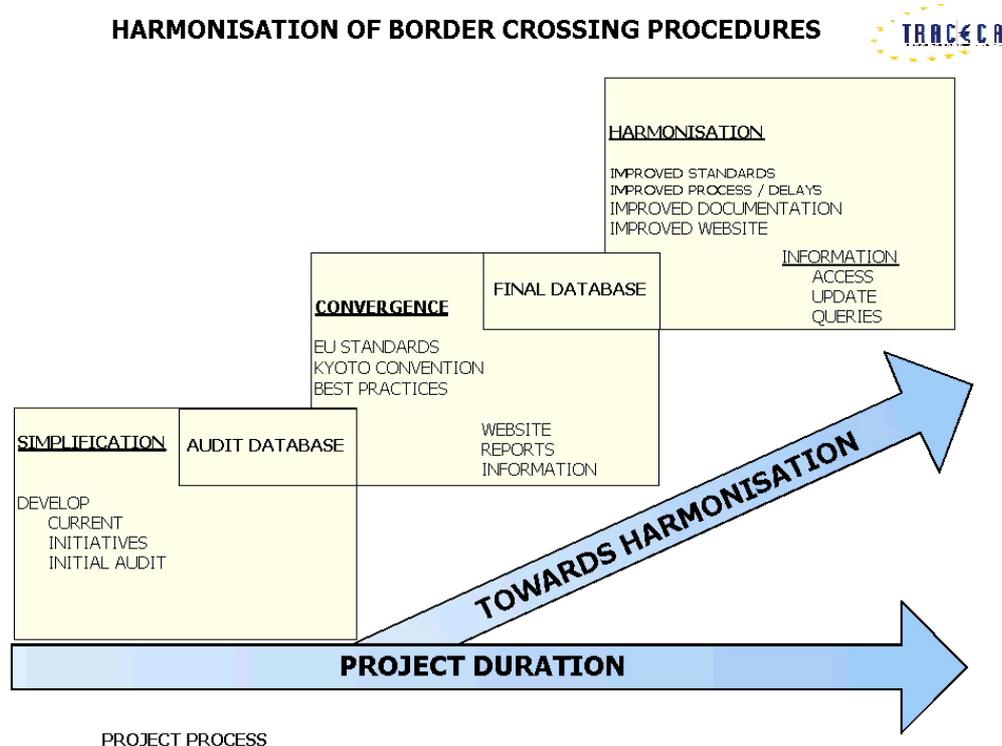
3.0 PROJECT PLANNING

3.1 Introduction.

The Project Planning and Project Methodology has been based on the TOR the Technical Proposal and adjusted, during the Inception Phase, after the evaluation by the Project Key Experts and in depth discussions with the Project Recipients and Beneficiaries. The initial adjustments concerned mainly defining the parameters of Border Audit data capture, re-evaluating CWG’s logistics and funding and determining the official language for all Project outputs. The details of recommended adjustments are contained in Section 4.0 of this report. The Key Experts have carried-out appraisals into their specific areas of expertise which has produced an accurate and current Inception Report. It was found that the Consultants original proposed methodology was mostly valid for the anticipated Activities and Tasks.

The two prime areas of Project Planning are the **Project Process** and the **Coordination Structure** within which the 9 Project Activities function and then subdivided into the 15 Project Tasks. These two prime areas of Project Planning are graphically depicted below in the two diagrams and in large format in **Appendix 01**.

The **Project Process** is divided into three basic progressive phases as follows:

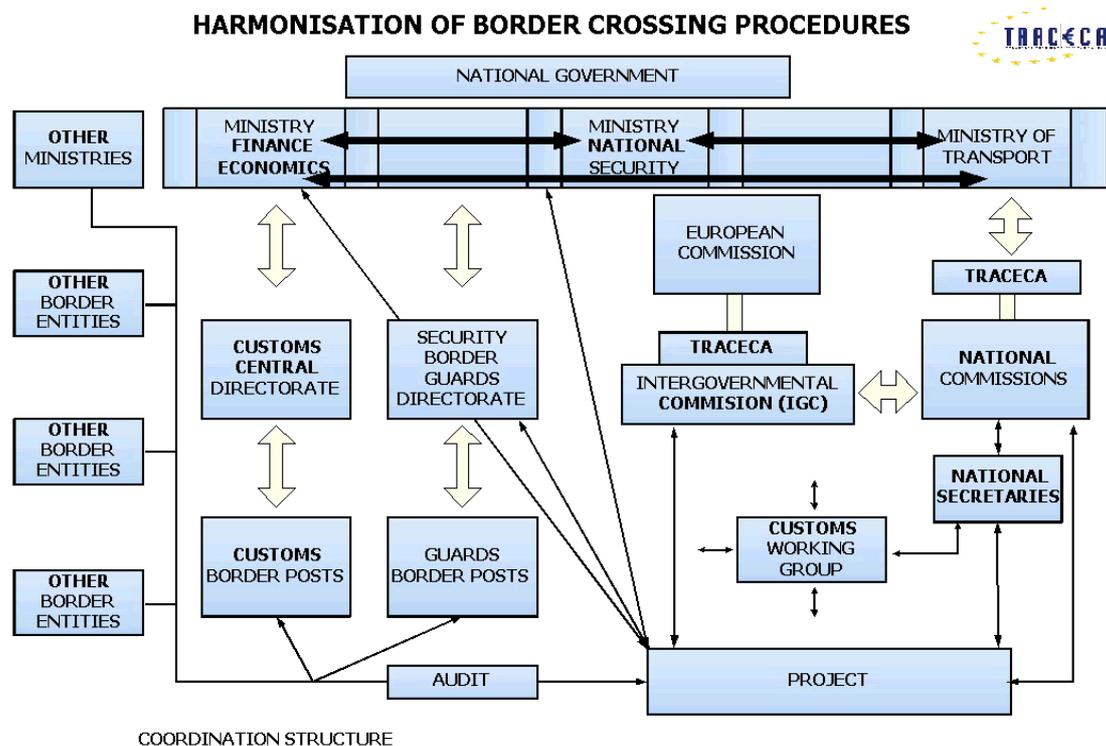


- **Simplification Phase** to evaluate the current status of Border Crossing Procedures and to initiate an Audit Database.
- **Convergence Phase** to instigate standards and practices, open an Internet Website for reports and information and to finalise the Audit Database.

- **Harmonisation Phase** to move towards improved standards, processes and documentation at TRACECA Border Crossings. Improve the status, access and availability of information on the Website.

The **Coordination Structure** shows the contact and interaction between the various Project related entities. The basic structure is as follows:

- **Project to IGC to EC**
- **Project to National Secretaries to National Commissions to Ministries of Transport**
- **Project to National Secretaries to Customs Working Groups**
- **Project to National Secretaries to Border Entities**



The **Project Principle** is to involve the IGC and National Secretaries to ensure that they are aware of the Project Process and that they optimise their participation. The other critical participants are the Customs Authorities and the other Border Entities. To make any significant improvements, in the Border Crossing Procedures, will require possible changes in legislation and therefore it is important that there is an open dialogue up to the respective Ministries of Transport and through to and between the other Ministries concerned with Border Procedures and revenue collection. It is envisaged that the IGC and the National Secretaries will continue the work of the project in the longer-term and therefore it is imperative that they are fully conversant with the Project Process.

In areas, where it was felt that, too defined an input to the Activity would be premature, the Project Key Experts have still made an initial evaluation utilising border visits, reports and the expertise of the Project Manager to present a more complete picture of the current situation at the close of the Inception Phase. It is also recommended that the input of additional Project Expertise should be defined after the completion and evaluation of the Borders Audit. For the Regional Team Leaders initial Reports see **Appendix 05**.

3.2 Relation and Coordination with other Projects.

Many of the TRACECA Projects, since the evolvement of the TRACECA Programme in the early nineties, have been carried out but the current Consultant, Scott Wilson and they are conversant with both the previous projects and the TRACECA Region

However, during the Inception Phase there was a review of current and previous Transport Studies including:

- Previous TRACECA Projects concerning Border Crossing activities
- Previous TRACECA Projects concerning Trade Facilitation
- World Bank Project concerning Trade Facilitation in the Caucasus

The Project is also working closely together with other projects and initiatives including:

- Tacis TRACECA,
- World Bank,
- EBRD
- USAID,
- IRU,
- ADB,
- ESCAP (see ESCAP corridor map in **Appendix 08**)
- GTZ
- other IFI's and NGO's.

The current cooperation and information sharing is, in particular, with ADB in the Asia region and World Bank in the Caucasus and Black Sea region. It is the intention of the Project to work in close contact with these and other Trade Facilitation related projects to enhance the potential of the TRACECA Corridor. It is also fortunate that, as Consultants, we are involved in both the Harmonisation of Border Crossing Procedures and the Unified Policy on Transit Fees and Tariffs projects and can maximise the information and interaction through the Consultants extensive network in TRACECA countries.

The Project, as a standard policy, ensures that at each TRACECA location visited that the National Secretary is fully consulted and involved in the project programme and that the following entities, if resident, are informed or visited:

- EC Delegation
- EC Coordinating Unit
- EC Coordinating Team
- EC Monitoring Unit
- Border Related Entities

3.3 Project Objectives.

The Project Objectives will be encompassed within the Activities, Tasks and Methodology that will be used by the Consultants throughout the Project.

The Project Objectives are:

- **Wider Objectives** – To promote a Transport Corridor between Europe and the Caucasus / Central Asia through regional harmonisation and integration with international transport and trade practices and to promote the movement of traffic along that corridor.
- **Specific Project Objectives** - To harmonise border-crossing procedures within the region and to align them with EU practices.

3.4 Project Approach.

3.4.1 Current Background.

The TRACECA programme for trade and transport technical assistance was launched in May 1993. The TRACECA programme moved forward and in February 1995 there was a concerted effort to develop the programme with a substantial number of projects. Since that time, 27 TRACECA technical assistance and 6 investment projects, as well as several related interstate projects were launched. The original foundation document, the Multi Lateral Agreement (MLA), signed by 12 TRACECA member countries still holds strong and has been improved with several annexes.

There have also been TRACECA conferences held and several planned and ad hoc Working Group meetings, bringing together sectoral experts or authorities from the Traceca states, EC and IFI officials, and EU consultants.

Recently there have been very logical initiatives towards enhancing the capabilities and support for the Intergovernmental Commission, the National Commissions and the National Secretaries. There has also been a requirement to increase cohesion between projects, especially the exchange of information and

data between contractors and to develop cohesion between these existing project activities and Permanent Secretariat and National Commission..

To this end, there was the creation of a Coordination Team and establishment of the TRACECA Regional coordination offices in Odessa and Tashkent. Additionally several TRACECA augmentation projects were formulated to optimise the TRACECA Corridor Trade Potential.

With this improved TRACECA, support platform the current project concerning the Harmonisation of Border Crossing Procedures is able to effectively perform together with the sister project of Unified Policy on Transit Fees and Tariffs.

3.4.2 Approach.

The Project Approach will utilise the well-founded ‘Logical Framework’ principal and additionally incorporate the training aspects based on a ‘Professional-to-Professional’ system. This has already been implemented during the Inception Phase in working closely together with the Specialists of the Intergovernmental Commission, the National Secretaries, Customs Authorities and Border Crossing entities.

The other important basis of the Project Approach is that of efficient local support both in the main Project office in Baku and in the regions of TRACECA. The Baku Project Office has been equipped with excellent information technology systems that support the preparation of quality documentation and eventually the Project Website. The other important aspect is that of Project Staff and interaction with the Specialists of the IGC. All Project Staff have been selected for their qualifications and expertise in areas that will make the Baku Project Office efficient and flexible to the demands of TRACECA and the Project. The Consultants TRACECA Regional contacts and staff have been regularly used in support of the Consultants other current and previous projects and form a network that is efficient and effective.

3.5 Project Outputs or Intended Results.

The intended results, from the Project, will be covered in the **15 Task Areas** that incorporate the **9 Project Activities**. The 15 Task Areas were indicated in the Consultants Technical Proposal. This then ensures that both the Outputs and the Activities will be covered by the Task Areas.

Project Outputs: The following outputs will be provided:

- Institutional deliverables: Customs Working Groups, Institutes of Customs Brokers, Training in modern border procedures within the Working Groups;
- Technical Reports: Border Procedures Database, Border Documentation Report, Harmonised Controls and Implementation Plan, Manual for Customs Officers, User Guide for transport operators and traders, Pre-Feasibility Report on Development of Common Transit Procedures;
- Non-Technical Reports: Inception Report, Progress Reports, Draft Final and Final Report, Administrative Reports, Information Reports. (Reports/Guides to be available in Russian/English)

Activities:

1. Development of coordination mechanism with the IGC and National Commissions;
2. Review of previous work and recommendations;
3. Establishment of Customs Working Groups and Brokers Institutes;
4. Audit of designated Border Procedures;
5. Development of reports on designated Documentation and Harmonised Controls;
6. Production of User Guides and Manuals (Russian/English);
7. Training in modern border procedures within the Working Groups;
8. Proposals for a Common Transit Procedural System;
9. Production of standard Taxis reports.

3.6 Planning for the Project Duration - 15 Task Areas.

3.6.1 Inception Phase – Task 1.

The Inception Phase saw an initial Kick-off meeting with the Task Manager Mr Daniel Stroobants in Brussels and included the Project Director Mr Adrian Tite and the Project Coordinator Ms Debra Power. The Task Manager set the scene and context of the Project and ensured that the Consultant was conversant with the new EC Financial Procedures.

Mobilisation: The Project Contract was signed on the 12th of November 2001 and the Project Manager was on-site in Baku on the 15th of November 2001. Some of the Consultants regional staff had already liaised with the IGC for the allocation of office and utilities. This meant that the Project Office was fully functional in the minimum of time.

The Project covers both the Black Sea/Caucasus and Asia regions and to ensure effective cover and input there are two Designated Team Leaders, one for each region. These two Teams Leaders and the Project Manager form the nucleus of the Key Experts. During the Inception Phase, the Project and Borders Audit Methodologies were evaluated and discussed with the full cooperation of, where practical, all Recipients and Beneficiaries.

These areas of input are broken down into 15 Tasks. Each of these Task areas will be described in the following text with the designated number of the task. The activities carried out in the Inception Phase by relevant Team Leaders and Project Manager are as follows:

- Mobilisation
- Methodology Assessment
- Audit Methodology Assessment
- Regional Visit Programme

Details of Inception Phase Expert Input can be seen in **Table 0.4**.

3.6.2 Inception Meetings – Task 2.

Due to the nature and logistics of the Project, that encompasses 13 countries, the formal Tacis TRACECA Induction Seminar or Kick-off meeting was organised and carried out in two parts utilising the platform of the Working Group meetings for all TRACECA National Secretaries.

The first Working Group meeting took place on 10th-11th of December 2001 in Tblisi, Georgia. The Project Manager gave a brief introduction of the Project and all 12 country National Secretaries and Representatives from Turkmenistan were presented with a folder containing (1) a copy of the Project Terms of Reference (TOR) and (2) a summary of the Consultants Project Proposal.

The second Working Group meeting took place on 25th-26th of February 2002 in Ashgabat, Turkmenistan. The Project Manager gave a full Computer Power Point presentation of the Project plus 3 other presentations on TRACECA Development and all 11 country National Secretaries and Representatives from Turkmenistan were presented with a folder containing hard copies and a CD-ROM of the five related presentations. For full details of presentation and minutes of the meetings, see **Appendix 02**.

In addition, during the Inception Meetings Task 2 period the two Project Regional Team Leaders made several familiarisation visits to TRACECA countries. This was to carry out initial introductions of the Project to as many relevant entities as possible. A synopsis of their reports can be found in **Appendix 05**.

3.6.3 Review of Previous Work and Recommendations - Task 3.

The Key Experts of the Project Team have reviewed previous reports that were relevant to this project. This included the following:

- TRACECA Trade Facilitation, Customs Procedures and Freight Forwarding Project;
- World Bank - Trade Facilitation in the Caucasus.
- TRACECA Traffic Project.
- TRACECA International Road Transport Transit Facilitation;
- TRACECA Transport Legal Framework.

The TRACECA Trade Facilitation project was also carried out by the current the Consultant and that, in many respects, this is a logical follow-on to that project. This is despite the significant differences in that the previous project:

- Only covered 8 of the 13 countries currently included in this study;
- It excluded the border procedures in Bulgaria, Romania and Turkey that are significantly different from those in the southern CIS, which are broadly similar;
- It did not include either Moldova or Ukraine, which whilst adopting CIS procedures have relatively recently made major changes to their border procedures, especially with regard to pre-entry requirements and IT control systems that make them different from those included in the original study;
- The previous study address Customs border procedures only. It excluded all activities relating to the other 5-8 organisations present at many of the borders.

However, from the evidence of the initial evaluations there has been some progress in modernisation of border procedures in many of the TRACECA member countries. There have also been changes in the political/economic environment whereby amended or new recommendations will be required

The Consultant reviewed this and other studies and will re-evaluate the findings and submit recommendations at the end of the Border Audit phase. The results of this appraisal will be issued in the form of a composite Border Audit Report where some specific information will be extracted and included on the Project Website for dissemination to Transport entities.

Another related project was that for International Road Transport Transit Facilitation but in relation to harmonisation of border procedures it was mainly relevant in terms of the TIR systems and its IT support system SafeTIR. The Project has identified other international Conventions, such as CMR, ADR etc., that might have an impact on border procedures. For a matrix of the current countries adhering to International Conventions see **Appendix 06**.

In addition to the projects indicated in the Terms of Reference, the Consultant has been involved in and studied the following projects:

- Tacis Cross-Border Programme;
- Tacis Improvements on Traffic Flows on TEN Corridors 11 and 1X;
- ADB RETA 5942 Customs Reform Programme;
- ADB Cross Border Framework Agreement.

The Cross-Border Programme was important in respect that it included Customs, Immigration, Veterinary, Phytosanitary and Transport Specialists, many of whom have been available to assist on this study.

The Consultant has had access and has reviewed the other reports noted in the Terms of Reference:

- TRACECA Traffic Forecasting
- TRACECA Central Rail Restructuring Projects

The Consultant has access to and has studied several reports by World Bank and the IMF on Customs and World Bank, UNDP and SPECA reports on trade facilitation.

The objective of this task in the Inception Phase has been to identify the following:

- the existing information base and status of development;
- what changes have taken place since that data was collected;
- what information caveats exist that effect the basis of this study.

The Regional Team Leaders initial visit reports highlight some of the changes since the previous studies and together with the findings of the Borders Audit Phase will create an up-to-date picture of progress on the Border Procedures. The Team Leaders initial visit reports can be found in **Appendix 05**.

3.6.4 Working Groups - Task 4.

The Customs Working Groups (CWG's) are seen as another vital element in the Harmonisation of Borders process as the Customs Authority is the pivotal entity at the border. Additionally, the National Secretaries must play a significant part in the CWG's to ensure that there is overall liaison with all relevant entities and in particular in an upwards direction through the Government Ministries via the National Commissions. The National Secretaries will also be responsible for the future sustainability of the role of the CWG's.

The Consultants recommend that the CWG's commence their activities after the completion of the Borders Audit Phase so that there is current and accurate information to generate meaningful dialogue.

In the meantime the Consultant will discuss, with all concerned, the roles and responsibilities of the proposed TRACECA Customs Working Groups. These discussions will include possible concerns regarding the potential effectiveness of these Working Groups and the following aspects:

- Rationale for their establishment;
- Objectives;
- Roles and Responsibilities;
- Composition;
- Tasks;
- Reporting Mechanisms;
- Monitoring and Evaluation methodology.

It is considered that the Consultant with the Secretariat will provide direction and initial focus during their formation period. This will be in the form of producing draft agendas and physically facilitating the inaugural sessions to ensure commonality of approach and goals. This will be coordinated through the Project Manager and the Team Leaders, as well as through the Consultant's local representatives.

It should be noted that the funding for the organisation of the CWG's is limited and that a review of the current Project budget lines will be undertaken to optimise the funding that is currently available and can be redirected. This review will be presented to the Task Manager for approval once the number and frequency of CWG's has been determined.

Eventually, on the completion of the project, the Customs Working Groups can be progressively be transformed into Customs Consultative Committees. The Consultant will provide model agreements on such committees to facilitate this transformation process.

3.6.5 Inception Report – Task 5.

The Inception Phase was completed with the production and circulation of the Inception Report, produced to Tacis Reporting Standards, in month four of the Project. The report was produced in both Russian and English in hard copy and CD-ROM. The Inception Report contains the following:

- Project Synopsis;
- Analysis of the Project – summarising initial findings;
- Project Planning – reporting on work completed and proposed programme.

The Report has proposed modifications to the Project Proposal and the TOR on which the study is based. Reasons and justifications have been given for such modifications and these will be discussed with both the Task Manager and the IGC.

The Inception Report appendices contain various reports and information to clarify and augment the detail and comments given in the main body of the report.

3.6.6 Border Procedures Audit – Task 6

Although significant work has already been undertaken in relation to the identification of border procedures, much of this initial work was carried out by the current Consultant, but this was primarily focussed on Customs procedures and covered only the original eight TRACECA countries.

Therefore, there was a need to confirm the exact nature of the procedures being used in the current 13 TRACECA countries. This specific type of information required a Borders Audit of the designated crossing points of the TRACECA Corridor.

There is also a requirement to establish comprehensive records on such information when the ultimate objective is to harmonise procedures. As part of the Borders Audit, it is imperative that TRACECA has a knowledge-base from which changes and improvements can be observed. Therefore, the Borders Audit will establish a database of comprehensive information on the designated TRACECA border crossing points.

There are three types of border crossing to be addressed in the Borders Audit:

- Road borders;
- Rail borders – with and without a gauge change;
- Ports – such as Aktau, Baku, Constanza, Ilyichevsk, Batumi, Poti, Turkmenbashi and Varna

It is considered important that the database is both independent and accurate. In addition to collecting information on the procedures, particular attention will be paid to the functionality of all of the procedures. This is seen as critical to being able to initiate change. The results will be distributed to the National Secretaries for confirmation by the respective authorities. For the current visit programme of the Regional Team Leaders, please see **Appendix 05**.

These visits will be undertaken under the supervision of the Regional Team Leaders. They will be supplemented by members of the Border Specialist Team as required in relation to specific issues which are identified as representing a constraint to border transits or which differ significantly from either EU or CIS practice. Again, it is critical to identify anomalies and the reasons for them.

During the Inception Phase the three Key Experts reviewed the Borders Audit methodology and designed data-capture documentation to ensure that all aspects of the border procedures, including Information Systems, are accurately recorded. The two Regional Team Leaders joined, during this phase, in Azerbaijan to verify the data-capture documentation by carrying out practical tests at actual border crossings.

Details of the documentation can be seen in **Appendix 04**.

3.6.7 Documentation Preparation – Task 7.

The Consultant will collect sample documentation used in each country in relation to border transits – i.e. only those documents that have to be physically produced in order to transit that countries border.

Much of this documentation is available from the Trade Facilitation Project but additional material will be required from:

- Bulgaria
- Moldova
- Romania
- Turkey
- Ukraine

Sample documentation will be collected during the Border Audit, by the Consultant’s local representatives or with the assistance of the Customs Working Groups, where established, in relation to Customs required documentation only.

The Consultant will prepare a Border Documentation Report that contains models of all the key documents necessary for a border transit. These will be in the English/Russian language, unless it is an international document that is in a nominated language only, such as TIR Carnets and CMR.

The Report will identify differences between these standard documents, based on UN and EU formats, and those currently in use in each country. This will highlight the potential document harmonisation problems and indicate the potential to move towards a harmonised documentation system in each country.

3.6.8 List of Harmonisation Controls and Implementation Plan – Task 8.

During the Inception Phase the Project has been actively involved in producing initiatives, presentations and documentation to support the TRACECA programme for the facilitation of Transit of Humanitarian Aid to Afghanistan. Although this has been time-intensive and detracted resources from the preparation of the Inception Report it was, however, requested by the IGC and with the knowledge of the Task Manager. The presentation of the TRACECA Transit Visa can be seen in **Appendix 03**.

Further to the main Project Process it will provide a Report containing a list of model harmonised border controls and documentation requirements in respect of transit traffic complying with international best practice as well as satisfying national and regional objectives. In this context transit is taken to mean all traffic passing through that border to be either cleared inside that country or passing through to another country.

It should be noted that these proposed controls would only relate to the movement of freight traffic. This will include the cargo, the means of transport (truck/rail wagon/ship) and the personnel responsible for the means of transport (driver, guard etc.)

Whilst not specified within the TOR it is assumed that there is an intention to also introduce simplified procedures, in line with EU practice and international agreements such as the Revised Kyoto Convention and most of the multi and bi-lateral agreements. This is in addition to the alignment of procedures with EU practice.

These border controls will cover the following control aspects:

- Immigration;
- Customs;
- Veterinary;
- Phytosanitary;
- Health;
- Sanitary.

It is not expected that this Report will include procedures in relation to the following organisations often present at border crossings:

- Traffic Police;
- Road Inspectorate;
- Road Tax Authorities;
- Environmental;
- Insurance;
- Declarants;
- State Railways;
- Port authorities;
- Ships Agents.

In addition to listing these proposed harmonised controls, these will be compared with the results of the work undertaken in Task 6. This will identify the differences between the proposed harmonised system and current practice and highlight what changes would be required nationally to enable the harmonised approach to be implemented.

The Consultant will provide a set of border performance indicators. These are expected to be predominantly time-based in terms of both individual procedures and overall performance of the facility (i.e. border team performance). These indicators will exclude other indicators related to seizures, illegal immigrants etc. that are likely to be border specific.

It is proposed to include a possible Implementation Plan. This would be based on discussions with the national authorities in each country via the TRACECA National Secretaries. The research work undertaken in Task 6 and the differences identified between the proposed controls and the existing situation will provide some indications as to implementation timescales.

It is recognised that it will take time to implement a harmonised system and that this is unlikely to be fully achieved within the timeframe of this project, as indicated in the TOR. For example, most of these procedures are enshrined within national legislation and thus, changes involving legislative changes are unlikely to be achieved in practice within 2 years.

The Consultant believes that consideration should be given to the possible use of pilot programmes at pre-selected borders and that the procedures of the various organisations need not be implemented at the same time. It is recognised that changes in relation to some border control organisations will be easier than others and any move towards harmonisation should be introduced as soon as possible.

3.6.9 Management Development and Training – Task 9.

The TOR called for the Consultant to prepare and issue a Manual for Customs Officers and a User Guide for Transport Operators and Traders. It is a fact that documents, of this type, produced in paper format become rapidly outdated and are difficult to revise.

Therefore, based on the current trends, both in general and in TRACECA in particular, there will be definite advantages in the Manual and Guide being created in two medias. The first, in the form of a CD-ROM and with additional information and up-dates available on the Project Website. (Task 15)

In relation to the proposed harmonised procedures. The objective of these documents is to explain to both Customs and Users the concepts behind the harmonised procedures and how they would work in practical terms, highlighting the advantages over current practice.

It should be noted that these are for information and guidance purposes only, and are not considered legal documents. This lack of legal status eliminates the need to validate the contents in advance with the legal authorities in each country. Copies of these documents will only be circulated nationally through the TRACECA National Commissions, following approval by their respective Governments or relevant authorities.

The Consultant will provide training on the proposed harmonised procedures based on Seminars within the CWG's. In addition appropriate on the job training and assistance will be provided in those countries implementing the harmonised system. It may be that some of this training could be undertaken in co-operation with the existing Taxis training programmes for Customs in the TRACECA region.

Any training that is provided will be subject to an initial needs assessment by the Consultant. The needs assessment will also address the issue of the need for external training visits to possible Pilot Projects or for long term on-the-job training through exchanges whereby alternative and additional funding would have to be sought.

3.6.10 Establish an Institute of Customs Brokers – Task 10.

In accordance with the TRACECA Multi-lateral Agreement, The Consultant will assist in developing an Institute of Customs Brokers with close links to the Freight Forwarders Association. The Consultant considers approaching this in a flexible manner by understanding the concept of an ‘Institute’ as being a formal or informal platform or organisation that works together for a common cause or aim. The reason being that the situation, in relation to Customs brokerage service, differs significantly across the region in that some countries have:

- no separate or independent brokerage services;
- a state-controlled monopoly broker;
- a position whereby only individuals, rather than companies can be brokers.

Direct linkage with the Freight Forwarding Association, that covers some but not all forwarders, would be contrary to monopoly laws in many of the TRACECA states.

The Consultant recognises the need to promote the more widespread access to professional brokerage services and there is considerable merit in establishing such an Institute. The Consultant will provide model documentation on the formation and rules for such an Institute, similar to that provided to the Freight Forwarding Associations.

There is a longer-term requirement for the Institutes and Associations to liaise in their mutual interests. It is also hoped that eventually forwarders can become brokers in their own right in those countries where there is currently a legal constraint to doing so.

The approach proposed by the Consultant is to use a three-stage process:

- Evaluate an Institute scenario as a discussion or mutual assistance platform
- Formulate a basis for Customs Brokers Associations;
- Promote a form of voluntary linkage with the Freight Forwarding Associations based on mutual interest.

This approach recognises the current situation in respect of different national situations and avoids the risks of Taxis promoting a monopolistic situation.

The option of broker training sharing facilities with the Forwarding Associations merits consideration. However, in many countries the broker training is provided by Customs, rather than other brokers. This is because only Customs are authorised to issue a licence based on their training. In such cases, brokers are trained in the Customs training Centres.

3.6.11 Prefeasibility Study for a Common Transit Procedure – Task 11.

The initiatives carried out during the Inception Phase concerning the ‘TRACECA Transit Visa’ for Humanitarian Aid is seen not only as a temporary measure but that it would act as a catalyst to a more wider concept of a fully accepted Transit Visa.

The Consultant recognises the importance of an effective transit system in the TRACECA Region. This is particularly important in respect of those CIS countries that are landlocked. The lack of such systems significantly increases transport costs, thus constraining trade.

The major constraints relating to TIR are as follows:

- It does not result in expedited border procedures in most countries;
- The high cost makes it prohibitive for cross-border trade (or for transits of less than 3 countries).

The Consultant’s specialists will examine the various options in relation to the development of an effective transit system, including the continued use of TIR where appropriate. The key issues are expected to relate to expedited simpler procedures at the borders along the transit passage and control concerns by the respective Customs authorities. The potential introduction of such systems would represent a significant change in Customs approach to control aspects that would need to be addressed.

Particular attention will be given to the Common Transit Procedure of 20/05/87 and as to whether it is practical and implementable in the TRACECA environment. The TOR indicates the importance of this Convention in the context of Romania and Bulgaria in the PHARE region. However, it is considered that the transit problems in these countries are less than those in the CIS countries.

A Pre-Feasibility Report on Development of Common Transit Procedures (CTP) will be produced as a separate report. It will include the following:

- Examination of Common Transit Procedure Options;
- SWOT Analysis of CTP;
- Potential constraints to implementation;
- Security and Control Aspects;
- Cost Benefit Analysis;
- Timetable for Introduction.

3.6.12 Liaison with Other Projects and IFI's – Task 12.

The importance of internal co-operation between the Project Team, the TRACECA Intergovernmental Commission, National Secretaries, the National Commissions and the Customs Working Group was emphasised in Tasks 2 and 4. It will also be essential to liaise with other on-going TRACECA projects especially:

- The TRACECA Coordination Team with their offices in Odessa, Baku and Tashkent. Regular visits will be made to these offices during the project to ensure that they are aware of progress being achieved;
- The TRACECA Common Legal Basis for Transit Transportation that has a specific synergy with Task 11. Close liaison will be essential to avoid duplication in relation to transit procedural aspects;
- The TRACECA Unified Policy on Transit Fees and Tariffs in relation to the costing aspects of border delays;
- The Tacis “Support to the Development of Transit Corridors Policy” in relation to transit proposals in relation to Kazakhstan
- The TRACECA Central Asian Border Crossings that is addressing the equipping on key border crossings and development of transit IT systems.

In addition to liaison with other Tacis and relevant PHARE projects, it will be important to maintain contact with the other IFIs who are active in the region in connection with Customs and transit activities. These include the following:

- World Bank;
- IMF;
- EBRD;
- ADB;
- USAID;
- UN/UNDP/SPECA.

In addition, other national programmes in some countries being funded by EU Governments as part of their assistance programmes.

3.6.13 Progress Reports – Task 13.

The Consultant will prepare 2 Progress Reports in English and Russian and on CD-ROM. These reports will be completed in Months 10 and 16 respectively and will follow the standard Tacis reporting procedure, consisting of the following:

- Project Synopsis;
- Summary of Project Progress since Start – Executive Summary;
- Project Progress in Reporting Period;
- Project Planning for next Reporting Period;
- Relevant Appendices.

Any deviations from the Inception Report will be noted with reasons and justification for such deviations.

These will be circulated as per the TOR to the Task Manager, the Permanent Secretariat and the 12 National Secretaries and the Representatives of Turkmenistan. In addition, copies will be sent to the TRACECA Coordination Offices and the appointed Monitors.

In addition to the above formal Reports, Administrative Reports will be provided on a “quarterly” basis in Months 8, 13 and 19. Whilst it is recognised that these are not quarterly, they are designed to act as Interim Reports between the formal Progress Reports. The contents and format of these Administrative Reports will be agreed with the Task Manager.

The Consultant will provide short Monthly Briefing Notes commencing from Month 6 and ending with Month 22. These are designed to ensure that the Task Manager, The Intergovernmental Commission and the National Secretaries are aware of progress being achieved across the Regions.

The Consultant recognises the importance of these Reports and Notes, which will be produced by the Project Office in Baku, in supporting the coordination process that will be critical to the success of this project. It should be noted that the Consultant does not intend to include any of the specific deliverable reports indicated in the above tasks 7,8,9 and 11 as appendixes to the Progress or Administrative Reports. They are considered important in their own right and will therefore be issued as stand-alone reports.

All reports will be in both English and Russian and copies of the Delivery Notes of the following will be faxed to the Permanent Secretariat:

- Inception Report
- Progress Reports
- Administrative Reports
- Draft Final and Final Report
- Deliverable Reports in relation to Tasks 7,8,9 and 11.

3.6.14 Final Report – Task 14.

The Consultant will prepare and issue a draft Final Report in Month 22. This will follow the standard Tacis Format consisting of the following:

- Project Synopsis;
- Summary of Project Progress – Executive Summary;
- Project Progress in the Final Period;
- Overall Report on Project;
- Lessons Learnt and Recommendations.

The draft report will be circulated as per the Progress Reports. A maximum period of 6 weeks will be allowed for consultation/comments to ensure the issuing of the Final Report in Month 24.

3.6.15 Computerisation – Task 15.

The Contractor will establish a specific website for the project giving access to the Border Crossing Point database and other useful information for Transport Operating and Forwarding entities. It is also envisaged to include information from the Unified Policy on Transit Fees and Tariffs project. This has yet to be authorised by the Task Manager. The Project Website will be linked to the main TRACECA Website and any other related projects.

The Project will ensure that any reports sent for inclusion on the TRACECA web site will be in “.doc” or “.pdf” format to allow for further processing prior to posting on the web.

For initial Project and TRACECA website format, see **Appendix 07**.

3.7 Project Planning for the Next Period

The Project Planning is orientated to encompass the requirements of the IGC, National Secretaries, National Commissions and the Border Related entities. There is also sufficient flexibility to support the Borders information requirements of the Transport Operators and Freight Forwarders who are the commercial force driving the TRACECA Corridor. Now that the Inception Phase is complete the Regional Team Leaders are currently carrying out the early stages of the Border Audit in their respective regions.

The next six-month period of the Simplification Phase of the Project has been carefully planned. This will be an intense period of work to the summer and will include the Tashkent Summit Conference in April 2002. The detailed Task Work Plan is depicted in the main tables of this report.

3.7.1 Note on Expert Input

It is vital that the Expert Input remains flexible in terms of timing and the type of expertise. The Project must maximise input and where it is felt that additional or alternative experts are required we will utilise the back-stop pool of experts. It is also recommended to await the results of the Borders Audit evaluation before committing additional Project Expertise so as to optimise these areas of input.

There is also a need to change one of the Key experts due to unforeseen circumstances. The letter of explanation of the justification for this change has been passed to the Task Manager together with the CV of the replacement. Assurances have been given that the replacement is of equal and in this case is of higher qualifications and experience. This will not affect project planning or input and a smooth hand-over has been organised.

3.8 Constraints, Risks and Assumptions.

The Project has had a very constructive and cooperative start from all Recipients and Beneficiaries and it is not perceived that there will be any change in this attitude. The following are areas that could become Constraints, Risks or Assumptions to the progress and success of the Project.

The Consultant recognises that the principle assumption is that the IGC, National Secretaries and the National Commissions are indeed in such a position of influence that is sufficient to enable them to promote and implement change in Border Crossing Procedures. The composition of the Commissions (or alternate) is already predetermined. The Consultant appreciates the need to provide as much support as possible to facilitate the functions of these entities in this critical role.

The identified risks within the TOR are noted:

- Decisions are taken contrary to the Articles in the Multi-Lateral Agreement, particularly Article 8, or that the spirit of the Agreement does not result in implementation;
- The IGC and the CWG's does not take decisions on key issues, or is not in a position to do so;
- The various agencies are not informed of the engagements of the MLA and its Annexes. The Consultant is aware that this is the situation in a number of TRACECA states. However, the Consultant will ensure that such entities are made aware of these obligations within the course of the project;
- Decisions prove incapable of implementation because of insufficient financial resources in individual states. This risk is considered to be low as the funding necessary for phased implementation is not considered to be high. It is considered that the higher risk is of non-implementation due to legislation or inflexibility of the various organisations in accepting new approaches;
- Back-up on legal issues is not made available from the planned Legal Basis for Transit Transportation project. The Consultant can partly mitigate this risk by use of the project lawyers.

The Consultant is experienced in all of the various aspects of the project and in the ability to address problems as they arise and mitigate accordingly. One of the key roles of the Project Manager is to ensure that the Task Manager informed of potential problems as they arise and to provide proposals for remedial action, in co-ordination with the IGC.

4.0 Future Adjustments to the Terms of Reference.

4.1 Language of Project Reports, Documentation and Publications

The original TOR made reference to the languages of reports, documentation and publications and in some paragraphs there was conflict in terms of local language and TRACECA standards.

Therefore, to avoid confusion it should be clear, as per Article 10 of the IGC, that the two official languages of TRACECA are English and Russian. This means that all reports, documentation and publications will be produced in English and Russian.

4.2 Timing of Customs Working Groups.

The original TOR defines the timing of the Customs Working Groups (CWG's) to be during the Inception Phase.

To optimise the effectiveness of these CWG's it is logical to convene them after the Border Audit Phase when there will be current and relevant information to make the dialogue of the working groups meaningful and viable.

4.3 Funding of Customs Working Groups (CWG's)

The original TOR did not define any specific funding for the logistics of CWG's and during the Inception Phase it came to light that the participants of the CWG's will expect to be transported, accommodated and supported during the CWG's period in the country of venue. However, some funding was allocated to the Project should there be a need to use the office facilities during their visits to the National Secretaries. This was to cover utilities etc.

To optimise the funding already allocated to the Project for the support of the National Commissions it is recommended that the majority of this funding be re-allocated to CWG's. This would be an interim stage to evaluate the cost and frequency of the CWG's. It is understood that the National Secretaries are already currently funded by TRACECA but would still be compensated for services provided to the Project. The situation should then be reviewed once a cost has been established.

4.4 Format of Publications

The TOR described the two publications (Task 9) as a Manual for Customs Officers and a User Guide for Transport Operators and Traders.

It is recommended that these two publications be available in CD-ROM format and on the Project Website. This will obviate the problems of ensuring current content of the two publications whereby they can be easily up-dated to conform to the ever-changing TRACECA Corridor information. This would not be the case with paper or book format.

Form 1.4. OVERALL PLAN OF OPERATIONS.

Project title : Harmonisation of Border Crossing Procedures																	Country : Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romaina, Tajikistan, Turkey, Turkmenistan, Ukraine, Uzbekistan										Page: 1 PART 1					
Planning Period : November 2001 - October 2003																	EC Consultant : Scott Wilson Kirkpatrick / NEA / Compass / Sema															
Project objectives : 1) To promote transport corridor between Europe and the Caucasus / Central Asia through regional harmonisation and integration with international transport and trade practices and to promote the movement of traffic along that corridor; 2) To harmonise border crossing procedures within the region and to align them with EU practice																																
No.	MAIN ACTIVITIES	TIME FRAME																								INPUTS						
		2001		2002										2003												PERSONNEL		EQUIPMENT AND MATERIAL	OTHER			
		Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jly.	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jly.	Aug.	Sep.	Oct.	EC Consultant	Counterpart					
Task 1.	Inception																											2.8	To be evaluated after border audit and CWG's funding review	Office equipment scanner, computers, printers, copiers, network furniture, communications items	Planned international air tickets, Planned regional air tickets, train tickets, vehicles hire	
1,1	Brussels Kick-Off Meeting																															
1,2	Mobilisation																															
1,3	Project Methodology Assessment																															
1,4	Border Audit Methodology Assessment																															
1,5	Regional Visit Programme Preparation																															
Task 2.	Inception Meetings																											1.4				
2,1	Project Programme Discussions at IGC																															
2,2	Project Presentation - Tbilisi - Georgia																															
2,3	Project Presentation - Ashgabat - Turkmenistan																															
Task 3.	Review of previous work and recommendations																												2.8			
3,1	Review of TRACECA Related Documents																															
3,2	Review of Other Project / Entities Documents																															
3,3	Provisional and Final Recommendations																															
Task 4.	Working Groups (Customs Working Groups) (CWG's)																												9.6			
4,1	Evaluate Logistics and Funding for CWG's																															
4,2	Evaluate Rationale for Development of CWG's																															
4,3	Commence Process of Holding CWG's																															
Task 5.	Inception Report																												3.3			
5,1	Complete Inception Phase Evaluations																															
5,2	Compile Relevant Data for the Inception Report																															
5,3	Prepare Report in English / Russian / CD and Distribute																															
Task 6.	Border Procedures Audit																												9.4			
6,1	Determine Designated Border Crossing Points																															
6,2	Carry out Initial Border Audit (Red Bridge - Azerbaijan)																															
6,3	Prepare Audit Database Parameters and Program																															
6,4	Summarise Audit Results and Recommendations																															
6,5	Finalise Database and Define Website Input																															

1.5. OVERALL OUTPUT PERFORMANCE PLAN

Project Title : Harmonisation of Border Crossing Procedures	Contract Number : 01-0167	Country : Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romaina, Tajikistan, Turkey, Turkmenistan, Ukraine, Uzbekistan	Page: 1.
Planning Period : November 2001 - October 2003	Prepared in: March 2002	EC Consultant : Scott Wilson Kirkpatrick / NEA / Compass / Sema	
Outputs :	Agreed Objective Verifiable Indicators	Constraints and Assumptions	
<ul style="list-style-type: none"> ● Institutional deliverables - Customs Working Groups (CWGs) - Institutes of Customs Brokers - Training in modern border procedures within the Working Groups ● Technical Reports - Border Procedures Database - Border Documentation Report - Harmonised Controls and Implementation Plan - Manual for Customs Officers - User Guide for transport operators and traders - Pre-Feasibility Report on Development of Common Transit Procedures ● Non-Technical Reports - Inception Report - Progress Reports - Draft Final and Final Report - Administrative Reports - Information Reports 	<ul style="list-style-type: none"> - Creation of CWG's under the continued guidance of the National Commissions - Creation of Institute parameters and discussion platform - Introduction to best practices, world standards and Kyoto Conventions - Create a comprehensive designated borders database available on project website - Formulate report on current borders documentation - Work with CWG's to create harmonised plan - Create a practical information media for customs officers - Create a practical information media for operators and traders - Formulate Pre-Feasibility Report on Common Transit Procedures - Produce and distribute comprehensive Inception Report - Produce and distribute comprehensive Progress Report - Produce and distribute comprehensive Draft Final and Final Report - Produce and distribute comprehensive Administrative Reports - Produce and distribute comprehensive Information Reports 	<p>(not in order related to outputs)</p> <ul style="list-style-type: none"> - Decisions are taken contrary to the MLA, in particular the Article 8 - IGC either does not take decisions or is not in a position to do so - Decisions cannot be implemented due to insufficient funding - Back up on legal issues is not available from other planned projects - Most procedures are an integral part of national laws and legislation that will not be changed or will take time - It is recognised that it will take time to implement a fully harmonised system current within the two year constraint of the project 	

Form 1.6. PLAN OF OPERATIONS FOR THE NEXT PERIOD (Work programme)

Project Title : Harmonisation of Border Crossing Procedures		Country : Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan, Turkey, Turkmenistan, Ukraine, Uzbekistan						Page : 1				
Planning period : November 2001 - October 2002		EC Consultant : Scott Wilson Kirkpatrick / NEA / Compass / Sema										
Project objectives : 1) To promote transport corridor between Europe and the Caucasus / Central Asia through regional harmonisation and integration with international transport and trade practices and to promote the movement of traffic along that corridor 2) To harmonise border crossing procedures within the region and to align them with EU practice												
No.	ACTIVITIES	MONTHS						EC Consultants	PERSONNEL Counterpart	INDICES	EQUIPMENT AND MATERIALS	OTHER
		Mar	Apr	May	Jun	Jul	Aug					
Task 1.	Inception								To be evaluated after border audit and CWG's funding review	Office equipment (scanner, computers, printers, copiers, network furniture, communication items)	Planned international air tickets, Planned regional air tickets, train tickets, vehicles hire	
1.1	Brussels Kick-Off Meeting											
1.2	Mobilisation											
1.3	Project Methodology Assessment											
1.4	Border Audit Methodology Assessment											
1.5	Regional Visit Programme Preparation											
Task 2.	Inception Meetings											
2.1	Project Programme Discussions at EC											
2.2	Project Presentation - Tbilisi - Georgia											
2.3	Project Presentation - Ashgabat - Turkmenistan											
Task 3.	Review of previous work and recommendations											
3.1	Review of TRACECA Related Documents							1.2				
3.2	Review of Other Project / Entities Documents											
3.3	Provisional and Final Recommendations											
Task 4.	Working Groups (Customs Working Groups) (CWG's)											
4.1	Evaluate Logistics and Funding for CWG's							3.4				
4.2	Evaluate Rationale for Development of CWG's											
4.3	Commence Process of Holding CWG's											
Task 5.	Inception Report											
5.1	Complete Inception Phase Evaluations											
5.2	Compile Relevant Data for the Inception Report											
5.3	Prepare Report in English / Russian / CD and Distribute											
Task 6.	Border Procedures Audit											
6.1	Determine Designated Border Crossing Points											
6.2	Carry out Initial Border Audit (Red Bridge - Azerbaijan)							3.6				
6.3	Prepare Audit Database Parameters and Program											
6.4	Summarise Audit Results and Recommendations											
6.5	Finalise Database and Define Website Input											
Task 7.	Document Preparation											
7.1	Collection of Documentation							1.5				
7.2	Correlation and Processing of Documentation											
Task 8.	List of Harmonised Controls and Implementation Plan											
8.1	Initiative on Afghan Aid - Transit Visa							1.9				
8.2	Development of Transit Visa and Alternatives (Process)											
8.3	Review Best Practices / EU Standards / Kyoto Convention											
Task 9.	Management Development and Training											
9.1	Development of Customs Manual - CD-ROM							1.8				
9.2	Development of Users Guide - CD-ROM											
Task 10.	Establish an Institute of Customs Brokers											
10.1	Evaluation of an Institute as a Discussion Platform or Entity							1.2				
10.2	Develop Parameters for an Institute Foundation											
10.3	Prepare Recommendations for Institute Foundation Documents											
Task 11.	Prefeasibility for a common transit procedure											
11.1	Development of TRACECA Common Documents							2.1				
11.2	Development of TRACECA Transit Visa											
Task 12.	Liaison with other projects and IETs											
12.1	Interaction with other relevant Projects							0.1				
12.2	Liaison and Interchange of Data / information											
Task 13.	Progress Reports											
13.1	Preparation and Distribution of 1st Progress Report											
13.2	Preparation and Distribution of 2nd Progress Report											
Task 14.	Final Report											
14.1	Preparation and Distribution of Draft Final Report											
14.2	Preparation and Distribution of Final Report											
Task 15.	Computerisation											
15.1	Development of Project Website							1.0				
15.2	Correlate and Filter Website Data											
15.3	Launch Website											
15.4	Review and Ascertain Website Sustainability											
		TOTAL							17.8 man			

Form 1.6. PLAN OF OPERATIONS FOR THE NEXT PERIOD (Work programme)

Project Title : Harmonisation of Border Crossing Procedures					Country : Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan, Turkey, Turkmenistan, Ukraine, Uzbekistan					Page : 1 PART 1	
Planning period : November 2001 - October 2002					EC Consultant : Scott Wilson Kirkpatrick / NEA / Compass / Sema						
Project objectives : 1) To promote transport corridor between Europe and the Caucasus / Central Asia through regional harmonisation and integration with international transport and trade practices and to promote the movement of traffic along that corridor 2) To harmonise border crossing procedures within the region and to align them with EU practice											
No.	ACTIVITIES	INPUTS						PERSONNEL		EQUIPMENT AND MATERIALS	OTHER
		Mar 5	Apr 6	May 7	Jun 8	Jul 9	Aug 10	EC Consultants	Counterpart		
Task 1. Inception									To be evaluated after border audit and CWGs funding review	Office equipment scanner, computers, printers, copiers, network furniture, communications items	Planned international air tickets, Planned regional air tickets, train tickets, vehicles hire
1.1	Brussels Kick-Off Meeting										
1.2	Mobilisation										
1.3	Project Methodology Assessment										
1.4	Border Audit Methodology Assessment										
1.5	Regional Visit Programme Preparation										
Task 2. Inception Meetings											
2.1	Project Programme Discussions at IGC										
2.2	Project Presentation - Tbilisi - Georgia										
2.3	Project Presentation - Ashgabat - Turkmenistan										
Task 3. Review of previous work and recommendations								1.2			
3.1	Review of TRACECA Related Documents										
3.2	Review of Other Project / Entities Documents										
3.3	Provisional and Final Recommendations										
Task 4. Working Groups (Customs Working Groups) (CWG's)								3.4			
4.1	Evaluate Logistics and Funding for CWG's										
4.2	Evaluate Rationale for Development of CWG's										
4.3	Commence Process of Holding CWG's										
Task 5. Inception Report											
5.1	Complete Inception Phase Evaluations										
5.2	Compile Relevant Data for the Inception Report										
5.3	Prepare Report in English / Russian / CD and Distribute										
Task 6. Border Procedures Audit								3.6			
6.1	Determine Designated Border Crossing Points										
6.2	Carry out Initial Border Audit (Red Bridge - Azerbaijan)										
6.3	Prepare Audit Database Parameters and Program										
6.4	Summarise Audit Results and Recommendations										
6.5	Finalise Database and Define Website Input										

Form 1.6. PLAN OF OPERATIONS FOR THE NEXT PERIOD (Work programme)

Project Title : Harmonisation of Border Crossing Procedures					Country : Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan, Turkey, Turkmenistan, Ukraine, Uzbekistan					Page : 1 PART 2	
Planning period : November 2001 - October 2002					EC Consultant : Scott Wilson Kirkpatrick / NEA / Compass / Sema						
Project objectives : 1) To promote transport corridor between Europe and the Caucasus / Central Asia through regional harmonisation and integration with international transport and trade practices and to promote the movement of traffic along that corridor 2) To harmonise border crossing procedures within the region and to align them with EU practice											
No.	ACTIVITIES	MONTHS						PERSONNEL		INPUTS	
		Mar 5	Apr 6	May 7	Jun 8	Jul 9	Aug 10	EC Consultants	Counterpart	EQUIPMENT AND MATERIALS	OTHER
Task 7.	Document Preparation										
7.1	Collection of Documentation							1.5			
7.2	Correlation and Processing of Documentation										
Task 8.	List of Harmonised Controls and Implementation Plan										
8.1	Initiative on Afghan Aid - Transit Visa							1.9			
8.2	Development of Transit Visa and Alternatives (Process)										
8.3	Review Best Practises / EU Standards / Kyoto Convention										
Task 9.	Management Development and Training										
9.1	Development of Customs Manual - CD-ROM							1.8			
9.2	Development of Users Guide - CD-ROM										
Task10.	Establish an Institute of Customs Brokers										
10.1	Evaluation of an Institute as a Discussion Platform or Entity							1.2			
10.2	Develop Parameters for an Institute Foundation										
10.3	Prepare Recommendations for Institute Foundation Documents										
Task 11.	Prefeasibility for a common transit procedure										
11.1	Development of TRACECA Common Documents							2.1			
11.2	Development of TRACECA Transit Visa										
Task 12.	Liaison with other projects and IFIs										
12.1	Interaction with other relevant Projects							0.1			
12.2	Liaison and Interchange of Data / information										
Task 13.	Progress Reports										
13.1	Preparation and Distribution of 1st Progress Report										
13.2	Preparation and Distribution of 2nd Progress Report										
Task 14.	Final Report										
14.1	Preparation and Distribution of Draft Final Report										
14.2	Preparation and Distribution of Final Report										
Task 15.	Computerisation										
15.1	Development of Project Website							1.0			
15.2	Correlate and Filter Website Data										
15.3	Launch Website										
15.4	Review and Ascertain Website Sustainability										
TOTAL								17.8 mm			

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 - TRACECA Hotline- Concept to Enhance User Services
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- Data-capture documentation with the content of all aspects of border procedures
- Appendix 05** **Regional Reports**
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- Appendix 06** **Kyoto and Other Conventions**
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- Concept to Enhance User Services
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APPENDIX 01

Project Process and Coordination Structure

- **Project Process**
- **Coordination Structure**

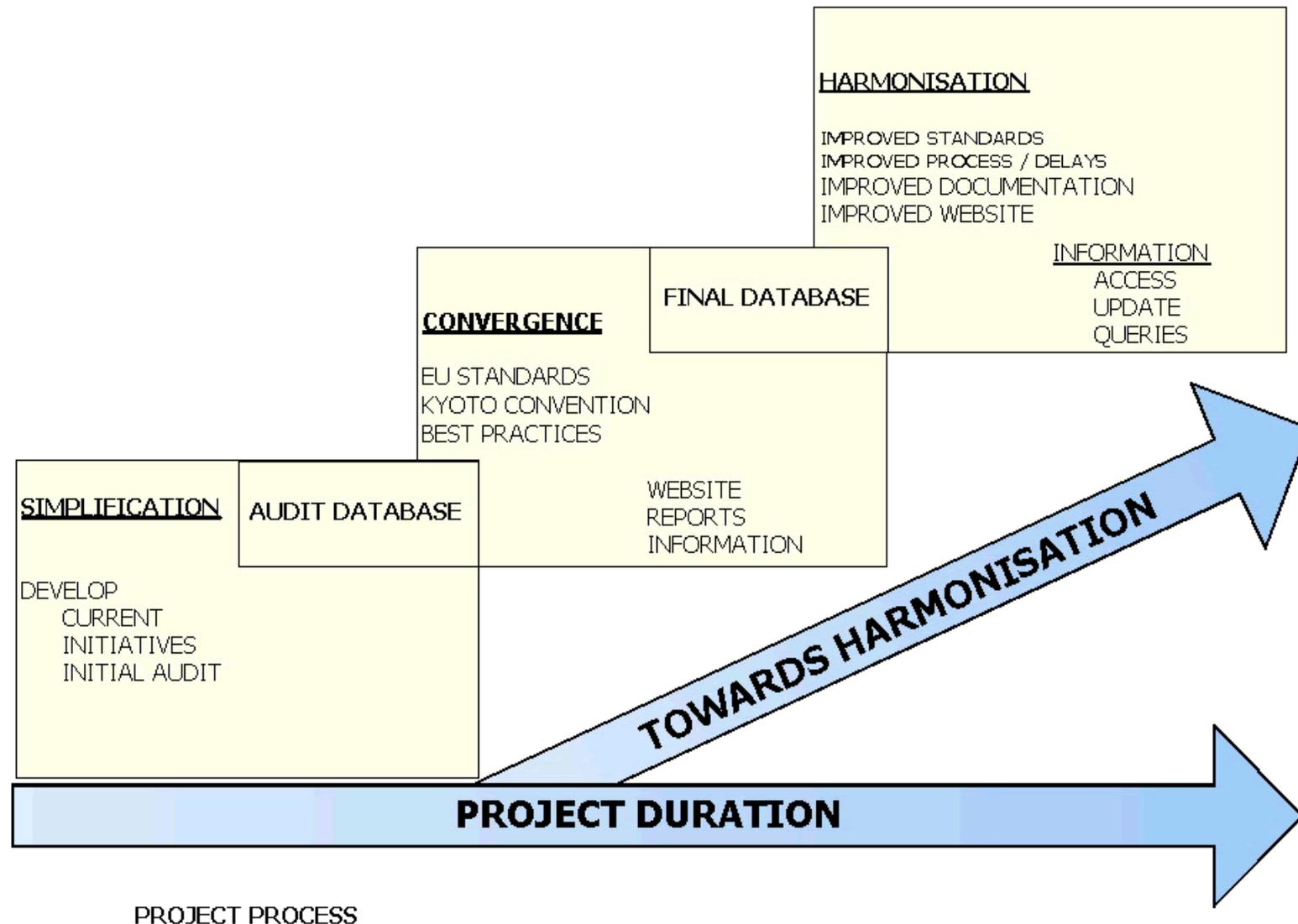
The Project Process is divided into three basic progressive phases as follows:

- **Simplification Phase** to evaluate the current status of Border Crossing Procedures and to initiate an Audit Database.
- **Convergence Phase** to instigate standards and practices, open an Internet website for reports and information and to finalise the Audit Database
- **Harmonisation Phase** to move towards improved standards, processes and documentation at TRACECA Border Crossings. Improve the status, access and availability of information on the Website

The Coordination Structure shows the contact and interaction between the various Project related entities:

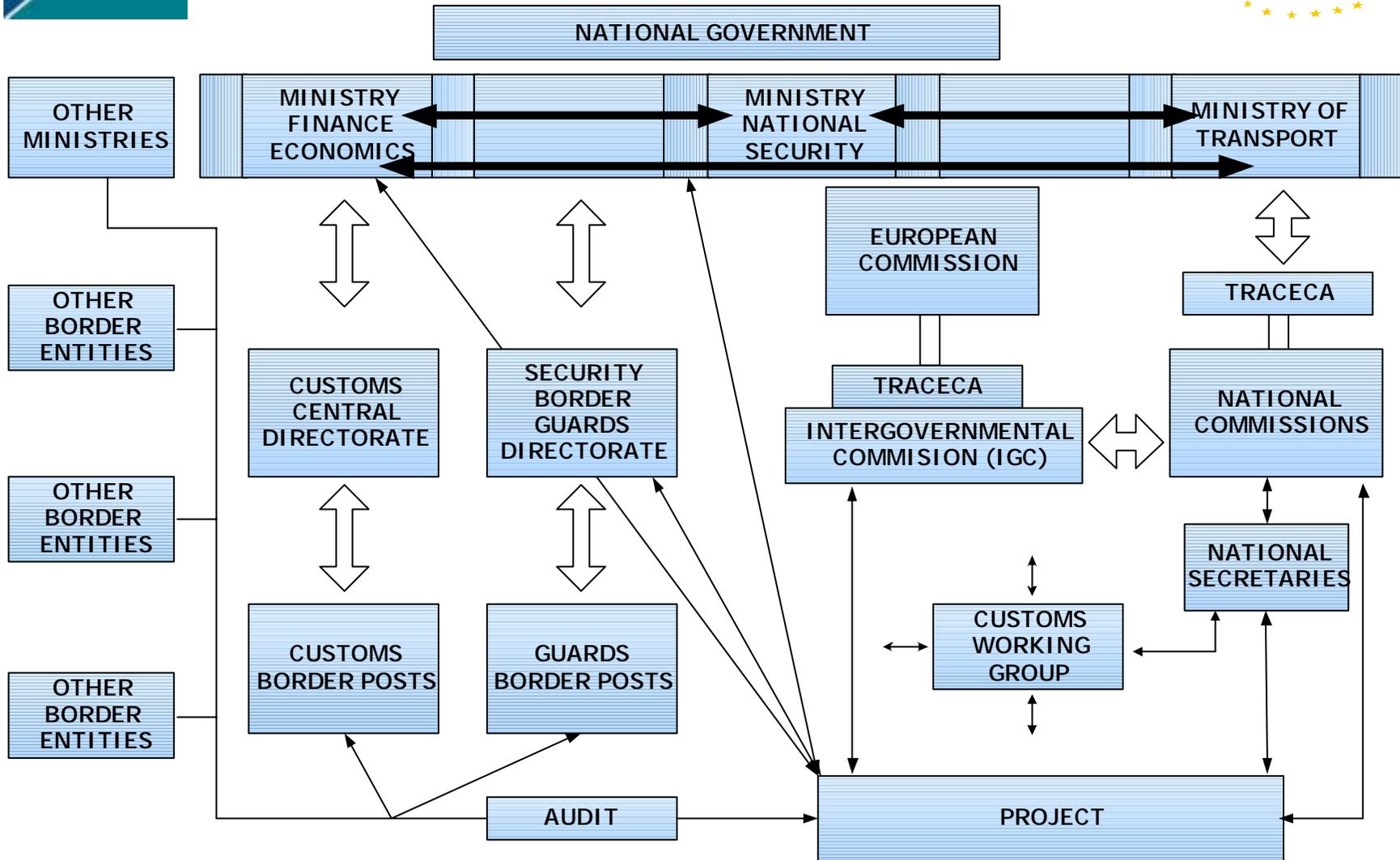
- Project to IGC to EC
- Project to National Secretaries to National Commissions to Ministries of Transport
- Project to National Secretaries to Customs Working Groups
- Project to National Secretaries to Border Entities

HARMONISATION OF BORDER CROSSING PROCEDURES





HARMONISATION OF BORDER CROSSING PROCEDURES



COORDINATION STRUCTURE

APPENDIX 02

Meetings-Tbilisi and Ashgabat

- The 7th Working Group Meeting; Tbilisi, Georgia
- The Meeting of the TRACECA National Secretaries (Working Groups); Ashgabat, Turkmenistan



**СЕДЬМАЯ ВСТРЕЧА
РАБОЧЕЙ ГРУППЫ**

Тбилиси, Грузия

11-е декабря 2001 года

**THE 7th WORKING
GROUP MEETING**

Tbilisi, Georgia

December 11th, 2001





**EXTRAORDINARY MEETING
OF INTERGOVERNMENTAL COMMISSION “TRACECA”
FOR TRANSPORT CORRIDOR EUROPE-THE CAUCASUS-ASIA**

Tbilisi, December 11-12, 2001

DRAFT AGENDA

Day 1 – December 11, 2001

Chairman: Georgia

Co-Chairman: Uzbekistan

Co-Chairman: European Commission

PLENARY SESSIONS

10:00 – 11:00

OPENING OF PLENARY SESSION 1

- Opening of the Extraordinary Meeting of the TRACECA Intergovernmental Commission
- Welcome speeches: Georgia, European Commission

11:00 - 11:15 Break

11:15 - 12:15

PLENARY SESSION 2

- Adoption of the Agenda of the Extraordinary Meeting
- On urgent actions for the providing of the most favourable conditions for transit traffic of humanitarian goods to Afghanistan / Special resolution

12:15- 14:00 Lunch

14:00 – 16:00

PLENARY SESSION 3

- Adoption of the new priority projects (Action Plan) for TRACECA in 2002 –2003. / Resolution
- Adoption of the new TRACECA Map / Resolution

16.00 – 16.30 Break

16:30 – 18:00

PLENARY SESSION 4

- Information on activities of the Working Groups for the preparation of the topics for the Tashkent Meeting (Conference) in March 2002

19:00 Dinner

Day 2 – December 12, 2001

10:00 – 12:00

PLENARY SESSION 5

- Discussions on format of the Tashkent Annual Meeting (Conference) in March 2002, taking in to account applications of the third parties and interest of the other international organizations to participate in the actions of IGC TRACECA.

12:00- 12:30 Break

12:30- 13:00

PLENARY SESSION 6

- Adoption of the Final Resolutions of the Extraordinary Meeting of the IGC TRACECA
- Closing of the Extraordinary Meeting of the IGC TRACECA.

13:00 - Lunch

**INTERGOVERNMENTAL COMMISSION “TRACECA”
FOR TRANSPORT CORRIDOR EUROPE-THE CAUCASUS-ASIA
EXTRAORDINARY MEETING**

Tbilisi, December 11-12, 2001

PARTICIPANTS:

President of Georgia

His Excellence Mr. Eduard Shevarnadze

European Commission

Mr. Cornelius Wittebrood

DG-RELEX, Head of the Unit

Mr. Pierre Borgoltz

DG-RELEX,

Mr. Daniel Stroobants

AID CO, Task Manager

OFFICIAL GUEST OF THE MEETING:

United Nations Economic and Social Commission for Asia and the Pacific (UN ESCAP)

Mr. Barry Cable

Director of the Transport, Communications, Tourism
and Infrastructure Development Division, Executive
Secretariat, UN ESCAP

Turkmenistan

Mr. Nurmuhammet Seidov

Head of Transportation Service, Turkmenistan Railways

Mr. Orazberdi Hudayberdiyev

Deputy Head Division, Turkmenistan Railways

PERMANENT SECRETARIAT AND EUROPEAN CONSULTS:

Mr. Zviad Kvatchantiradze

Secretary General of PS IGC TRACECA,
Ambassador Extraordinary and Plenipotentiary

Mr. Ikrom Nazarov

Deputy Secretary General

Mr. Vadim Turdzeladze

Senior Expert

Mr. Navruz Erkinov

Expert for Railway Transport

Mr. Yaroslav Bely

Expert for Road Transport

Mr. Nazim Mamedov

Expert for Maritime Transport

Mr. Jean-Louis Romanini

Axis & Accociies, Project Director

Mr. Marc GRAILLE

Dornier Consult/Transtec , TRACECA Coordination
Supervisor of the Permanent Secretariat of IGC TRACECA

Mrs. Gabriela Fritz

Dornier Consult/Transtec , TRACECA Coordination,
Team Leader

Mr. Bodo Rossig

Dornier Consult/Transtec , TRACECA Coordination

NATIONAL DELEGATIONS:

ARMENIA

Mr. Andranik Manukyan	Head of Delegation, Minister of Transport and Communications
Mr. Grant Beglaryan	First Deputy Minister of Transport and Communications
Mr. Gagik Grigoryan	National Secretary

AZERBAIJAN

Mr. Abid Sharifov	Head of Delegation, Deputy Prime Minister
Mr. Mikail Jafarov	Head of Transport Department, Cabinet of Ministers
Mr. Rafik Zeynalov	National Secretary

BULGARIA

Mr. Plamem Petrov	Head of Delegation, Minister of Transport and Communications
Mr. Radoslav Atanasov	National Secretary
Mr. Alexander Khadjov	Consul General of the Republic of Bulgaria in Georgia
Mrs. Ludmila Trenkova	State Expert, Member of the TRACECA National Commission

GEORGIA

Mr. Merab Adeishvili	Head of Delegation, Minister of Transport and Communications
Mr. David Aptsiauri	Deputy Minister of Foreign Affairs, Ambassador
Mr. George Gogiashvili	National Secretary

KAZAKHSTAN

Mr. Zhenis Kasimbek	Head of Delegation, Chief of Sea Transport Department, MoTC
Mr. Yerzhan Suleimenov	National Secretary
Mr. Alexander Glok	Financial Director of Aktau Sea Port
Mr. Ascar Rahmetzhanov	Representative of Exchequer of “Kazmortransflot”
Mr. Sanzhar Elyubayev	Head of Marketing of Freight Forwarding Department by “Kazakhstan Temir Zholi”

KIRGHIZSTAN

Mr. Kubanychbek Mamayev	Head of Delegation, 1 st Deputy Minister of Transport and Communications
Mr. Suleyman Zakirov	National Secretary
Mr. Yrkin Masadykov	Director of State Direction for Project Planning and Construction of the Railways

MOLDOVA

Mr. Yiuri Spivachenko	Head of Delegation, Deputy Minister of Transport
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ROMANIA

Mr. Ion Selaru	Head of Delegation, First Deputy Minister of Public Works, Transport and Housing
Mrs. Ana-Maria Popescu	National Secretary
Mrs. Elena Toma	Head of General Department of International Relations

TAJIKISTAN

Mr. Abdurahim Ashurov	Head of Delegation, First Deputy Minister of Transport and Communications
Mr. Solih Mouminov	National Secretary
Mr. Anvar Nurov	Chief Expert of the Transport and Communications Department by the President's Office

TURKEY

Mr. Selcuk Coscun	Head of Delegation, National Secretary, Deputy Undersecretary of the Ministry of Transport
Mr. Yalchin Kaya Erensoy	Minister Extraordinary and Plenipotentiary, Deputy General Director of Multilateral Economic Relations, MFA
Mr. Metin Katih Transport	Head of Foreign Relations Department, Ministry of

UKRAINE

Mr. Oleg Petrenko	Head of Delegation, State Secretary of the Ministry of Transport
Mr. Yuri Tertyshnik	National Secretary
Mrs. Elena Medvedeva	Head Deputy of Department of development of Transport Corridors

UZBEKISTAN

Mr. Zholgas Zholdashev	Deputy Chairman of Road Committee
Mr. Abdulla Khashimov	National Secretary, Council Minister of Foreign Affairs
Mr. Bahtiyer Rahimov	Chief of Department for International Transport Corridors, Transit Policy and Information Systems, Expert

MINUTES

Day 1

Official opening of the Extraordinary Meeting and welcome speech by the Minister of Transport and Communications of Georgia, Chairman-in-office Mr. Merab Adeishvili. Information on the importance of TRACECA corridor in the economic development and political and commercial integration of the member-states, future plans and prospects. The minute of silence concerning the death of Mr. Günter Beuchel.

Hands over the ground to His Excellency Eduard Shevardnadze, the President of Georgia (the speech is attached).

The short speech of Mr. Cornelius Wittebrood, Representative of the European Commission

The short speech of the Deputy Prime-Minister Mr. Abid Sharifov, as the representative of the Depository country.

Plenary Session

Mr. Adeishvili:

One of the tasks of this meeting is to consider facilities for cooperation between TRACECA and ESCATO, to be further discussed at the Annual Conference in Tashkent. I suggest that all of you should study the information from a Ministerial Conference and the ESCATO map, provided by Mr. Cable.

The matter to be discussed is today is the traffic of humanitarian goods to Afghanistan. We all know about the existing situation in the region that turned to be even more complicated after the recent forecast for inclement winter this year. At present, a large quantity of humanitarian goods is transported the territories of the member-states, so that a part of TRACECA corridor has been actively involved in this important process. Mostly, air corridors are used, though some extension of branch lines is expected in the nearest future.

I case that the delegates approve an appropriate resolution at today's meeting the activity in the relevant sphere could be launched in the next few days. Moreover, since a spring or summer next year we expect more active use of access roads of TRACECA countries that could act as an additional confirmation of the significant role of TRACECA corridor.

Asks for comments from the European Commission representatives.

Hands over the ground to Mr. Cable, UN ESCAP representative.

Mr. Cable:

I am very glad to participate in today's meeting and should say it provides us with a good opportunity to improve our relations, necessary for a joint work between our organizations. I've an ESCATO map and would like to present it to the delegates.

Mr. Wittebrood:

I agree with all above-mentioned and fully support the countries, involved into the humanitarian goods traffic. I would appreciate if you could take necessary decisions, ensuring transportation of humanitarian goods to Afghanistan. That could be a good chance to show the interest of the member-states to the sad situation in Afghanistan and make your own contribution into the improvement process.

Mr. Atanasov (Bulgaria):

Sea transport could be used as well. According to the experts, by 2005 sea transportation of goods will amount to 15-20 MT. A ferry link with Aktau port was opened in September 2001, we started 2 major TRACECA projects. All these will ensure competitiveness and development of TRACECA corridor.

Mr. Kvatchantiradze

Dear Ladies and Gentlemen, we would like you to revise the Protocol on Sea Transport, produced by the experts in the Permanent Secretariat. Since it was firstly submitted at the Working Group in Baku, we gained comments from almost all member-states, except Turkey. (Discussion of the Protocol)

Concerning railway transport, the Permanent Secretariat initiated and managed the working meeting with representatives of TRACECA RW. The meeting discussed the tariff rates, applied in TRACECA corridor. As a result, Azerbaijan and Georgia proposed a preferential coefficient 0,5, which was the starting point for TRACECA coefficient. At present, Kazakhstan has officially joined the Protocol, signed at the above-mentioned working meeting of RW representatives and declared discounts of 0,7 at Aktau-Beyneu and 0,5 – at Aktau-Jengeldy. The similar intention was expressed by Tajikistan.

The next issue is TRACECA Visa. We tried to gather final proposals on the Visa from all National Secretaries, but the task turned to be impossible.

Mr. Turdzeladze (Permanent Secretariat):

The Action Plan was exposed to a few changes, particularly, projects proposals from Azerbaijan and Uzbekistan.

Mr. Zeynalov (Azerbaijan):

What are the reasons for dropping “Supply of equipment and spare parts for shipyards”?

Mr. Stroobants:

We are aware of the need of the Azerbaijan shipyard in financial assistance, but consider that EC TACIS is able to provide such kind of support within TACIS National Budget.

Mr. Sharifov (Azerbaijan):

I see that there're different opinions on this matter. One team considers the project to be impossible to implement, another one has a contrary view of the subject. I'm very much interested in the standpoint of Mr. Wittebrood.

Mr. Stroobants

I should stress that this project has not a regional interest for EC and, as a result, it would not be included into the Action Plan. In addition, we have already started reconstruction of two bridges in Azerbaijan under TACIS Program, as consider them to be priority ones

Mr. Wittebrood:

In order to avoid any misunderstanding, I should say that such problem exists in all other member-states as well. The overall TACIS budget is 450 M Euro, and only 80 – 90 M is available for investment projects.

Mr. Tertyshnyk (Ukraine):

I appreciate you for including Ukraine into the Action Plan. Which part of the total sum - 2 M EURO is available for Illichevsk Port?

Mr. Stroobants:

With the Terms of Reference, we'll be able to define priority areas and start the project. We expect to spend 66% of the sum in Ukraine and 30% - in Georgia. As a result, 2/3 of the budget is available for Ukraine and only 1/3 - for Georgia.

Mr. Aptsiauri (Georgia):

We are aware of the important role of professional seamen in transportation process. Georgia is far behind all European standards and has a strong need in financial support from EC. There is 2 M EURO in the list of projects, though 1,5 M EURO in project fiche. Is that right of just a mistake?

Mr. Stroobants

Yes, we did a mistake. Correct number is 2 M EURO.
Moreover, I fully agree with your comment on the level of professionalism of the seamen.

Mr. Atanasov (Bulgaria):

We also have remark. In main components of the project № 10, the specified sum is 1,5 M EURO, though in the project fiche - 2 M EURO.

Mr. Stroobants

Yes, It's a mistake again, and the correct sum is 2 M EURO.

Mr. Masadikov (Kyrgyzstan):

You denoted a wrong recipient in the project fiche.
(Remark was taken into consideration)

Mr. Mouminov (Tajikistan):

What is the reason for changing the budget for Tajik project?

Mr. Stroobants:

We are still not sure about activity, to be done on the route 30 km. away from the border. We have considered the proposal, received from your country, and worked out the project. Now speech goes about the extended variant. I think, that 1,5 M Euro is quite sufficient.

Mr. Wittebrood:

Now we shall consider the TRACECA map.

Mr. Kvatchantiradze:

We worked much on this matter, had a lot of discussions and in the end decided to create a new TRACECA map. We have new member-states and, as a result, some new routes. The routes, included into the map are based on true, well-checked information, received from Georgia, Tajikistan, Uzbekistan, Ukraine, Turkmenistan, Azerbaijan and Armenia. Ro-Ro routes are put on the map with 34 directions.

Mr. Katih (Turkey):

We think, it is necessary to assign port Istanbul-Derincha with separate number, as this place is a joining of 4-th European corridor. Moreover, the map didn't include the railway, which is also a part of the corridor.

Mr. Ashurov (Tajikistan):

Dushanbe-Nizhniy Penche route isn't specified. It seems, there is a great potential for TRACECA corridor in the future.

Mr. Seidov (Turkmenistan):

Turkmenobad-Anabad and Mari-Kurugunda-Ashgabad routes are not specified, though there are humanitarian goods on these sites.

Mr. Zakirov (Kyrgyzstan):

Osh-Kizil-Kiya and Bishkek – Torugard-Arpa Uzgen-Kara Su routes also have to be included into the map.

Mr. Sharifov (Azerbaijan):

I don't agree the draft of TRACECA map, as all Road and railways routes are mixed.

Mr. Tertyshnik (Ukraine):

I think, that we need to include all new routes into this map and provide it with the status of the normative document.

Mr. Stroobants

Concerning comments of Mr. Sharifov, I should stress that the given map is considered to be the first draft, to be further improved and updated.

Mr. Kvatchantiradze

I'm surprised to have so many new proposals today. We have been working on this draft for a long time. All materials were sent to the National Secretaries well in advance and now they are here to propose new routes. I think, all problems with new TRACECA routes should be solved now to avoid such problem in the future.

Mr. Adeishvili:

I should ask all National Secretaries to provide all you proposals on TRACECA map to Mr. Kvatchantiradze.

Thanks to all of you for participation.

Day 2

Mr. Adeishvili:

Opens the second session of the meeting. Problems to be discussed: organizational matters of the future Annual Conference in Tashkent.

Mr. Romanini:

Concerning legal matters:

IGC was not considered as a formal institution and didn't have a strict Rules of Procedures.

We are still work under a very light text, called "Rules of Procedures of IGC TRACECA" without any rules for organization of the meetings, restricted or general sessions.

As a result, we felt a need in some kind of improvement and updating of the existing documents. The new text should foresee participation of other parties in the meetings of IGC TRACECA without joining to the Basic Agreement (as was stated in prior documents).

Today's meeting involved representatives of Turkmenistan, which is not the party of MLA.

I think the text, prepared by Romania could be taken as a basis for further improvement with consensus of all Parties.

Mr. Tertyshnyk:

We provided PS with our proposals on this document, though they were not considered in the last draft.

Moreover, EC launched a project “TRACECA Coordination Team” with establishment of 2 additional coordination offices in Odessa and Tashkent. Some activity has been started in Odessa, though there’s no any document, regulating the work of Odessa office. I insist on working out of such kind of document.

Mr. Graille:

The company, appointed by EC will ensure establishment of this office. Mr Tertyshnyk signed Statement of Endorsement and should receive all related documents in the nearest future, including copy of the contact and Terms of Reference..

The management of the project will be ensured by EC, Contractor will be responsible for a budget. As a result, we have Mrs. Fritz as a Team Leader in Odessa and Mr. Rossig as a Coordinator for Central Asia in Tashkent. The Head Office, located in Odessa, will be in charge of general coordination of all TRACECA and PETRA Projects and maintaining of a permanent contact between beneficiaries in 12 member-states.

Mr. Kvatchantiradze:

Concerning a prior comment of Mr. Tertyshnyk, I should say that not all the proposals were included into the final draft of the Rules of Procedures, though you are welcomed to provide any proposals to the Permanent Secretariat.

Mr. Atanasov (Bulgaria):

We fully support the proposed text of the Rules of Procedures, except the wording in the Article 1, saying: “Restricted Sessions may approve important issues”. We suggest replacing it with “may take important decisions”.

Mr. Adeishvili:

If you don’t have any comments on this document, we could approve it at this meeting.

Mrs. Popescu (Romania):

I had a letter from the Secretary General, saying that this document will be approved at the Annual Conference in Tashkent. Why do we have to approve it today?

Mr. Kvatchantiradze:

In case that the Chairman of the Delegation will have further comments on the document, we are sure to accept them. Now we have to make some kind of step forward in this sphere and to approve the given document.

Mr. Grigoryan (Armenia):

We have discussed this draft with our Ministry of Foreign Affairs and decided that the procedure with amendments to the Rules of Procedure could be started now, though unlikely to be completed by the Annual Conference. National Secretaries are not legal experts and can’t be responsible for such kind of decisions.

We could accept this document by the Conference with further organization of the legal Working Group, which could carefully study this matter and take necessary decisions.

Mr. Kvatchantiradze:

The Amendment is approved by the delegates.

We ask Uzbek delegation, as representatives of inviting party, to express the official attitude of their Government on inviting any additional parties or observers, according to Article 4 of the Amendment.

Mr. Khashimov (Uzbekistan):

As agreed with our Government, we shall invite Russia, China, Japan, South Korea, Afghanistan and Iran.

Mr. Tertyshnyk (Ukraine):

What about Greece?

Mr. Graille:

They are invited in any case, as the present chairman in European Commission. They have already applied to the depository and the Chairman with official request to join Basic Agreement. But this procedure is too long and can't be completed by the Annual Conference.

Mr. Adeishvili:

Now we should approve the Agenda and Final Resolutions of the Annual Conference. Any comment on these matters?

Mr. Tertyshnyk (Ukraine):

We think that the reports on the activity of TRACECA National Commissions should be made during the Plenary Session with participation of all invited Parties.

Mr. Adeishvili:

Accepted.

We also need a Declaration for the Annual Conference. We already have Baku Declaration and could take it as a basis for a Tashkent one.

Mr. Seidov (Turkmenistan):

Concerning preferential coefficients, we are ready to submit our proposal on this issue to the Permanent Secretariat.

Concerning humanitarian goods traffic to Afghanistan, we should foresee improvement of infrastructure at Kushko station, as one of the most loaded one. This project could be very useful, as a large amount of goods is transported through this station.

Mr. Graille:

We shall add this proposal during discussion of TRACECA map.

You will be invited to the Annual Conference, but we need some kind of background from your Government, concerning the signature of the Basic Agreement.

Mr. Seidov (Turkmenistan):

We are not responsible to provide any information on this matter. We shall report to the Government and inform the Permanent Secretariat of its decision.

After the break Mr. Stroobants joined the meeting and started discussion of TRACECA map.

Mr. Stroobants.

The budget provided is not sufficient to satisfy the needs of all member-states and during the selection we tried to cover the larger territories. The TRACECA corridor is considered to be the link between the Europe and Asia and we should follow this line during our future activity. We should also think about the regions with difficult economic and political situation and have support them.

Concerning TRACECA map, Turkish Party proposed 2 routes for map: Ankara-Mersin and Samsun-Mersin, and assign Istanbul Port with its own number.

Mr. Stroobants:

We agree with individual number for Istanbul Port and don't support the 2 railway routes, proposed by Turkey, which are not a priority for EC.

Mr. Adeishvili:

We consider this draft appropriate for approval. The final version should include proposal of Azerbaijan Party.

Mr. Graille:

Concerning the Action Plan, each delegation has its own final version of the Action Plan, which included proposals of all Parties. The rest of the document will be distributed by mail to all National Secretaries.

Mr. Zeynalov (Azerbaijan):

Is there any chance to have back the project "Supply of equipment and spare parts for shipyards»?

Mr. Graille:

No.

Mr. Kvatchantiradze

Introduces Mr. Peter Ranger, as the Project Director of "Harmonization of Border-Crossing Procedures", as being important for its final recipients, as well as the whole TRACECA corridor.

The project has been just started, but by the Annual Conference they are expected to come up with some proposals. This activity requires some efforts from all National Secretaries.

Mr. Adeishvili:

We are very much interested in the future of all TRACECA projects, approved and financed by the EC. We would appreciate all National Secretaries to collect information, concerning all these projects, ever implemented in their countries, and send it to the PS.

Mr. Tokman (Ukraine):

Being the representative of Black and Azov Seas Ports Association, expresses the will to present all documents, concerning this organization and participate in the meeting of IGC TRACECA.

Mr. Adeishvili:

Agrees with the proposal, as considers the forwarder to be very important for the corridor and closer contact with the experts.

Mr. Stroobants:

I'm fully satisfied with the work done by the delegates and consider us to be ready for the Annual Conference in Tashkent. Turkish forwarders could be invited to the meetings as observers, together with Ukrainian ones, as having such kind specialists could be useful and interesting for our work and TRACECA corridor.

Thanks to all of you for active participation in this Extraordinary Meeting. The Annual Conference will be held in spring, next year in Tashkent, after which Georgian Party will handover its chairmanship to Uzbekistan.

Mr. Adeishvili:

Closes the Extraordinary Meeting of IGC TRACECA.



**ВСТРЕЧА НАЦИОНАЛЬНЫХ
СЕКРЕТАРЕЙ TRACECA**

(рабочих групп)
г.Ашгабат, Туркменистан
25 – 26 февраля 2002 года

**MEETING OF
THE TRACECA
NATIONAL SECRETARIES
(Working Groups)**
Ashgabat, Turkmenistan
25 – 26 February 2002





DRAFT AGENDA (2) / WG
ASHGABAT/ 02.2002
PS/IGC/TRACECA
Original: ENG

**IGC TRACECA
MEETING OF THE TRACECA NATIONAL SECRETARIES
(Working Groups)
Ashgabat / Turkmenistan
Sheraton Grand Turkmen Hotel
25-26 February 2002**

DRAFT AGENDA

FEBRUARY 25, 2002, FIRST DAY

10.00 - 13.00. Special (first) session:

Participants:

Representatives of the Government of Turkmenistan, the IGC TRACECA, the European Commission, the Chairman of the IGC TRACECA, the National Secretaries of the States-Participants of the IGC TRACECA, Representatives of the Diplomatic Missions of the Donor-States, Representatives of the international Agencies and Organizations, Experts.

Welcome address and Statement

By H.E. Berdimurad REDJEPOV - the Deputy Chairman of the Cabinet of Ministers of Turkmenistan;

Welcome address

By H.E. Merab ADEISHVILI – Chairman-in-Office of the Inter-Governmental Commission TRACECA, the Minister of Transport and communications of Georgia;

Welcome address

Representative of European Commission – Mr Pierre BORGOLTZ, Principal Administrator - DG RELEX.

Chair: H.E. Merab ADEISHVILI - Chairman-in-Office of the IGC TRACECA

1. DISCUSSION ON PROPOSALS, PREPARED BY THE PS IGC TRACECA FOR PROVIDING THE MOST FAVORABLE CONDITIONS FOR THE TRANSPORTATION OF HUMANITARIAN GOODS AND RECONSTRUCTION MATERIALS TO AFGHANISTAN. (According the Resolutions and Decisions of the IGC TRACECA Extraordinary Meeting; Tbilisi, 11-12 December 2001)

Introduction: Amb. Zviad KVATCHANTIRADZE, Secretary General of the Permanent Secretariat

A) Presentation of Proposals of the Permanent Secretariat, which was circulated beforehand;

(Mr. Peter Ranger - SWK- Power-Point Presentation)

B) Positions of the States-Participants of TRACECA Program;

(National Secretaries of the States-Participants and the Representatives of the Government of Turkmenistan)

- C) Positions and intentions of the international Agencies and Organizations, involved in the Humanitarian Aid Transportation to Afghanistan;
(Representatives of the Donor-States and International Organizations)
- D) Final Decision and Recommendation.
(to be discussed)
- E) Official Information's of the National Commissions of Tajikistan and Uzbekistan, as well as the Government of Turkmenistan on reading status of transport infrastructures, linking with Afghanistan;
(National Secretaries of Tajikistan and Uzbekistan; Official representative of the Government of Turkmenistan)

13.00 – 15.00 - Lunch

15.00- 18.00 Second Session:

Participants:

Representatives of the IGC TRACECA, the European Commission, the National Secretaries of the IGC States-Participants, the Government of Turkmenistan

Chair: Secretary-General

2. TRACECA COEFFICIENT (Specific Topics on TRANSPORTATION OF HUMANITARIAN GOODS AND RECONSTRUCTION MATERIALS TO AFGHANISTAN)

- A) Official Information of the States-Participants on Annual Rates for 2001 for Transit transportation within TRACECA Corridor. (At category by category and at reduced TRACECA Coefficient for containers). *Official issued documents are requested.*
(National Secretaries of IGC the States-Participants)
- B) Introduction fo the Project “Unified Policy on Transit Fees and Tariffs
(Mr. David Roberts – SWK)
- C) Proposals and Recommendations *(Experts)*
- D) Decisions and Recommendations *(to be discussed)*

3. TRACECA HOT LINE (Specific Topics on TRANSPORTATION OF HUMANITARIAN GOODS AND RECONSTRUCTION MATERIALS TO AFGHANISTAN)

- A) Concordance text reduction and design of posters approval *(Experts)*
- B) Establishment of TRACECA HOTLINE (logistic and support)
(National Secretaries of IGC the States-Participants)
- C) Decisions and Recommendations *(to be discussed)*

18.00 - Closing of the first working day

FEBRUARY 26, 2002, SECOND DAY

10.00 – 12.00 - First Session:

Participants:

Representatives of the IGC TRACECA, the European Commission, the National Secretaries of the IGC States-Participants, the Government of Turkmenistan

Chair: Secretary-General

4. TRACECA VISA (Specific Topics on TRANSPORTATION OF HUMANITARIAN GOODS AND RECONSTRUCTION MATERIALS TO AFGHANISTAN)

- A) Presentation of the previous decisions and recommendations on TRACECA VISA
(Secretary-General, Senior Expert, Experts)
- B) Presentation of the project “Harmonisation on Border Crossing Procedures”
(Mr. Peter Ranger – SWK)
- C) Last proposals and positions of the States-Participants
(National Secretaries of the IGC States-Participants)
- D) Decision and Recommendation *(to be discussed)*

12.00 – 14.00 – Second Session

5. ADOPTION OF THE FINAL DECISIONS AND RECOMMENDATIONS

(Based on the decisions and recommendations, adopted on each items, discussed above)

14.00 - Closing of the Working Group Meeting

14.00 - Lunch

15.00- 18.00 National Secretaries –Technical Meeting:

National Secretaries of the IGC States-Participants, the Government of Turkmenistan and the TRACECA Coordination TEAM.

1- TRACECA Projects

- Terms of Reference
- Statement of Endorsement
- On-going project

2- Presentation of the TRACECA Coordination TEAM

- Organization of the Permanent Secretariat
- Reporting
- Financing support to the National Secretaries

3- Traffic database

- Presentation of the follow-up to the project
- Involvement of National Secretaries

18.00 - Closing of the Meeting



**IGC TRACECA
WORKING GROUPS MEETING**
Ashgabad / Turkmenistan
February 2002

LIST OF PARTICIPANTS

IGC TRACECA /

NAME	POSITION
Mr Merab ADEISHVILI	Minister of Transport & Communications of GEORGIA Chairman of the Inter Governmental Commission (IGC TRACECA)

TURKMENISTAN /

NAME	POSITION
Mr. B. SARJAYEV	The Head of “Turkmenemiryollari” Cabinet of Ministers

EUROPEAN COMMISSION /

NAME	POSITION
Mr. Daniel STROOBANTS	EC - AID CO, Task Manager
Mr Pierre BORGOLTZ	Principal Administrator, EC-DG RELEX
Mr. Daniel GUYADER	EC-DG RELEX – DESK TURKMENISTAN

NAME	POSITION
Mr. Zviad KVATCHANTIRADZE	Secretary General of PS IGC TRACECA, Ambassador Extraordinary and Plenipotentiary
Mr. Marc GRAILLE	Supervisor of PS IGC TRACECA Dornier Consult/Transtec , TRACECA Coordination
Mr. Bodo ROSSIG	Dornier Consult/Transtec , TRACECA Coordination
Mr. Vadim TURDZELADZE	Senior Expert
Ms. Farida NAGYEVA	Secretary

TRACECA PROJECTS /

Mr. Peter RANGER	Project Manager “Harmonization on Border Crossing Procedures”
Mr. David ROBERTS	Project Manager “Unified Policy on Transit Fees and Tariffs”

TRACECA MEMBER-STATES

	STATE	NAME	POSITION
1	AZERBAIJAN	Mr. A. MUSTAFAYEV	National Secretary
2	ARMENIA	Mr. G. GRIGORYAN	National Secretary
3	BULGARIA	Mr. R. ATANASOV	National Secretary
4	GEORGIA	Mr. G. GOGIASHVILI	National Secretary
5	KAZAKHSTAN	Mr Y. SULEIMENOV	National Secretary
6	KYRGYZSTAN	Mr S. ZAKIROV	National Secretary
7	MOLDOVA		Not represented
8	ROMANIA	Dr. Ion POROZHAN	Ambassador of Romania in Turkmenistan
9	TAJIKISTAN	Mr. S. MOUMINOV	National Secretary
10	TURKEY	Mr. S. COSCUN	National Secretary
11	TURKMENISTAN	Mr. K. ASHIROV	The Head of Transport and Communications Department of the Cabinet of Ministers of Turkmenistan
12	UZBEKISTAN	Mr. A. KHASHIMOV	National Secretary
13	UKRAINE	Mr. Y. TERTYSHNYK	National Secretary



**Minutes of the IGC TRACECA
MEETING OF THE TRACECA NATIONAL SECRETARIES
(Working Groups)
Ashgabat / Turkmenistan
Sheraton Grand Turkmen Hotel
25-26 February 2002**

Welcome address

By Batir Sardjaev - member of the Cabinet of Ministers of Turkmenistan and Head of the Railways of Turkmenistan

Welcome address

By H.E. Merab ADEISHVILI – Chairman-in-Office of the Inter-Governmental Commission TRACECA, the Minister of Transport and communications of Georgia;

Welcome address

Representative of European Commission – Mr Pierre BORGOLTZ, Principal Administrator - DG RELEX.

Welcome address

The Ambassador of Germany Mr. Hans Günter Mattern acting in his function as representative of Spain holding the Presidency of the European Union.

Participants

The National Secretaries of Armenia, Azerbaijan, Bulgaria, Georgia, Kazakhstan, Kyrgystan, Tadjikistan, Turkey, Ukraine, and Uzbekistan. Romania was represented by the Ambassador of Romania in Ashgabat, Moldavia was not represented. Turkmenistan hosted the meeting not being a member of the IGC. A complete list is attached hereto.

Chair: H.E. Merab ADEISHVILI - Chairman-in-Office of the IGC TRACECA

Co-Chair: Amb. Zviad Kvatchantiradze – Secretary General of the Permanent Secretariat of the IGC

Co-Chair: Mr. Daniel Stroobants, EU Aidco

TOP 1 DISCUSSION ON PROPOSALS, PREPARED BY THE PS IGC TRACECA FOR PROVIDING THE MOST FAVORABLE CONDITIONS FOR THE TRANSPORTATION OF HUMANITARIAN GOODS AND RECONSTRUCTION MATERIALS TO AFGHANISTAN. (According the Resolutions and Decisions of the IGC TRACECA Extraordinary Meeting; Tbilisi, 11-12 December 2001)

A / B The Proposals of the IGC – Countries received by the permanent secretariat have been presented in a power point presentation which is attached to this minutes.

The National Secretaries of IGC made the following recommendations:

Armenia: Officials from the Government and the Customs agree with documents of IGC. The process is complicated due to adoption of the decisions by the Government.

Azerbaijan: Full support to all proposals which have been worked out by the IGC. Concrete proposals on goods transport: simplification of the customs procedures both for simple and multimodal transportations, to free of all taxes and duties in line with the Article 4 of the Multilateral Agreement, support to Hot Line and to decisions adopted on February 14-15, 2002.

Bulgaria: Bulgaria does its utmost on issues relating to tariffs and security. Problems are to be seen in the field of harmonisation of the procedures. A three zone proposal (zone I West of the Black Sea, zone II East of the Black Sea and Zone III East of the Caspian Sea) was discussed but the common understanding was, not to split the unified activities of the TRACECA Corridor.

Georgia: Full support of the proposals. Only the VAT exemption is not possible because the Transit VAT is already included in the State budget. If the proposals are adopted by all member states, Georgia will start to change the legislation on this subject.

Kazakhstan: Full support to proposals. VAT zero rate is applied. Exempt of consular collections. Visa issue is done at the shortest time.

Kirgizstan: To exempt of VAT is a prerogative of the Government to make a decision.

Ambassador of Romania: The documents relating to position of our country will be submitted later.

Tajikistan: Full support to all points of proposals.

Turkmenistan, Sarjaev: Turkmenistan supports common tariff rates. There is a decision to free goods going to Afghanistan of all duties and taxes at the border-crossings as Termez and other control points. We provide 24 hours work of the customs, railway and passport control services. VAT zero rate is applied. There is no free of charge visa issue, except simplification of the procedure.

Turkey: Issues long-term visas for the driver and the representatives of the companies. Reduction of taxes should be discussed. All changes should be submitted to the Parliament of Turkey.

Ukraine: Full support to all proposals. Out of 10 proposals, 5-6 have got positive decisions. There is 24 hours work at the internationally important border crossings. No problems with the collateral customs deposit. VAT zero rate is applied for transit humanitarian goods. Other issues are to be approved by the Parliament. And please, take into consideration, that Ukraine is in front of forthcoming elections.

Uzbekistan: Support to conditions and terms of favorable treatment of humanitarian goods to Afghanistan. The 1-st position on ferry boats is not related to us. But in respect of other 3 positions – we consider it will be transportation over the Taratan bridge. Uzbekistan signed a Protocol with the UN on humanitarian aid. On January 31, 2002, a Resolution on extension of conditions for goods crossing was adopted.

The forthcoming Tashkent meeting was discussed which is planned for the period April 24nd to 26th, 2002. This meeting will overlap with an other already fixed meeting in Turkey on April 26th to 27th, 2002 with the participation of the Ministers of Transport. The subject of “high level” meeting/summit was discussed and the chairman pointed out, that a decision on this will be made within the next two weeks.

C Mr. Piet Vochten from the Afghanistan Regional Emergency United Nation Joint Logistic Centre

UNJLC gave an overview about the activities of his organisation. This overview is attached to this minutes as a power point presentation.

Mr. Vochten estimated personally the amount of transit cargo to Afghanistan with 600.000 tons per

Month of which 40 to 50 % is going via the north corridor. This cargo could also be shipped via the TRACEA corridor. In his mind, the UN will use only those corridor for transportation of humanitarian aid which are functioning, being reliable and safe and competitive. If the TRACECA Corridor can provide this, it may become one of the major, viable corridors.

The NS of Turkey asked for proposals for the road transportation which should be worked out by the experts of the IGC. It was agreed, that Turkey will made a written proposal first to that.

The subject of having three zones of TRACECA, a European, a Caucasian and a Asian one was discussed. Result was, not to spread the activities of TRACECA into different zones.

The co-chairman asked for written proposals about the discussed subjects.

TOP 2 TRACECA COEFFICIENT (Specific Topics on TRANSPORTATION OF HUMANITARIAN GOODS AND RECONSTRUCTION MATERIALS TO AFGHANISTAN)

Mr. Vadim Turzeladze, the Chief Expert of the IGC explained the results out of the proposals so far received. The power point documentation was distributed amongst the participants.

TOP 3 REIGIONAL PROJECTS

Unified Policy on Transit Fees and Tariffs

Mr. David Roberts from SWK introduced the project in a Power Point Presentation. The presentation was distributed amongst the participants.

Harmonisation of Border Crossing Procedures

Mr. Peter Ranger from SWK presents the project in a Power Point Presentation distributed amongst the participants.

TOP 3 TRACECA HOT LINE (Specific Topics on TRANSPORTATION OF HUMANITARIAN GOODS AND RECONSTRUCTION MATERIALS TO AFGHANISTAN)

The idea and the background of the TRACECA hotline was **presented** by Mr. Peter Ranger in a Power Point Presentation distributed amongst the participants.

This presentation was discussed and some proposals were made:

Traceca web-site should be linked with UNJLC web-site.

What are the reaction on calls received via the “hotline” ?

Special telephone lines are needed in each country on a 24 hour service.

Operators are needed to send information to central points.

Problems are evident and should be settled in March.

TOP 4 TRACECA VISA (Specific Topics on TRANSPORTATION OF HUMANITARIAN GOODS AND RECONSTRUCTION MATERIALS TO AFGHANISTAN)

The TRACECA – Visa was discussed, the understanding of what is included in the working title “TRACECA Visa” in a Power Point Presentation explained.

Results of the discussion and next steps are formulated in the final resolution.

TOP 5 ADOPTION OF THE FINAL DECISIONS AND RECOMMENDATIONS

A first draft of the final resolution have been discussed and a final resolution is attached to the meeting documents.

End of the official part of the meeting and opening of the technical part with the participation of the National Secretaries, the TRACECA Co-ordination team and the IGC Participants.

TOP 1 Report of the National Secretaries and National Commissions

The National Secretaries have received in February 2002 standard reporting forms. It was stressed, that this forms are to be filled in for the Month January and February 2002 by the beginning of March and thereafter for each Month. The reports should show the activities and the results in respect of the TRACECA activities.

TOP 2 Terms of References and Statements of Endorsements

The Terms of Reference for the following projects have been distributed to the National Secretaries:

Capacity Development for Senior Transport Officials

Common Legal Basis for Transit Transportation

Railway Transit Oil Logistical Centre

Rehabilitation of Caucasus Highway

I list of the signatures received so far is attached to the working group meeting documents.



Official document WG/01/02
Issued 26/02/02
Original: RUS/ENG

**INTERGOVERNMENTAL COMMISSION “TRACECA”
MEETING OF NATIONAL SECRETARIES
(WORKING GROUP)**

Ashgabat, February 25-26, 2002

RECOMMENDATIONS AND DECISIONS

All Parties of the “Basic Agreement”, excluding Moldova, were represented at the meeting of National Secretaries (Working Group) of IGC TRACECA, which took place in Ashgabat, February 25-26, 2002, with a prior invitation and agreement from the Government of Turkmenistan.

This meeting involved the Chairman of IGC TRACECA, Minister of Transport and Communications of Georgia Mr. Merab Adeishvili, chairing the meeting, representatives of the European Commission Mr. P. Bortgolts, Mr. D. Guyader and Mr. D. Stroobants, as well as Mr. The Secretary General of PS IGC TRACECA, Amb. Mr. Kvatchantiradze, as Co-chairmen.

The meeting was opened by the member of the Cabinet of Ministers of Turkmenistan, the Head of “Turkmemdemiryollari” Mr. B. Sarjayev, who welcomed participants on behalf of the Government of Turkmenistan.

The Heads/Representatives of diplomatic missions of Great Britain, Germany, Romania and the USA, accredited in Ashgabat, as well as representatives of UN Joint Logistics Center for the Emergency Situation in Afghanistan and UN Humanitarian Aid Supply Office.

Participants of the meeting discussed the issues, in accordance with the agenda attached (Annex 1).

The list of participants is attached (Annex 2).

1. TRANSPORTATION OF HUMANITARIAN GOODS AND CONSTRUCTION MATERIALS TO AFGHANISTAN

- **Participants consider** that increase of humanitarian aid supplies for Afghanistan from the world community obliges TRACECA member-states to create the most favorable conditions for more active and efficient use of the Europe-the Caucasus-Asia “TRACECA” corridor for humanitarian goods and construction materials transported to Afghanistan. National Commissions have to undertake all efforts to fulfill concrete tasks for the final settlement of pending matters at the Annual Conference of IGC TRACECA in Tashkent.

For this purpose:

- **To consider** positive outputs of the working meetings and agreements between some transport bodies (railways, sea ports, shipping companies) in TRACECA countries under the aegis of PS IGC TRACECA for the reasons of creating most favorable conditions for humanitarian aid and reconstruction materials transported to Afghanistan, and note the requirement to continue the work, aimed at highlighting the additional capabilities in TRACECA states for creating such kind of conditions;
- **National Secretaries** are charged with constant activity and internal organization of registration system and monitoring of humanitarian goods and reconstruction materials transported to Afghanistan.
- **Recommend** to the Heads of IGC TRACECA National Delegations (Chairmen of TRACECA National Commissions) to stimulate at the government level the introduction of registration system and monitoring of humanitarian goods and reconstruction materials transported to Afghanistan for ensuring security and safety of the goods transported;
- **Consider** expedient the study of recommendations aimed at simplification of the visa-system in TRACECA member-states for people, involved in humanitarian goods and reconstruction material transported to Afghanistan in the framework of recommendations and decisions, concerning so called “TRACECA Visa”;
- **Continue** cooperation with involved organizations for reasons of attraction of humanitarian freight flows to Afghanistan and prepare appropriate information on the activity done by the member-states and PS by the next Annual Meeting of IGC TRACECA in Tashkent;
- **Request** the team of Experts of PS IGC TRACECA, as well as Consultants of the ongoing TRACECA projects to work out and produce proposals, concerning flexible and competitive conditions for humanitarian goods and construction materials transported to Afghanistan by road (combined) transport and submit for consideration by the Parties not later than April 1, 2002.
- **Execute** obligatory presentation of the IGC TRACECA initiative on Afghanistan, including “TRACECA Coefficients” during March-April 2002, on the basis of presentations, made at this meeting, at all possible levels in the Parties, involving representatives of the Government bodies, international governmental and non-governmental organizations, diplomatic missions and transport agencies. At least once a week to inform PS IGC TRACECA of the activity done in the relevant sphere;
- **Consider** in addition proposals of the Turkish National Secretary concerning the matter discussed (attached) and inform PS IGC TRACECA of results not later than April 1, 2002.

2. “TRACECA COEFFICIENT”

- **Take into account** positive outputs of the working meetings and agreements between some transport bodies (railways, sea ports, shipping companies) in TRACECA countries under the aegis of PS IGC TRACECA for the purpose of container traffic tariff policy coordination, as well as proper analysis, produced by the Team of Technical Experts of PS IGC TRACECA. For this reason, National Secretaries are charged with regular monitoring of implementation of the Protocol, signed at the working meeting of plenipotentiaries (tariff policy experts) from railways, sea ports and shipping companies in the Europe-the Caucasus-Asia (TRACECA) transport corridor. Results of this monitoring have to be regularly, once a month, submitted in written form to National Commissions and the Permanent Secretariat.

3: “TRACECA HOT LINE”

- **Request the Team of Experts** of PS IGC TRACECA, as well as Consultants of the ongoing TRACECA projects on the basis of data and proposals collected, not later than April 1, 2002 to produce project fiche with further relevant Terms of Reference for a project called “Common Information System of TRACECA member-states”, to include special part for support and logistics of the common system of so called “TRACECA Hot Line”. This document has to be submitted to the IGC TRACECA as a recommendation for further adoption as priority project for immediate financing.

4. “TRACECA VISA”

- In accordance with Article 9, p.4 and Article 11 of the “Basic Agreement”, **PS IGC TRACECA** is charged with preparation as soon as possible of the following Draft Protocol, to be signed at the next Annual Conference of IGC TRACECA in Tashkent:

«Amendments to the Basic Agreement and adoption of its Technical Annex», regarding:

- Signing by the Heads of National Delegations of “Technical Annex on International Customs Transit in TRACECA Corridor by railway transport with the use of SMGS bills”.
- Introduction of additional items to the Appendix 2 of “Technical Annex to the Basic Agreement on international railway transport”, which has to include the following amendments:
- Applications of VAT zero-rate for services in international and transit railway communication, including transportation, freight forwarding, loading, unloading and storage.
- For 3 years after this amendment to the Technical Annex comes into force, all guarantee and deposit customs fees have to be cancelled, for international railway transit of humanitarian goods and reconstruction materials for Afghanistan.

- For 3 years after this amendment to the Technical Annex comes into force, one and two-time entry visas for representatives of legal bodies (goods-owners, operators and shipping agencies, officially involved in humanitarian good traffic) and physical persons (mechanical engineers of refrigerator sections, guides, drivers), directly escorting humanitarian good and reconstruction materials transported to Afghanistan, have to be provided free of charge in simplified regime.
- **Account the fact** that all draft documents, produced by PS IGC TRACECA for the Tashkent Conference have to be agreed on the national level, in accordance with existing procedures. Results have to be submitted to PS IGC TRACECA not later than April 15, 2002.
- **Participants of the meeting** appreciated the Government of Turkmenistan for support in organization of the meeting, their welcome and hospitality. There was also a solid request to the Chairman of IGC TRACECA and the Secretary General on behalf of representatives of the Parties – participants of the meeting to request the Government of Turkmenistan to speed up the process of joining in the “Basic Agreement”.
- **The given recommendations and decisions were adopted with consensus by all Parties.**

Z. KVATCHANTIRADZE
Secretary General of
PS IGC TRACECA

APPENDIX 03

TRACECA and Project Presentations

- TRACECA Visa- Concept for Humanitarian Support**
- TRACECA Visa –Concept for Future Development**
- TRACECA Hotline- Concept to Enhance User Services**
- Project Concept Presentations**



TRACECA - HUMANITARIAN AID

TRACECA – ГУМАНИТАРНАЯ ПОМОЩЬ

EUROPEAN UNION

 TRACECA - HUMANITARIAN AID

 www.traceca.org



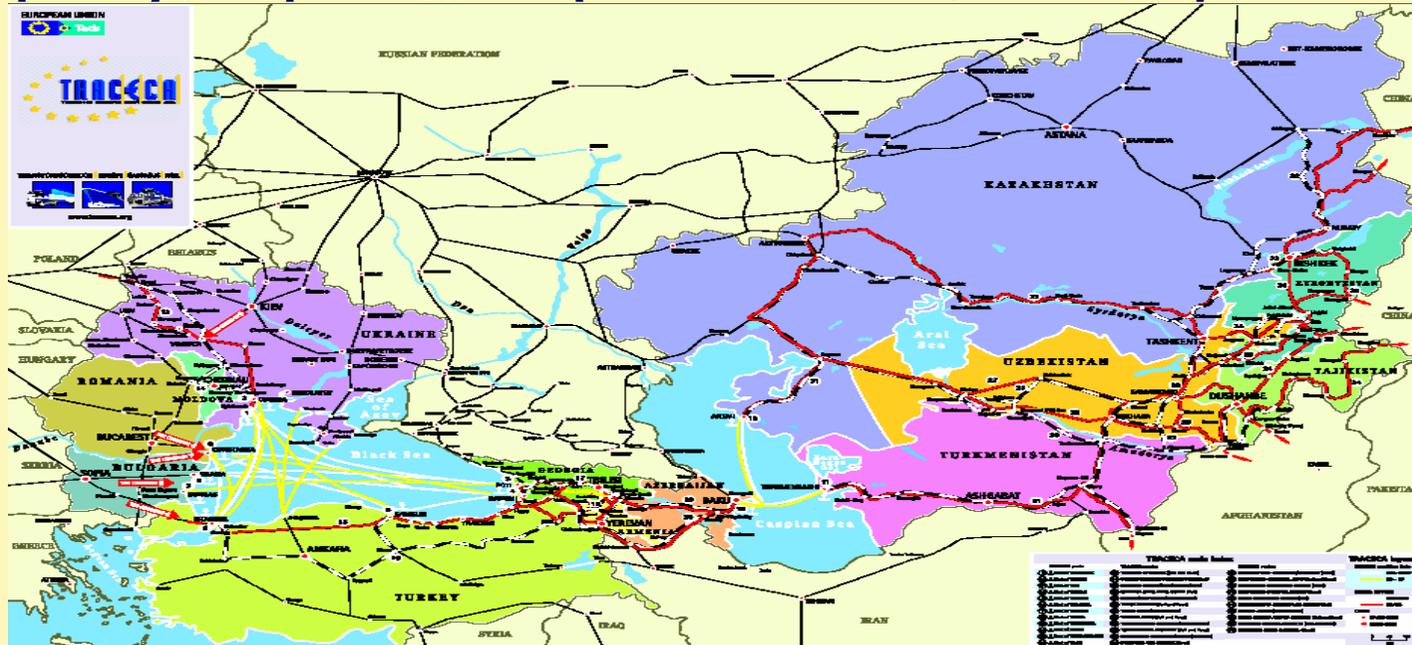
2002 - 2003





WHY CHOOSE TRASECA? ПОЧЕМУ TRASECA?

- Fast transit route to / from Black Sea and Caucasus
Быстрый транзитный маршрут к / от Черного моря и на / из Кавказа
- Fast transit route to / from Asia
Быстрый транзитный маршрут в / из Азии
- Fast return route for empty wagons / containers
Быстрый путь обратно для порожних вагонов / контейнеров



2002 - 2003





TRACECA TRANSIT VISA PHASED APPROACH

ТРАНЗИТНАЯ ВИЗА TRACECA ФАЗИРОВАННЫЙ ПОДХОД

- **Provisional Phase – for Humanitarian Aid (Pilot Scheme)**
Предварительная фаза – для грузов гуманитарной помощи (опытная модель)
- **Next Alternative Phase – for Specialised Cargoes (Containers)**
Следующая альтернативная фаза – для специализированных грузов (контейнеров)
- **Legislation Review – Harmonisation of Visa Procedures**
Пересмотр законодательства – Гармонизация Процедур Визы



2002 - 2003





THE WAY FORWARD ПУТЬ К ДОСТИЖЕНИЮ

- CONSENSUS ON PRINCIPLE
КОНСЕНСУС В ОСНОВНОМ

- Provisional Phase – Humanitarian Aid

Предварительная фаза – гуманитарная помощь



2002 - 2003





THE WAY FORWARD ПУТЬ К ДОСТИЖЕНИЮ

- CONSENSUS ON PRINCIPLE
КОНСЕНСУС В ОСНОВНОМ

- Free of charge issue and in the simplified mode the visa sanctions accompanying of humanitarian goods

Выдача бесплатно и в упрощенном режиме визовых разрешений сопровождающим гуманитарных грузов



2002 - 2003





THE WAY FORWARD ПУТЬ К ДОСТИЖЕНИЮ

CONSENSUS ON PRINCIPLE

КОНСЕНСУС В ОСНОВНОМ

- Free transit traffic of humanitarian goods and construction materials to Afghanistan from all fees, dues, and any other payments, except transport service and transport infrastructure fees

Освобождение от всех налогов, сборов и платежей транзитных перевозок гуманитарных грузов и строительных материалов в Афганистан, за исключением плат за транспортировку и транспортные средства



2002 - 2003





**Results of consideration of Draft proposals of the Permanent Secretariat of IGC TRACECA
« About creation of the most favorable conditions for transportation of humanitarian goods»
to the countries on 15 February, 2002**

Content of the offer of PS of IGC TRACECA	Armenia	Azerbaijan	Bulgaria	Georgia	Kazakhstan	Kyrgyzstan	Moldova	Romania	Tajikistan	Turkmenistan	Turkey	Ukraine	Uzbekistan
General view of the received answer	Approved by National Committee	remarks of AR received	Approval & remarks of a NC received	Received from NS	Received from NS	NS: The offers are considered	No information	NS: The offers are considered	No information	NS: The offers are considered	Received from NC	Received from NS	Approved by National Committee
To use only railway bills (SMGS) instead of transit customs declarations	Issue Under consider.	AGREE if all information for customs will be reflected in SMGS	AGREE	DISAGREE For today contradicts the internal revenue code of Georgia	DISAGREE (Customs)	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	Issue Under consider.	DISAGREE There is no united customs space	AGREE customs accept in-line docs (protocol with UNO)
2. To establish and development of customs documents processing checkpoints with 24-hour work schedule	Issue under consider.	No remarks	AGREE Already exist	AGREE	AGREE Already exist	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	Issue Under consider.	Issue Under consider.	AGREE Already exist
To organize the meeting will involve plenipotentiary tariff experts of the above-mentioned agencies and discuss the common r/w through combined rate on the basis of provided parity discounts	Issue Under consider.	No remarks	AGREE	AGREE	Issue Under consider.	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	Issue Under consider.	Issue Under consider.	AGREE
To free all transit traffic of humanitarian goods and construction materials to Afghanistan from all fees, dues and any other payments, except transport service and transport infrastructure fees.	Issue Under consider.	All transit along TRACECA corridor are freed	AGREE	AGREE	AGREE (excepting excise goods)	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	Issue Under consider.	In the competence of Parliament	AGREE (freed, according to protocol with UNO)
To apply 50% discount for V ferry transport of empty wagons, platforms, etc	Issue Under consider.	Approved on WM of experts	AGREE	AGREE	DISAGREE Exist lowering "TRACECA" coefficients	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	Issue Under consider.	Issue Under consider.	Doesn't pertain to Uzbekistan
To use preferential tariffs a parity basis (0-50 %) for the use of the wagons fleet on the territories of TRACECA Railway Administrations	Issue Under consider.	Issue Under consider.	Issue Under consider.	AGREE	DISAGREE Exist lowering "TRACECA" coefficients	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	Issue Under consider.	Issue Under consider.	Applied 50% for road transit, preferential tariffs st. Termez-Hayraton
7. To not apply all kind of custom deposits for all goods	Issue Under consider.	No information	AGREE Except truck haulage	AGREE	Disaffirmation is in the competence of Government	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	Issue Under consider.	In the competence of Cabinet of Ministers	Issue Under consider.
To apply VAT zero rate for the railway services for international and transit r/w transportation, including forwarding, charging, discharging and storage	Issue Under consider.	No remarks	AGREE Is not present VAT	DISAGREE The budget will incur the loss	No information	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	Issue Under consider.	AGREE Is applied to transportation s	Freed from st. Termez to st. Hayraton
Free of charge issue and in simplified mode the visa actions accompanying of humanitarian goods	Issue Under consider.	No remarks	AGREE Concerning the natural persons accompanying goods	AGREE to give out in the simplified mode, but not free-of-charge	Issue Under consider.	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	AGREE	Issue Under consider.	Issue Under consider.
To define responsible for safety and safety of humanitarian goods	Issue Under consider.	No remarks	Issue Under consider.	AGREE	Issue Under consider.	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	Issue Under consider.	Issue Under consider.	Issue Under consider.



2002 - 2003





Результаты рассмотрения предложений ПС МПК ТРАСЕКА «О создании наиболее благоприятных условий для транспортировки гуманитарных грузов, следующих в Афганистан» по странам, по состоянию на 15 февраля 2002 года

Суть предложения ПС МПК ТРАСЕКА	Армения	Азербай-джа	Болгария	Грузия	Казахстан	Кыргызстан	Молдова	Румыния	Таджики-стан	Туркменист	Турция	Украина	Узбекистан
Общий характер ученого ответа	Одобрены Национальн. Комиссией	Получены предло-ж. АР	Получены одобрение и замечания НК	Получен от НС	Получен от НС	НС: Предлож. Рассматриваются	Нет информа-ции	НС: Предлож. рассматривают-ся	Нет информации	НК: Предлож. Рассматривают-ся	Получен от НК	Получен от НС	Одобрены Национальн. Комиссией
1. Использовать кл. СМГС вместо знитной тамо-ж. экларации (ТТД)	Рассматривает-ся	ЗА при отражении в СМГС необх. сведен. для работы тамо-жени	ЗА	ПРОТИВ На сегодня противоречит налоговому Кодексу Грузии	ПРОТИВ (Таможня)	Рассматривается	Нет информации	Рассматри-вается	Нет информации	Рассматри-вается	Рассматри-вается	ПРОТИВ нет единого таможенного пространства	ЗА тамо-ж. органы принимают сопровод. док. (по протоколу с ООН)
Создать службу по обработке таможенных жументов (24ч.)	Рассматривает-ся	Замечаний нет	ЗА уже существуют	ЗА	ЗА уже существуют	Рассматривается	Нет информации	Рассматри-вается	Нет информации	Рассматри-вается	Рассматри-вается	Рассматривается	ЗА Работают в круглосуточном режиме
провести встречу полно-мочных представи-лей-экспертов для ждения единого возного тарифа	Рассматривает-ся	Замечаний нет	ЗА	ЗА	Рассматривается	Рассматривается	Нет информации	Рассматри-вается	Нет информации	Рассматри-вается	Рассматри-вается	Рассматривается	ЗА
4. Освободить транзитные перевозки гуманитарных грузов от всех злогов, сборов и платежей	Рассматривает-ся	Освобождены транзитные перевозки по ТРАСЕКА	ЗА	ЗА	ЗА исключая подакцизные товары	Рассматривается	Нет информации	Рассматри-вается	Нет информации	Рассматри-вается	Рассматри-вается	В компетенции Парламента	ЗА по протоколу с ООН, освобождены
5. Предоставить 50% скидку на возку порожних игонов паромами	Рассматривает-ся	Одобрено на РС экспертов	ЗА	ЗА	ПРОТИВ Уже введены «Кoeffициенты ТРАСЕКА» и др. льготы	Рассматривается	Нет информации	Рассматри-вается	Нет информации	Рассматри-вается	Рассматри-вается	Рассматривается	к Узбекистану не относится
6. Применение готных тарифов (до 50%) на итетных началах а польз. парком	Рассматривает-ся	Рассматривает-ся	Рассматривается	ЗА	ПРОТИВ Уже введены «Кoeffициенты ТРАСЕКА» и др. льготы	Рассматривается	Нет информации	Рассматри-вается	Нет информации	Рассматри-вается	Рассматривает-ся	Рассматривается	Применяется 50% скидк на-транзит автотр-том, льготные ставки ст. Термез-Хайратон
7. Не применять залоговые таможенные депозиты	Рассматривает-ся	Замечаний нет	ЗА за исключе-нием авто-перевозок	ЗА	Отмена в компетенции Правительства	Рассматривается	Нет информации	Рассматри-вается	Нет информации	Рассматри-вается	Рассматри-вается	В компетенции Кабинета Министров	Рассматривается
8. Применение нулевой ставки налога на добавленную имость за услуги ж/д транспорте	Рассматривает-ся	Замечаний нет	ЗА нет налога на добавленную стоимость	ПРОТИВ Минфин: бюджетпоносет миллионные убытки	Нет информации	Рассматривается	Нет информации	Рассматри-вается	Нет информации	Рассматри-вается	Рассматри-вается	ЗА Применяется к транзитным перевозкам	Освобождены от ст. Термез до ст. Хайратон
9. Выдавать бесплатно и в упрощенном режиме визовые разрешения провождающим гуманитарных грузов	Рассматривает-ся	Замечаний нет	ЗА относительно физических лиц сопровождающих груз	ЗА выдавать в упрощенном режиме, но бесплатно еще не решено	Рассматривается	Рассматривается	Нет информации	Рассматри-вается	Нет информации	Рассматри-вается	ЗА	Рассматривается	Рассматривается
10. Определить тветственных за сохранность и безопасность гуманитарных грузов	Рассматривает-ся	Замечаний нет	Рассматривается	ЗА	Рассматривается	Рассматривается	Нет информации	Рассматри-вается	Нет информации	Рассматри-вается	Рассматри-вается	Рассматривается	Рассматривается



2002 - 2003





THE WAY FORWARD ПУТЬ К ДОСТИЖЕНИЮ

- CONSENSUS ON PRINCIPLE
КОНСЕНСУС В ОСНОВНОМ

- Definition of responsible entity for safety and security of humanitarian goods

Определение лица, ответственного за безопасность и сохранность гуманитарных грузов



2002 - 2003





Results of consideration of Draft proposals of the Permanent Secretariat of IGC TRACECA
« About creation of the most favorable conditions for transportation of humanitarian goods»
to the countries on 15 February, 2002

of the offer of PS of IGC TRACECA	Armenia	Azerbaijan	Bulgaria	Georgia	Kazakh-stan	Kyrgyzstan	Moldova	Romania	Tajikistan	Turkmeni-stan	Turkey	Ukraine	Uzbekistan
General view of the received answer	Approved by National Committee	remarks of AR received	Approval & remarks of a NC received	Received from NS	Received from NS	NS: The offers are considered	No information	NS: The offers are considered	No information	NS: The offers are considered	Received from NC	Received from NS	Approved by National Committee
To use only railway (SMGS) instead of transit customs declarations	Issue Under consider.	AGREE if all information for customs will be reflected in SMGS	AGREE	DISAGREE For today contradicts the internal revenue code of Georgia	DISAGREE (Customs)	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	Issue Under consider.	DISAGREE There is no united customs space	AGREE customs accept in-line docs (protocol with UNO)
2. To establish and opment of customs uments processing points with 24-hour work schedule	Issue under consider.	No remarks	AGREE Already exist	AGREE	AGREE Already exist	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	Issue Under consider.	Issue Under consider.	AGREE Already exist
3. To organize the meeting will involve lenipotentiary tariff perts of the above-mentioned agencies and ss the common r/w h combined rate on e basis of provided parity discounts	Issue Under consider.	No remarks	AGREE	AGREE	Issue Under consider.	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	Issue Under consider.	Issue Under consider.	AGREE
ree all transit traffic umanitarian goods and construction als to Afghanistan n all fees, dues and ny other payments, t transport service and transport infrastructure fees.	Issue Under consider.	All transit along TRACECA corridor are freed	AGREE	AGREE	AGREE (excepting excise goods)	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	Issue Under consider.	In the competence of Parliament	AGREE (freed, according to protocol with UNO)
apply 50% discount /ferry transport of wagons, platforms, etc	Issue Under consider.	Approved on WM of experts	AGREE	AGREE	DISAGREE Exist lowering "TRACECA" coefficients	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	Issue Under consider.	Issue Under consider.	Doesn't pertain to Uzbekistan
To use preferential n a parity basis (0-4) for the use of the wagons fleet on the ories of TRACECA ay Administrations	Issue Under consider.	Issue Under consider.	Issue Under consider.	AGREE	DISAGREE Exist lowering "TRACECA" coefficients	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	Issue Under consider.	Issue Under consider.	Applied 50% for road transit, preferential tariffs st. Temez-Hayraton
ot apply all kind of om deposits for all goods	Issue Under consider.	No information	AGREE Except truck haulage	AGREE	Disaffirmation is in the competence of Government	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	Issue Under consider.	In the competence of Cabinet of Ministers	Issue Under consider.
apply VAT zero rate he railway services r international and r/w transportation, luding forwarding, g, discharging and storage	Issue Under consider.	No remarks	AGREE Is not present VAT	DISAGREE The budget will incur the loss	No information	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	Issue Under consider.	AGREE Is applied to transit transportation s	Freed from st. Temez to st. Hayraton
ree of charge issue nd in the simplified the visa sanctions accompanying of umanitarian goods	Issue Under consider.	No remarks	AGREE Concerning the natural persons accompanying goods	AGREE to give out in the simplified mode, but not free-of-charge	Issue Under consider.	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	AGREE	Issue Under consider.	Issue Under consider.
define responsible safety and safety of umanitarian goods	Issue Under consider.	No remarks	Issue Under consider.	AGREE	Issue Under consider.	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	Issue Under consider.	Issue Under consider.	Issue Under consider.



2002 - 2003



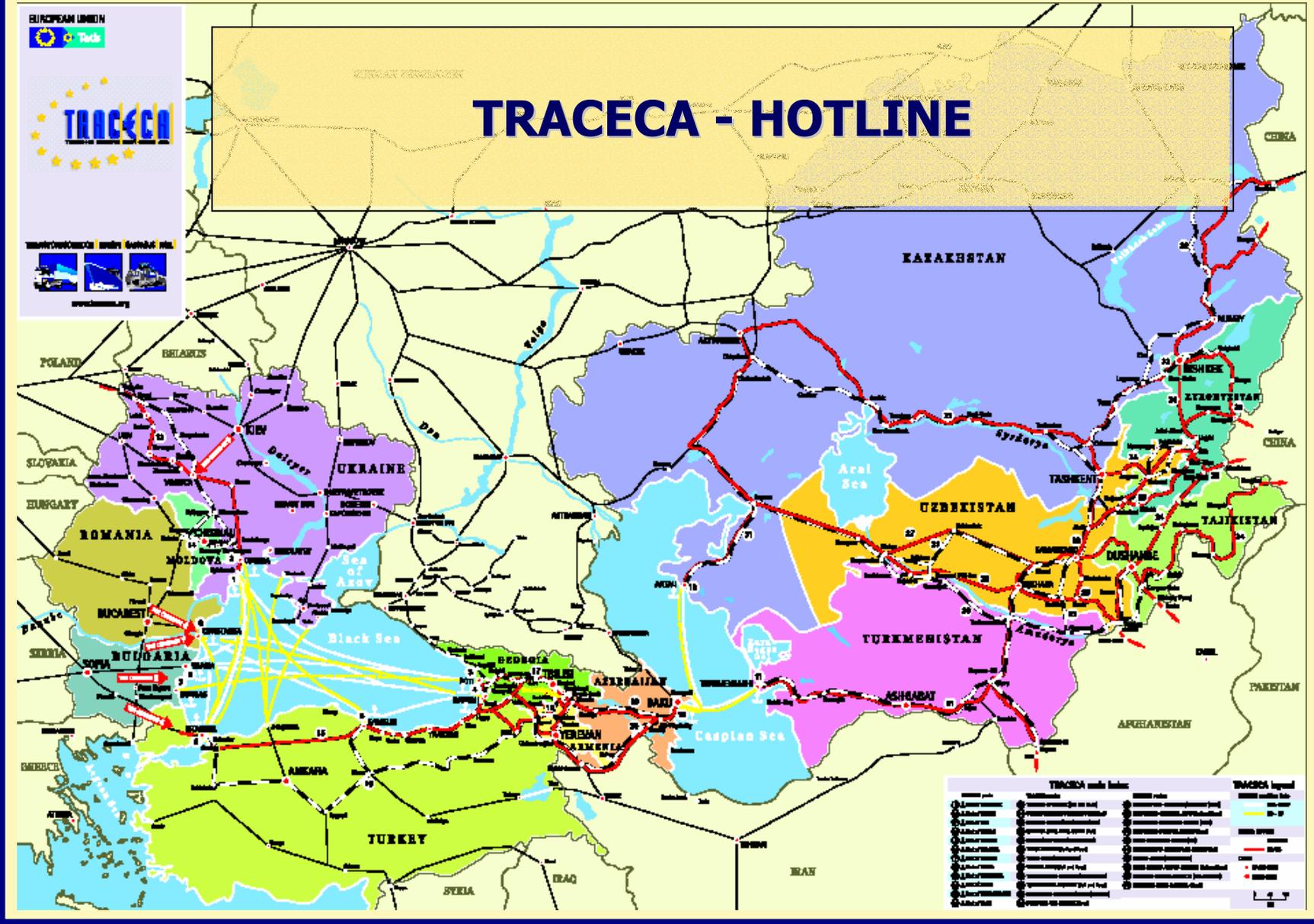


EUROPEAN UNION

TRACECA

TRANSPORT AND TRADE FACILITATION

TRACECA - HOTLINE

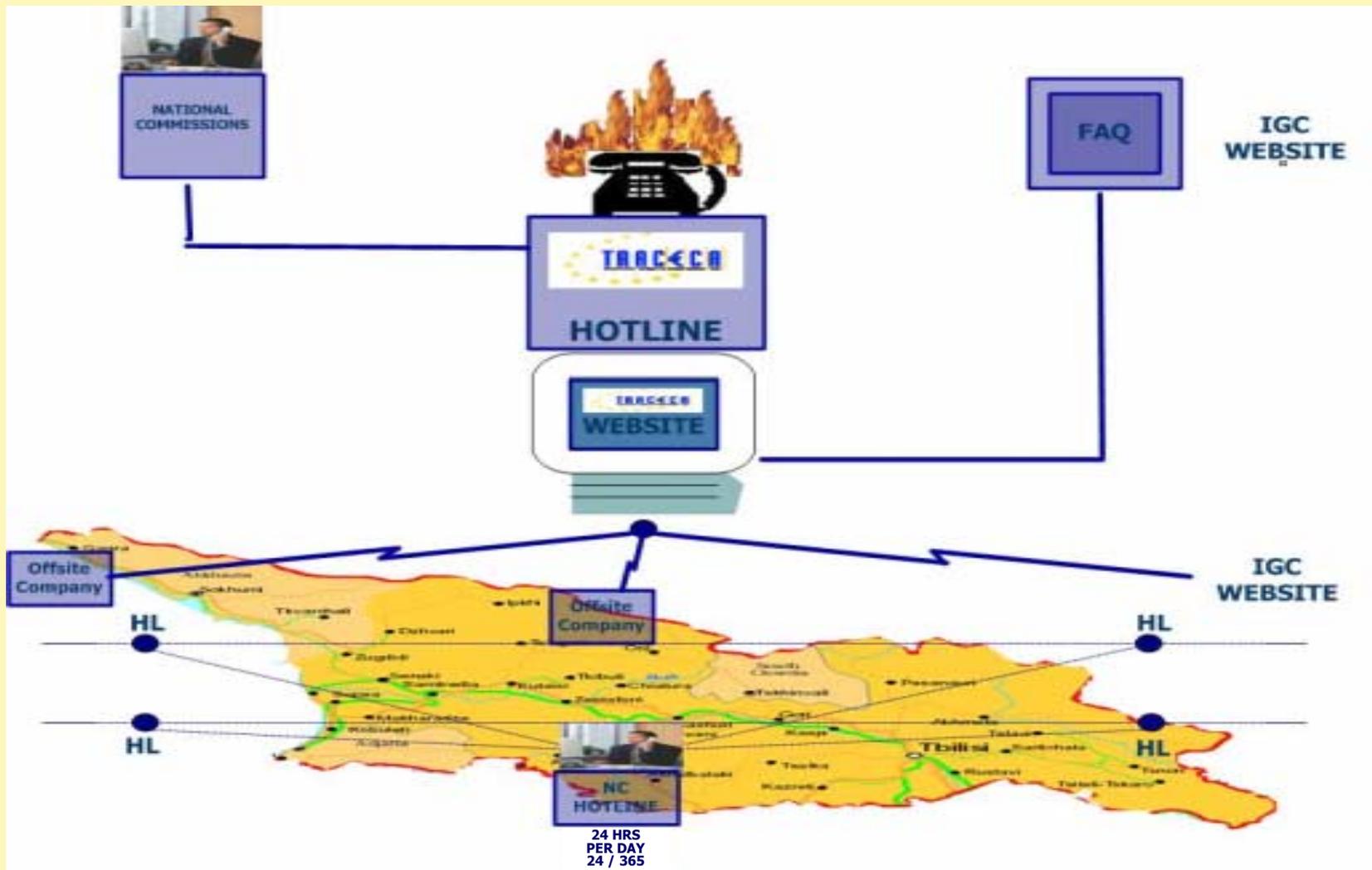


2002 - 2003





TRACECA HOTLINE



2002 - 2003





TRACECA HOTLINE

TRACECA INITIATIVES

WEBSITE & HOTLINE

Overview and Justification

To facilitate Border Crossing Procedures and ensure that other vital information is readily available to Shippers, Cargo Owners, Freight Forwarders and Border entities the **TRACECA Website and Hotline** are being developed.

Currently the TRACECA Website is up and running and contains extensive information on TRACECA affairs and projects. This Website will be further refined to include a centre for **Frequently Asked Questions (FAQ's)**. This FAQ service within the Website will correlate queries and information on the regular difficulties experienced by the TRACECA Corridor users. A facility will be incorporated to permit all users to access the information on FAQ's and to pose their own questions. The new queries will be answered and then added to the list of FAQ's with the respective answers.

The Website will be further enhanced by links to the information and recommendations of the two current TRACECA **Projects on Harmonisation of Border Crossing Procedures and Unified Policy on Transit Fees and Tariffs.**

The later innovation of the **TRACECA Hotline** will be progressively developed and offer a 'Border Post' speedy solution to most crossing procedure problems. This proposed Hotline will be directly connected to information centres that will be available 24 hours a day and seven days a week.

As the initial logistics of the proposed Hotline are quite complex, it is seen as realistic to undertake a phased implantation process. The project will require fast evaluation and sufficient funding and possibly develop in a parallel sequence. The initial phase will be a Pilot Project and will utilise the normal telephone network of the designated country. The manning of the TRACECA Information Centres will require staffing for 24 hour 7 day coverage. The Pilot Project will run in conjunction and parallel with the pan-TRACECA development.

It should also be ascertained if the National Railways of each country could dedicate access to their 'Fibre Optic' networks for the use of the TRACECA Hotline. If not currently, then at a future stage when access is available.

The funding of the TRACECA Hotline, in material and manning terms, should be easily calculated as the technology is basic and labour costs are known. It should be coordinated by the IGC in conjunction with the National Commission.

The combination of the TRACECA Website and the Hotline will give the TRACECA Transport Corridor an added competitive advantage and harmonise the Border Crossing Procedures.



2002 - 2003





TRASECA HOTLINE

Инициативы TRASECA

ВЕБ-СТРАНИЦА И ГОРЯЧАЯ ЛИНИЯ

Обзор и Подтверждения

Чтобы содействовать Процедурам Пересечения Границ и удостовериться, что иная важная информация легко доступна Грузоотправителям, Перевозчикам и Пограничным службам разрабатывается **Веб –страница и Горячая Линия TRASECA**.

В настоящее время создание Веб –страницы TRASECA завершена и действует, а также содержит большое количество информации по делам и проектам TRASECA.

Эта Веб-страница будет усовершенствована включением центра для **Часто Задаваемых Вопросы (ЧЗВ)**. Этот сервис ЧЗВ на Веб- странице будет устанавливать связь по запросам и информации о регулярных трудностях, испытываемых пользователями Коридора TRASECA. Будет внедрено средство обслуживания, позволяющее всем пользователям иметь доступ к информации на ЧЗВ и излагать их собственные вопросы.

На новые запросы будут предоставлены ответы и затем добавлены к списку ЧЗВ с соответствующими ответами.

Веб-страница будет улучшена добавлением ссылок на информацию и рекомендации по двум текущим проектам TRASECA по **Гармонизации Процедур Пересечения Границ и Единой Политике по Транзитным Расценкам и Тарифам**.

Последнее нововведение **Горячей Линии TRASECA** будет прогрессивно разработано и для скоростного разрешения большинства проблем, возникающих при пересечении границ будет предложен «Пограничный Пост». Эта предложенная Горячая Линия будет напрямую соединена с информационными центрами, которые будут доступны 24 часа в день и семь дней в неделю.

Так как подобный логистик предложенной Горячей Линии является достаточно сложным, то реалистично предпринять ее поэтапное внедрение. Проект потребует быструю эволюцию и достаточное финансирование, а также развитие в параллельной очередности. Первоначальным этапом будет Экспериментальный Проект и использование обычной телефонной сети обозначенной страны.

Команде Информационного Центра TRASECA потребуется кадровое обеспечение на 7 суток. Экспериментальный Проект будет готовиться совместно и параллельно развитию Пан TRASECA.

Следует также выяснить смогут ли Государственные Железные Дороги каждой страны открыть доступ к их «фибер-оптической» сети для использования Горячей Линии TRASECA. Если нет в настоящее время, то это можно рассматривать, как будущую стадию, когда этот доступ будет доступен.

Финансирование Горячей Линии TRASECA, в материальных и кадровых вопросах, должно быть легко рассчитано, так как технология является базисной и оплата рабочего труда известна. Это должно быть скоординировано со стороны МПК совместно с Национальной Комиссией.

Комбинация Веб –страницы и Горячей Линии TRASECA предоставит Транзитному Коридору TRASECA дополнительную выгоду перед конкурентами и гармонизацию Процедур Пересечения Границ.



2002 - 2003



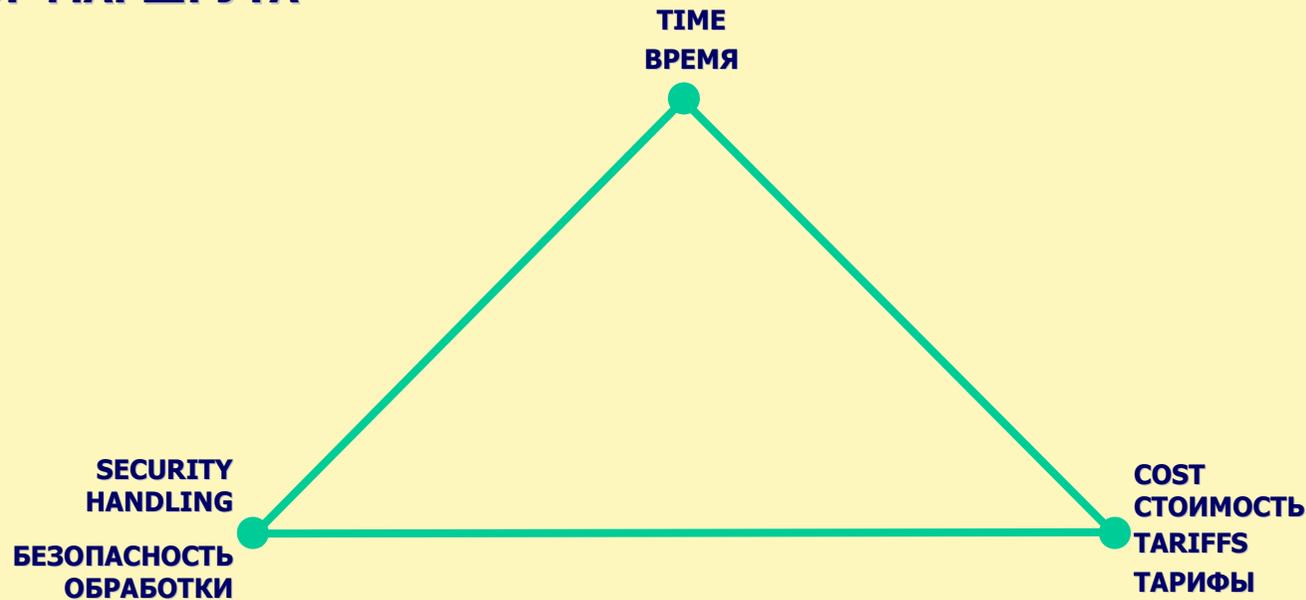


REQUIREMENTS FOR OPTIMAL COMMERCIAL FREIGHT BUSINESS

ТРЕБОВАНИЯ ДЛЯ СУЩЕСТВОВАНИЯ ОПТИМАЛЬНОГО КОММЕРЧЕСКОГО БИЗНЕСА В СФЕРЕ ПЕРЕВОЗОК

BASIC REQUIREMENTS ОСНОВНЫЕ ТРЕБОВАНИЯ

CHOICE OF ROUTE ВЫБОР МАРШРУТА



2002 - 2003





WHO DECIDES WHICH ROUTE? КТО ОПРЕДЕЛЯЕТ ВЫБОР МАРШРУТА?

- | | |
|---------------------------------------|-----------|
| • Moscow?
Москва? | No
Нет |
| • Government?
Правительство? | No
Нет |
| • Ports?
Порты? | No
Нет |
| • Shippers?
Грузоотправители? | Yes
Да |
| • Owners?
Владельцы? | Yes
Да |
| • Freight Forwarders?
Перевозчики? | Yes
Да |



2002 - 2003





WHY CHOOSE TRACECA? ПОЧЕМУ TRACECA?

- **Fast transit route to / from Black Sea and Caucasus**
Быстрый транзитный маршрут к / от Черного моря и на / из Кавказа
- **Fast transit route to / from Asia**
Быстрый транзитный маршрут в / из Азии
- **Fast return route for empty wagons / containers**
Быстрый путь обратно для порожних вагонов / контейнеров



2002 - 2003





CURRENT OPPORTUNITIES ВОЗМОЖНОСТИ НА СЕГОДНЯШНИЙ ДЕНЬ

- **TRACECA – Projects**
TRACECA – Проекты
- **Multilateral Agreements**
Многосторонние соглашения
- **International Relations (13 countries)**
Международные отношения (13 стран)
- **Humanitarian Aid Transport**
Транспорт с грузами гуманитарной помощи



2002 - 2003





TRACECA PROBLEM ANALYSIS АНАЛИЗ ЗАДАЧ TRACECA

- **Border facilities**
Пограничные посты
- **Border procedures**
Процедуры пересечения границ
- **Tariffs**
Тарифы
- **Customs dues**
Таможенные пошлины
- **Border security**
Охрана границ
- **Legislation**
Законодательство



2002 - 2003





- ROMANIA
- BULGARIA
- MOLDOVA
- UKRAINE
- TURKEY
- GEORGIA
- ARMENIA
- AZERBAIJAN
- KAZAKHSTAN
- TURKMENISTAN
- UZBEKISTAN
- TAJIKISTAN
- KYRGYZSTAN



TRACECA



TRANSPORT CORRIDOR

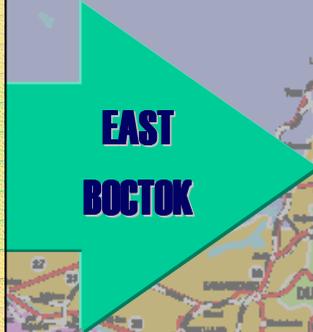


**WEST
ЗАПАД**

TRACECA

TRANSIT VISA

TRACECA



**EAST
ВОСТОК**

- KYRGYZSTAN
- TAJIKISTAN
- UZBEKISTAN
- TURKMENISTAN
- KAZAKHSTAN
- AZERBAIJAN
- ARMENIA
- GEORGIA
- TURKEY
- UKRAINE
- MOLDOVA
- BULGARIA
- ROMANIA



2002 - 2003





THE WAY FORWARD

ПУТЬ К ДОСТИЖЕНИЮ

1

TRANSIT VISA ADOPTION
ПРИНЯТИЕ ТРАНЗИТНОЙ
ВИЗЫ

2

PROVISIONAL PHASE
ПРЕДВАРИТЕЛЬНАЯ ФАЗА

3

NEXT ALTERNATIVE PHASE
СЛЕДУЮЩАЯ
АЛЬТЕРНАТИВНАЯ ФАЗА

4

SMGS
МГС

5

CUSTOMS DOCUMENTS
PROCESSING
CHECKPOINTS
СЛУЖБА ПО ОБРАБОТКЕ
ТАМОЖЕННЫХ
ДОКУМЕНТОВ

6

DISCUSSION OF THE
COMMON RAILWAY
ОБСУЖДЕНИЕ ЕДИНОГО
СКВОЗНОГО ТАРИФА

7

AFGHANISTAN
АФГАНИСТАН

8

FREE TRANSIT TRAFFIC OF
HUMANITARIAN GOODS
ОСВОБОЖДЕНИЕ
ТРАНЗИТНЫХ ПЕРЕВОЗОК
ГУМАНИТАРНЫХ ГРУЗОВ

9

50% DISCOUNT FOR
RAILWAY FERRY
TRANSPORT OF EMPTY
WAGONS, PLATFORMS, ETC
50%-АЯ СКИДКА НА
ПАРОМНУЮ ПЕРЕПРАВУ
ПОРОЖНИХ ВАГОНОВ,
ПЛАТФОРМ

11

UTILISATION OF
PREFERENTIAL TARRFFS ON
PARITY BASIS
ПРИМЕНЕНИЕ ЛЬГОТНЫХ
ТАРИФОВ НА
ПАРИТЕТНЫХ ОСНОВАХ

12

NON-UTILISATION OF
CUSTOMS DEPOSITS
НЕПРИМЕНЕНИЕ
НАЛОГОВЫХ
ТАМОЖЕННЫХ
ДЕПОЗИТОВ

13

VAT ZERO RATE
НУЛЕВАЯ СТАВКА
НАЛОГА НА
ДОБАВЛЕННУЮ
СТОИМОСТЬ

14

FREE OF CHARGE ISSUE
AND SIMPLIFIED MODE OF
THE VISA SANCTIONS
ВЫДАЧА ВИЗОВЫХ
РАЗРЕШЕНИЙ
БЕСПЛАТНО И В
УПРОЩЕННОМ ВИДЕ

15

SAFETY AND SECURITY OF
HUMANITARIAN GOODS
БЕЗОПАСНОСТЬ И
СОХРАННОСТЬ
ГУМАНИТАРНЫХ ГРУЗОВ

16

FURTHER DEVELOPMENT
ДАЛЬНЕЙШЕЕ РАЗВИТИЕ



2002 - 2003





THE WAY FORWARD ПУТЬ К ДОСТИЖЕНИЮ

- CONSENSUS ON PRINCIPLE
КОНСЕНСУС В ОСНОВНОМ

- Transit Visa adoption
- Принятие Транзитной Визы



2002 - 2003





THE WAY FORWARD ПУТЬ К ДОСТИЖЕНИЮ

- CONSENSUS ON PRINCIPLE
КОНСЕНСУС В ОСНОВНОМ

- Next Alternative Phase – Containers

Следующая альтернативная стадия - контейнеры



2002 - 2003





THE WAY FORWARD ПУТЬ К ДОСТИЖЕНИЮ

- CONSENSUS ON PRINCIPLE
КОНСЕНСУС В ОСНОВНОМ

- Utilisation of only railway bills (SMGS) instead of transit customs declarations

Использование накладной МГС вместо транзитной таможенной декларации (ТТД)



2002 - 2003





THE WAY FORWARD ПУТЬ К ДОСТИЖЕНИЮ

- CONSENSUS ON PRINCIPLE
КОНСЕНСУС В ОСНОВНОМ

- Establishment and development of customs documents processing checkpoints with 24-hour work schedule

Создание службы по обработке таможенных документов
(24 часа)



2002 - 2003





THE WAY FORWARD ПУТЬ К ДОСТИЖЕНИЮ

- CONSENSUS ON PRINCIPLE
КОНСЕНСУС В ОСНОВНОМ

- Organisation of the meeting involving plenipotentiary tariff experts and relevant agencies and discuss the common railway through combined rate on the basis of provided parity discounts

Организация встречи полномочных представителей - экспертов по тарифам и соответствующих агентств для обсуждения единого сквозного тарифа на основе предоставленных паритетных скидок



2002 - 2003





THE WAY FORWARD ПУТЬ К ДОСТИЖЕНИЮ

- CONSENSUS ON PRINCIPLE
КОНСЕНСУС В ОСНОВНОМ

- Application of 50% discount for railway ferry transport of empty wagons, platforms, etc

Предоставление 50%-ой скидки на паромную перевозку порожних вагонов, платформ и т.д.



2002 - 2003





THE WAY FORWARD ПУТЬ К ДОСТИЖЕНИЮ

• CONSENSUS ON PRINCIPLE КОНСЕНСУС В ОСНОВНОМ

- Utilisation of preferential tariffs on a parity basis (0-50%) for the use of the wagons fleet on the territories of TRACECA Railway Administrations

Применение льготных тарифов (0-50%) на паритетных началах за пользование парком на территориях Железнодорожных Администраций TRACECA



2002 - 2003





THE WAY FORWARD ПУТЬ К ДОСТИЖЕНИЮ

- CONSENSUS ON PRINCIPLE
КОНСЕНСУС В ОСНОВНОМ

- Non-utilisation of all kinds of customs deposits for all goods
Неприменение каких-либо таможенных депозитов для всех видов товаров



2002 - 2003





THE WAY FORWARD ПУТЬ К ДОСТИЖЕНИЮ

• CONSENSUS ON PRINCIPLE КОНСЕНСУС В ОСНОВНОМ

- Application of VAT zero rate for the railway services for international and transit railway transportation, including forwarding, charging, discharging, discharging and storage

Применение нулевой ставки налога на добавленную стоимость за услуги железнодорожного транспорта для международных и транзитных железнодорожных транспортировок, включая перевозку, разгрузку, разгрузку и хранение



2002 - 2003





THE WAY FORWARD ПУТЬ К ДОСТИЖЕНИЮ

- **RATIFY**

РАТИФИЦИРОВАТЬ

- Provisional Phase
Предварительную фазу
- Alternative Phase
Альтернативную фазу
- Further Development
Дальнейшее развитие



2002 - 2003





ACTION PLAN ПЛАН ДЕЙСТВИЙ

- **Create documentation**
Создать документацию

- **Inform relevant entities**
Проинформировать соответствующие организации

- Customs
Таможенные органы
- Security
Органы безопасности
- Hygiene
САНЭПИДЕМСТАНЦИИ

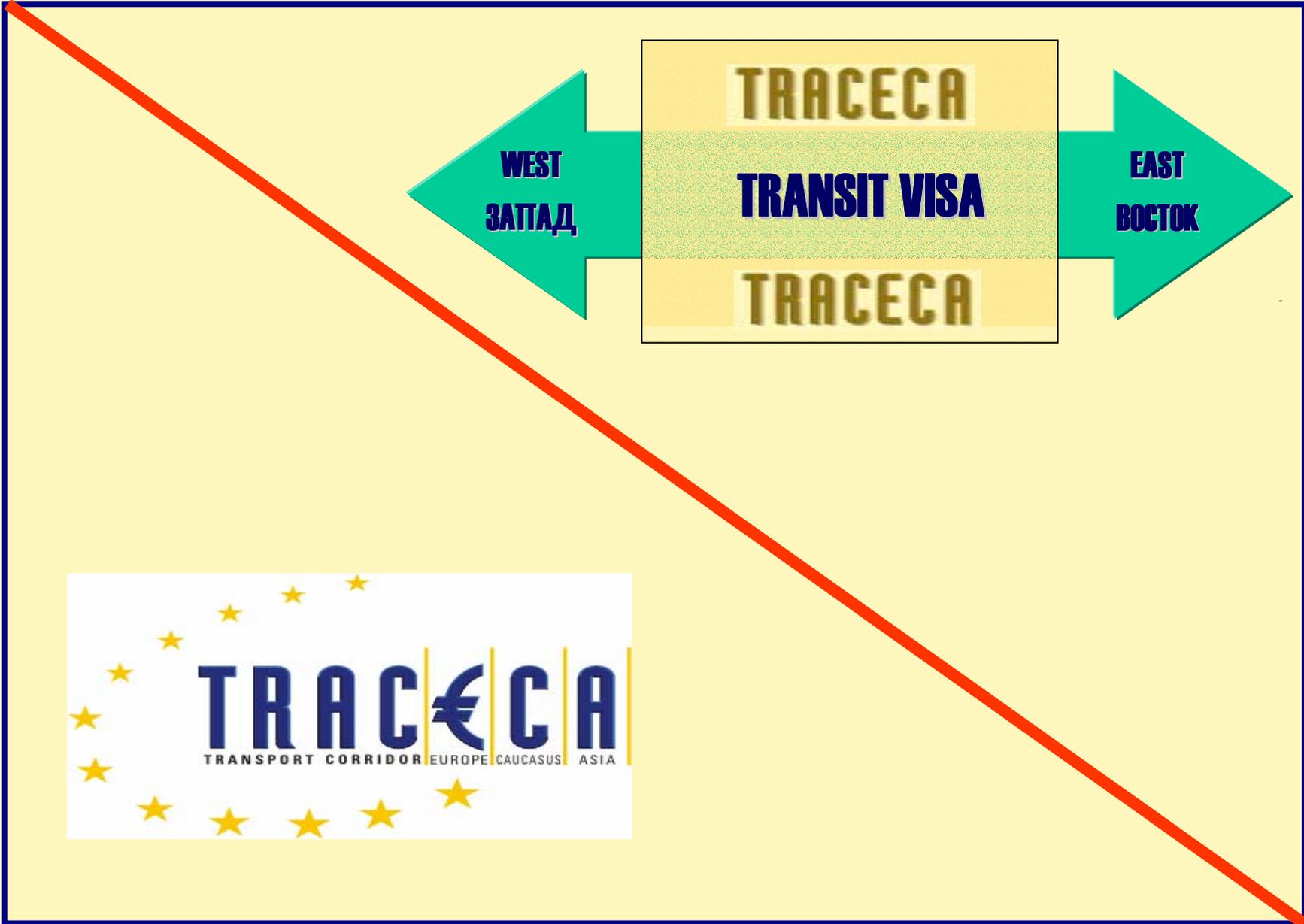


2002 - 2003





2002 - 2003





**TRANSPORT MODE
ВИД ТРАНСПОРТА**



**Rail
Железнодорожный**



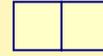
**Road
Автомобильный**



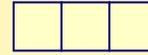
**Sea
Морской**



**Single
Один**



**Double
Два**



**OPERATORS
ОПЕРАТОРЫ**

Shipper

Грузоотправитель

Forwarder

Перевозчик

Other

Другие

Delivery Details

Детали поставки

BORDER - ГРАНИЦА

--	--	--	--	--	--	--	--	--	--	--	--	--	--

1 2 3 4 5 6 7 8 9 10 11 12 13



**START
СТАРТ**



**FINISH
ФИНИШ**

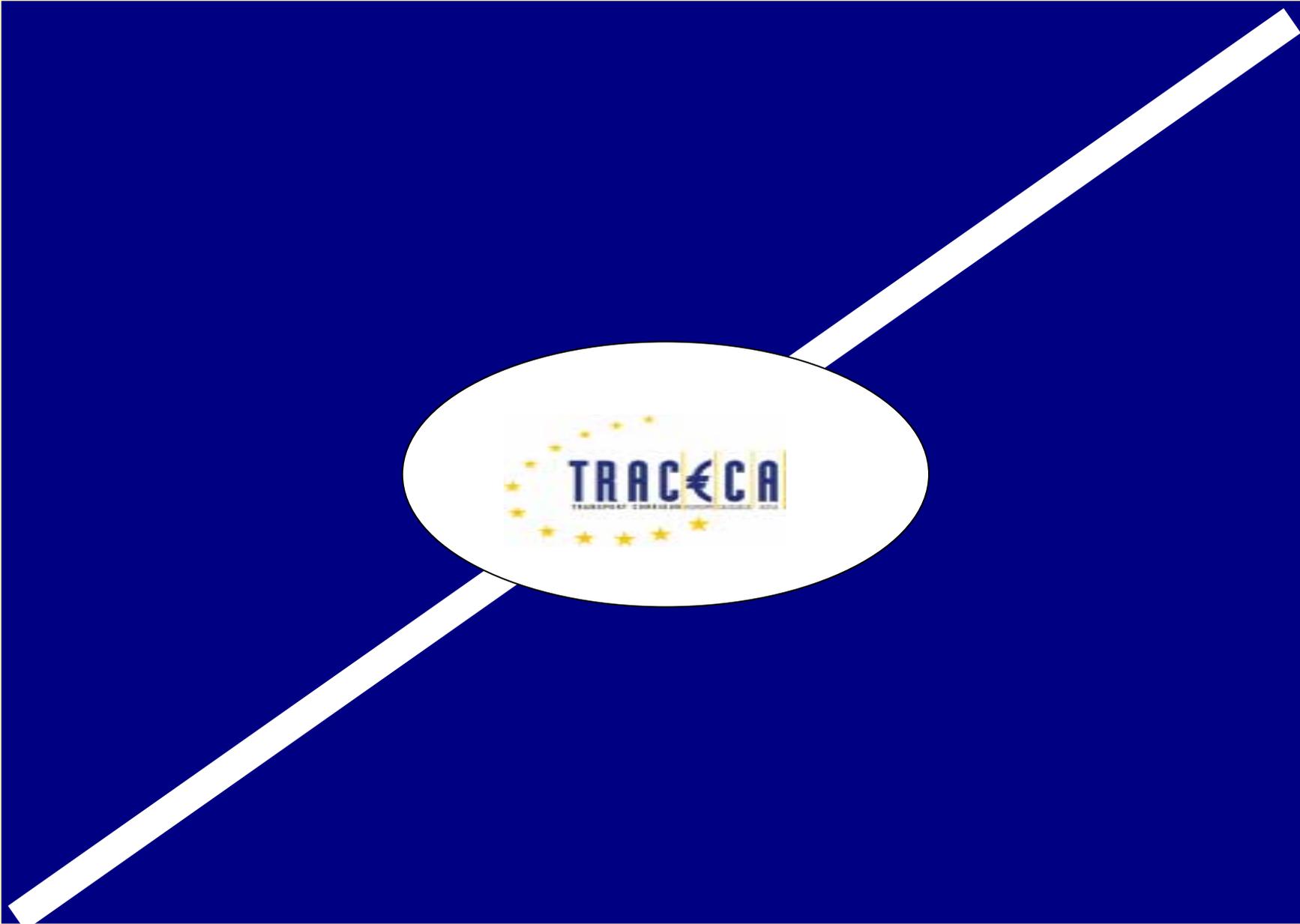


2002 - 2003





2002 - 2003





THE WAY FORWARD ПУТЬ К ДОСТИЖЕНИЮ

- CONSENSUS ON PRINCIPLE
КОНСЕНСУС В ОСНОВНОМ

- Further development
Дальнейшее развитие



2002 - 2003





INTRODUCTION ВВЕДЕНИЕ



PROJEST:

ПРОЕКТ:

- HARMONISATION OF BORDER CROSSING PROCEDURES (HBCP)
ГАРМОНІЗАЦІЯ ПРОЦЕДУР ПЕРЕСЕЧЕННЯ ГРАНИЦ (ГППГ)**



2002 - 2003





DOCUMENTATION ДОКУМЕНТАЦИЯ

**. Terms Of Reference
Техническое задание**

**. Brief resume of the Project
Краткий обзор проекта**

KEY PEOPLE: ОСНОВНЫЕ СПЕЦИАЛИСТЫ:

**. Project Manager for НВСП
Менеджер Проекта ГППГ**

- 2 Regional Team Leaders
2 региональных руководителя групп
- Asian Region – Anthony Bayley
Caucasus Region – Horst Hoeft
Азиатский Регион – Энтони Бейли
Кавказский Регион – Хорст Хофт

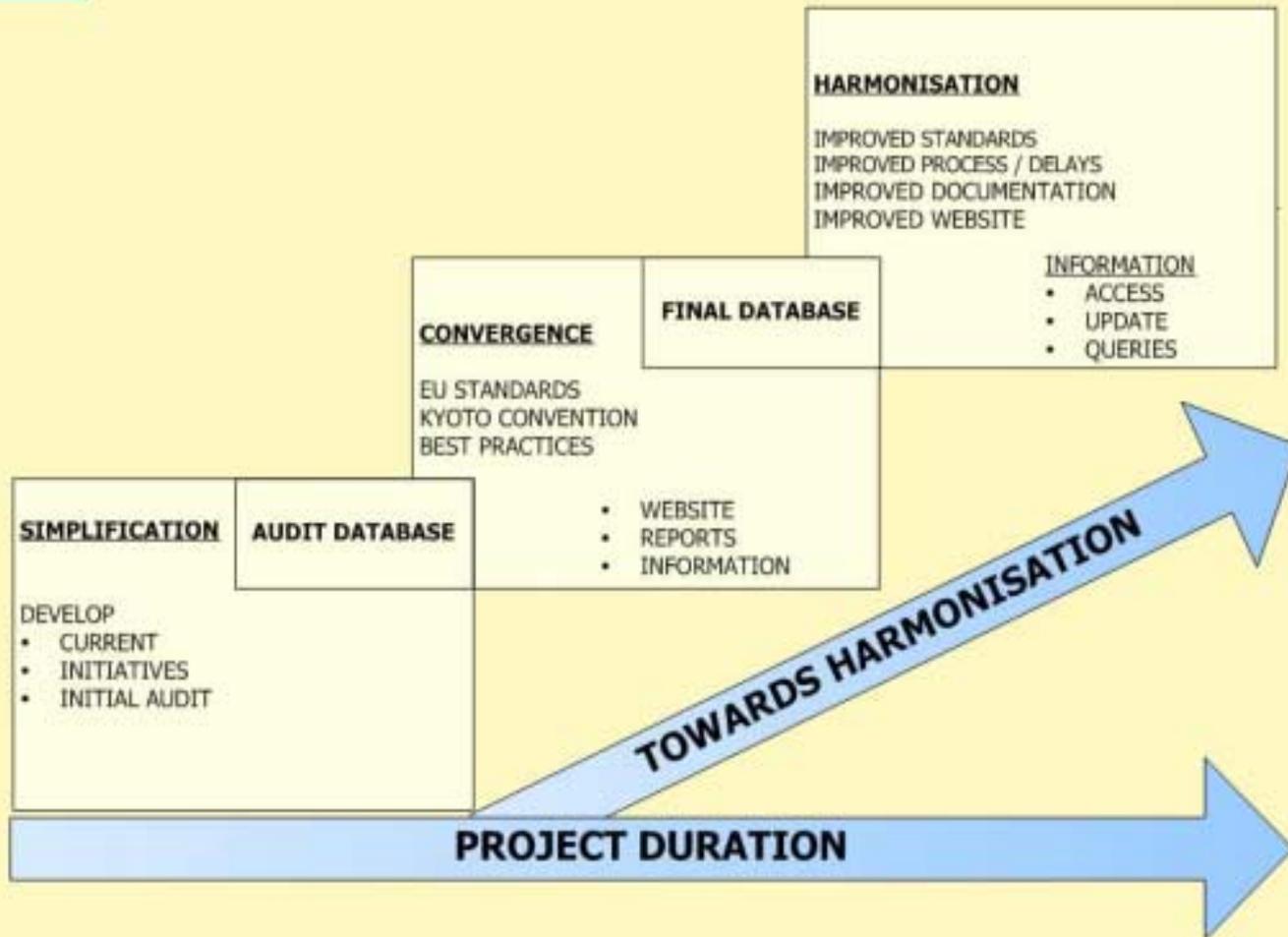


2002 - 2003





HARMONISATION OF BORDER CROSSING PROCEDURES



PROJECT PROCESS

2002 - 2003





ГАРМОНИЗАЦИЯ ПРОЦЕДУР ПЕРЕСЕЧЕНИЯ ГРАНИЦ



ПРОЦЕСС ПРОЕКТА

2002 - 2003





HARMONISATION OF BORDER CROSSING PROCEDURES



NATIONAL GOVERNMENT



OTHER MINISTRIES

OTHER BORDER ENTITIES

OTHER BORDER ENTITIES

OTHER BORDER ENTITIES

CUSTOMS CENTRAL DIRECTORATE

SECURITY BORDER GUARDS DIRECTORATE

CUSTOMS BORDER POSTS

GUARDS BORDER POSTS

AUDIT

EUROPEAN COMMISSION

TRACECA INTERGOVERNMENTAL COMMISSION (IGC)

TRACECA

NATIONAL COMMISSIONS

NATIONAL SECRETARIES

CUSTOMS WORKING GROUP

PROJECT

COORDINATION STRUCTURE



2002 - 2003





ГАРМОНИЗАЦИЯ ПРОЦЕДУР ПЕРЕСЕЧЕНИЯ ГРАНИЦ



ПРАВИТЕЛЬСТВО



ДРУГИЕ ОРГАНИЗАЦИИ ПУНКТОВ ПЕРЕСЕЧЕНИЯ ГРАНИЦ

ДРУГИЕ ОРГАНИЗАЦИИ ПУНКТОВ ПЕРЕСЕЧЕНИЯ ГРАНИЦ

ДРУГИЕ ОРГАНИЗАЦИИ ПУНКТОВ ПЕРЕСЕЧЕНИЯ ГРАНИЦ

ЦЕНТРАЛЬНЫЙ ТАМОЖЕННЫЙ КОМИТЕТ

СЛУЖБА ПОГРАНИЧНОЙ БЕЗОПАСНОСТИ

ТАМОЖЕННЫЙ ПОСТ

ПОГРАНИЧНЫЕ ПОСТЫ

ЕВРОПЕЙСКАЯ КОМИССИЯ

TRACESA

TRACESA

МЕЖПРАВИТЕЛЬСТВЕННАЯ КОМИССИЯ (МПК)

НАЦИОНАЛЬНЫЕ КОМИССИИ

НАЦИОНАЛЬНЫЕ СЕКРЕТАРИ

РАБОЧАЯ ГРУППА НА ТАМОЖНЯХ

ПРОЕКТ

АУДИТ

КООРДИНАЦИОННАЯ СТРУКТУРА



2002 - 2003





PROJECT AIMS ЦЕЛИ ПРОЕКТА



НВСР ГППГ

- **Project Logical Framework**
Логическая схема проекта
- **TRACECA Transit Visa**
Транзитная виза TRACECA



2002 - 2003





PROJECT LOGICAL FRAMEWORK

Wider Objectives: To promote a transport corridor between Europe and the Caucuses/Central Asia through regional harmonisation and integration with international transport and trade practices and to promote the movement of traffic along that corridor

Specific Project Objectives: To harmonise border crossing procedures within the region and to align them with EU practice.

Outputs: The following outputs will be provided:

Institutional deliverables: Customs Working Groups, Institutes of Customs Brokers, Training in modern border procedures within the Working Groups;

Technical Reports: Border Procedures Database, Border Documentation Report, Harmonised Controls and Implementation Plan, Manual for Customs Officers, User Guide for transport operators and traders, Pre-Feasibility Report on Development of Common Transit Procedures;

Non Technical Reports: Inception Report, Progress Reports, Draft Final and Final Report, Administrative Reports, Information Reports. (Reports/Guides to be available in Russian/English)



2002 - 2003





PROJECT LOGICAL FRAMEWORK

Activities:

- Development of coordination mechanism with the IGC and National Commissions;
- Review of previous work and recommendations;
- Establishment of Customs Working Groups and Brokers Associations;
- Audit of designated Border Procedures;
- Development of reports on designated Documentation and Harmonised Controls;
- Production of User Guides and Manuals (Russian/English);
- Training in modern border procedures within the Working Groups;
- Proposals for a Common Transit Procedural System;
- Production of standard Tacis reports.

Target Group: The direct Beneficiary is the National TRACECA Commissions (or their equivalent) and the Inter Governmental Commission. The indirect beneficiaries will be the various border organisations, traders and transport organisations through harmonised and simplified procedures.



2002 - 2003





ЛОГИЧЕСКАЯ СХЕМА ПРОЕКТА

Главная цель: развитие транспортного коридора между Европой и Кавказом/Средней Азией за счет гармонизации и интеграции международных транспортных и торговых процедур и развитие транспортных потоков по данному коридору.

Задачи проекта: гармонизация пограничных процедур в регионе и приведение их в соответствие с европейскими стандартами.

Результаты:

Институциональные результаты: таможенные рабочие группы, институты таможенных брокеров, обучение современным пограничным процедурам в рамках рабочих групп.

Технические отчеты: база данных пограничных процедур, отчет по пограничной документации, гармонизированный план контроля и внедрения, пособие для служащих таможенных служб, руководство для транспортных и торговых предприятий, предварительное ТЭО развития общих транзитных процедур.

Нетехнические отчеты: начальный отчет, отчеты о ходе проекта, проект окончательного отчета и окончательный отчет, административные отчеты, информационные отчеты (отчеты и пособия/руководства представляются на русском/ английском языках)



2002 - 2003





ЛОГИЧЕСКАЯ СХЕМА ПРОЕКТА

Мероприятия:

- Разработка механизма координации Межправительственной и Национальных Комиссий
- Обзор имеющихся работ и рекомендаций
- Создание таможенных рабочих групп и ассоциаций брокеров
- Аудит указанных пограничных процедур
- Разработка отчетов по необходимой документации и гармонизации контроля
- Составление пособий/руководств (на русском/ английском языках)
- Обучение современным пограничным процедурам в рамках рабочих групп
- Предложения по Общей системе транзитных процедур
- Составление стандартных отчетов Тасис.

Целевая группа: Непосредственными получателями являются Национальные Комиссии ТРАСЕКА (или эквивалентные организации) и Межправительственная Комиссия. Опосредованными получателями будут различные пограничные организации, торговые и транспортные предприятия за счет упрощения и гармонизации процедур.



2002 - 2003





HARMONISATION OF BORDER CROSSING PROCEDURES



ГАРМОНИЗАЦИЯ ПРОЦЕДУР ПЕРЕСЕЧЕНИЯ ГРАНИЦ

Integrated Audit Plan for Border Stations Organ-Framework

Proj.N:	Start:	End:
Job No.	Signed on:	Auditor:
Category:	<input type="checkbox"/> Road	<input type="checkbox"/> Rail
	<input type="checkbox"/> Freight	<input type="checkbox"/> Passengers
	<input type="checkbox"/> Vessel clearance	<input type="checkbox"/> Cargo Procedures (for ports only)
Country:	Location:	
Date of Audit: ##	Rev. by: TeamL PMgr.....	
Agreed with client:	Q.A.:	

Region >

Black Sea & Caucasus

Central Asia



2002 - 2003





HARMONISATION OF BORDER CROSSING PROCEDURES

ГАРМОНИЗАЦИЯ ПРОЦЕДУР ПЕРЕСЕЧЕНИЯ ГРАНИЦ



Единый План Аудита для Пограничных Станций
Организационная структура

№ Аудита:	Начало:	Конец:	
Но Дела.	Подписан от :	Аудитор:	Страницы
Категория:	Автодорога <input type="checkbox"/>	Ж/д <input type="checkbox"/>	Паром <input type="checkbox"/>
Группа:	<input type="checkbox"/> Фрахт	<input type="checkbox"/> Пассажиры	Пограничная Станция
<input type="checkbox"/> Очистка судна <input type="checkbox"/> Грузовые Процедуры (только для портов)			
Страна :	Местонахождение:		
Дата Аудита:	Пересмотренный Рук. Гр.....		
	МПр.....		
Согласованный с клиентом:	Аудит Качества:		

Регионы >

Черное море и Кавказ

Центральная Азия



2002 - 2003





Results of consideration of Draft proposals of the Permanent Secretariat of IGC TRACECA
« About creation of the most favorable conditions for transportation of humanitarian goods»
to the countries on 15 February, 2002

of the offer of PS of IGC TRACECA	Armenia	Azerbaijan	Bulgaria	Georgia	Kazakh-stan	Kyrgyzstan	Moldova	Romania	Tajikistan	Turkmeni-stan	Turkey	Ukraine	Uzbekistan
General view of the received answer	Approved by National Committee	remarks of AR received	Approval & remarks of a NC received	Received from NS	Received from NS	NS: The offers are considered	No information	NS: The offers are considered	No information	NS: The offers are considered	Received from NC	Received from NS	Approved by National Committee
To use only railway (SMGS) instead of transit customs declarations	Issue Under consider.	AGREE if all information for customs will be reflected in SMGS	AGREE	DISAGREE For today contradicts the internal revenue code of Georgia	DISAGREE (Customs)	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	Issue Under consider.	DISAGREE There is no united customs space	AGREE customs accept in-line docs (protocol with UNO)
2. To establish and opment of customs uments processing points with 24-hour work schedule	Issue under consider.	No remarks	AGREE Already exist	AGREE	AGREE Already exist	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	Issue Under consider.	Issue Under consider.	AGREE Already exist
3. To organize the meeting will involve lenipotentiary tariff perts of the above-mentioned agencies and ss the common r/w h combined rate on e basis of provided parity discounts	Issue Under consider.	No remarks	AGREE	AGREE	Issue Under consider.	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	Issue Under consider.	Issue Under consider.	AGREE
ree all transit traffic umanitarian goods and construction als to Afghanistan n all fees, dues and ny other payments, t transport service and transport infrastructure fees.	Issue Under consider.	All transit along TRACECA corridor are freed	AGREE	AGREE	AGREE (excepting excise goods)	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	Issue Under consider.	In the competence of Parliament	AGREE (freed, according to protocol with UNO)
apply 50% discount /ferry transport of wagons, platforms, etc	Issue Under consider.	Approved on WM of experts	AGREE	AGREE	DISAGREE Exist lowering "TRACECA" coefficients	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	Issue Under consider.	Issue Under consider.	Doesn't pertain to Uzbekistan
To use preferential n a parity basis (0-4) for the use of the wagons fleet on the tories of TRACECA ay Administrations	Issue Under consider.	Issue Under consider.	Issue Under consider.	AGREE	DISAGREE Exist lowering "TRACECA" coefficients	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	Issue Under consider.	Issue Under consider.	Applied 50% for road transit, preferential tariffs st. Temez-Hayraton
ot apply all kind of om deposits for all goods	Issue Under consider.	No information	AGREE Except truck haulage	AGREE	Disaffirmation is in the competence of Government	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	Issue Under consider.	In the competence of Cabinet of Ministers	Issue Under consider.
apply VAT zero rate he railway services or international and r/w transportation, luding forwarding, g, discharging and storage	Issue Under consider.	No remarks	AGREE Is not present VAT	DISAGREE The budget will incur the loss	No information	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	Issue Under consider.	AGREE Is applied to transit transportation s	Freed from st. Temez to st. Hayraton
ree of charge issue nd in the simplified the visa sanctions accompanying of umanitarian goods	Issue Under consider.	No remarks	AGREE Concerning the natural persons accompanying goods	AGREE to give out in the simplified mode, but not free-of-charge	Issue Under consider.	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	AGREE	Issue Under consider.	Issue Under consider.
define responsible safety and safety of umanitarian goods	Issue Under consider.	No remarks	Issue Under consider.	AGREE	Issue Under consider.	Issue Under consider.	No information	Issue Under consider.	No information	Issue Under consider.	Issue Under consider.	Issue Under consider.	Issue Under consider.



2002 - 2003



APPENDIX 04

Borders Audit Data Collection Format

During the Inception Phase the three Key Experts reviewed the Borders Audit methodology and designed data-capture documentation to ensure that all aspects of the border procedures, including Information Systems, are accurately recorded. The two Regional Team Leaders joined, during this phase, in Azerbaijan to verify the data-capture documentation by carrying out practical tests at actual border crossings.

Integrated Audit Plan for Border Stations **Organ-Framework**

Proj.N:	Start:	End:		
Job No.	Signed on:	Auditor:	Page	
Category:	Road <input type="checkbox"/>	Rail <input type="checkbox"/>	Ferry Port <input type="checkbox"/>	Border Station
Class:	<input type="checkbox"/> Freight	<input type="checkbox"/> Passengers		
		<input type="checkbox"/> Vessel clearance	<input type="checkbox"/> Cargo Procedures	<i>(for ports only)</i>
Country:	Location:			
Date of Audit: ##	Rev. by: TeamL PMgr.....			
Agreed with client:	Q.A.:			

Region >

Black Sea & Caucasus

Central Asia



Item - Systems update/review -	Principal Findings & Observations
Audit Cycle :	
Review of Institutional Frame Work	
C-00.Project Organisation	
001. Contact TRACECA Institutions for liaison and compliance with agreed standards of procedure...	
002. Customs Working Group (CWG)	
003. Interested entities / parties > Broker Assoc.	
003. Confirm audit missions for systems update and Review	
004. Logistics	
005. Others	
C-01 Prior reporting period	
011 Review previous work and other relevant docs./reports...	
➤ pick up on loose ends and	
➤ update documentation ...	
C- 03. Systems operations	
031 Choose Audit Gauge / Sample pick adequate sample from updated list of known sources...	
032. Select adequate & well documented samples for a concise	
<u>limitations analysis on</u>	
• Road	
• Rail	
• (Ferry) Ports ...	

in particular amongst the pp.
countries:

- BULGARIA
- MOLDOVA
- ROMANIA
- TURKEY
- UKRAINE
-
-

04. Draft Border Doc. Report...
incl. cooperation of all entities

- Immigration
- **Customs**
- Veterinary
- Phytosanitary
- Health
- Sanitary
- Others
- and their Potential Improvement

041 Comparative Standards
refer to **time based border performance indicators** as per g.a. international standards for assessment of efficiency, effectiveness and quality of the actual border management Process...

IT Standards

05. Assess functionality of any operational I.T. systems impl. ...

- 06-1 Systems implemented
- 06-2 Systems operated
- 06-3 Systems replaced/migrated
- 06-4 Systems planned/piloted ...

**06. Review existing operations &
relevant process flows for**

061 border processing

0611 Inbound

0612 Outbound

0613 Transit ...

07. Review INFRASTRUCTURE

071 planned

072 under construction

073 implemented

**08. Ascertain any constraints &
contingencies, in particular for**

081 Passenger Procedures

082 Freight Procedures concerning

0831 Ferry

0832 Road

0833 Rail MoT ...

on both operational/process and

H.R. level ...

**09. SUMMARY of Main Findings
and Conclusions ...**

10. Recommendations listed

11. ANNEXES

Flow Charts: ##
(complex items only)...

00.01-02/TRACECA-HBCP/IAP/hph

depicted by
Transaction type / TA flow / time
factor / best practice

(Ref. Standards> EU, WTO, Kyoto
Convention, etc.)

Distribution :



Detailed Audit plan / Check lists

Ref. 33

MEETING NOTES

Project:

Job No

Date of Notes

Meeting No

Page of

NOTES

ACTION

**Red Bridge „Quirmizi Korpu“
Road Transport Customs Station
Azerbaijan / Georgian Border**

ANNEX

GEORGIA

Douane

AZERBAIJAN

**C
U
S
T
O
M
S**

Phy
sical

Cust
oms

Inspe
ction

**C
U
S
T
O
M
S**

Transport
Inspectorate &
Licence Admin

**CUSTOMS
Clearing
Office**

CPU**

DATA

Weigh
Bridge

**Border
Police**

WAN*

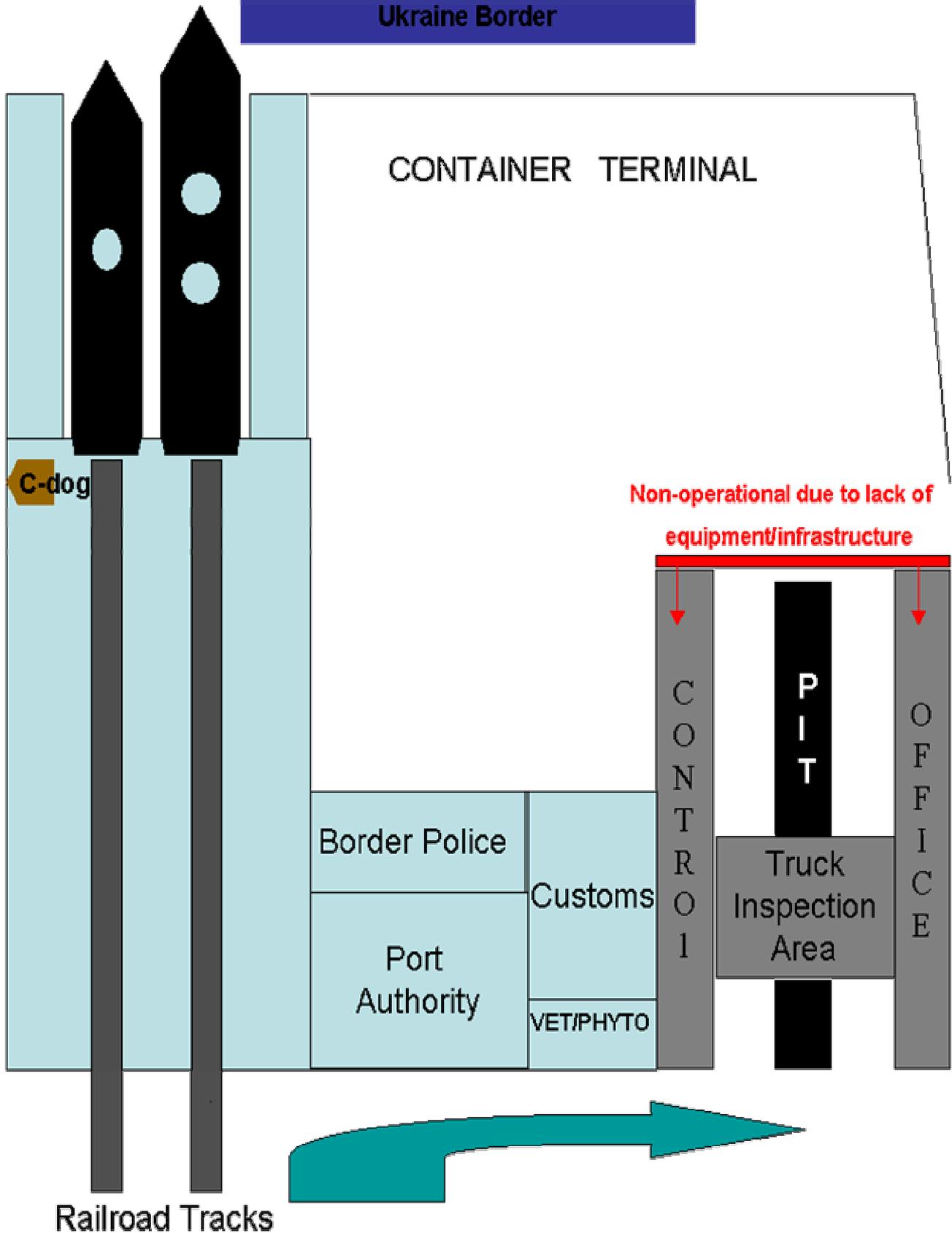
Border Police

****new centralized
ACCS* as per 01-02-02**
*Autom. Customs Clearing System

TRACECA

Ilyichevsk Ferry Port
Customs Station
Ukraine Border

ANNEX



Review of Border Crossing Procedures ENTRY/EXIT FROM AZ

Country	Location	Category	Class	MoT
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Azerbaijan	Qirmizi Korpu "RED BRIDGE"	ROAD	Passenger Traffic	Cars
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Transaction	Interim	Procedures followed	Notes	Service Unit
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Car arrives		Check Cars & Individ.	only national citizens' cars	Police
stop for	car proceeds	Passport Control	<i>PP check for compliance to enter border control zone</i>	Border Guards
stop for	car proceeds	Customs control	physical examinations of both cars & passengers for compl. with customs declarations (cf. Sample) national security	plus Customs
PAY CAR TAX		check on road tax	due on periods t + 4 days only for non-CIS countries	customs
detailed passport inspection	car proceeds to exit gate	non-CIS PP are taken away and stamped for exit		
	car proceeds to exit gate			

clearance procedure Trucks and Drivers

Truck arrives	Truckstop at carpark	check PP = Passport		Border G.
	Driver presents customs documents for registration			customs
	driver returns to vehicle and proceeds to the entry gate	compliance for PP control		border G.
	proceeding to weigh scale	weighing the vehicle		customs
		weights check against customs documents		customs

Transaction	Interim	Procedures followed	Notes	Service Unit
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clearance procedure	drivers goes back to	customs registration to complete clearance		customs
		inspection of vehicle	and	Border G.
	for empty loads:	Permission sheet for exit to Georgia		customs
	for full loads:	export or transit declarations cleared outbound	entry into customs ledger stamp documents for exportation of goods	customs
		export or transit declarations cleared outbound	<u>a) for inland transit</u> entry into customs ledger calculation of potential customs duties issue of inland transit control sheet (simplified national procedure)	customs
			<u>b) export transit declaration</u> entry into customs ledger presentation of cargo declaration (SAD) for outbound transit movements, incl. 3 rd party Customs guarantee insurance cover	
			c) TIR Transit	
			entry into customs ledger customs clearance for inland transit movement control of seals, affixation of national customs seals, retain TIR-copy, release document and transport vehicle	

finish customs clearing

Note:

Recommendations for improvement of systems and procedures were initially discussed with the local customs Prin. Director, but will be subject to final review after the complete assessment of all sampled customs border posts according to plan for benchmarking.

APPENDIX 05

Regional Reports

Current visit programme of the Regional Team Leaders

BORDER AUDIT PROGRAMME - CENTRAL ASIA

Provisional Programme (subject to operational change)

Date	Regional Location	Travel Detail
April 7	London to Almaty	
April 8	Almaty (meet EU Delegation)	
April 9	To Aktau	
April 10	Aktau port audits (subject ferry schedule)	pm to Almaty
April 11	Almaty	pm to Jambul
April 12	Audits at Gosht Kopric and Saragash	pm to Jambul
April 13	To Almaty	
April 14	Almaty	
April 15	Audits at Merke and Korday	pm to Bishkek
April 16	Bishkek - Audits Akhzol and Bishkek rail	pm to Osh
April 17	Audits at Doslic and Osh Rail	
April 18	To Bishkek	to Naryn by road
April 19	Audit at Touregat	to Naryn
April 20	To Bishkek	to Almaty
April 21	Almaty	
April 22	Astana (meet Central Customs / Tacis etc)	to Almaty
April 23	To Dushanbe (meet Customs / Tacis etc)	
April 24	Audits Pakhtbad and Turizm Zade Post 1	pm to Dushanbe
April 25	Audit at Nizhny Pranj (subject to agreement)	pm to Dushanbe
April 26	Audit at Fatahabat border	pm to Dushanbe
April 27	To Bishkek	
April 28	To London	
(14 borders)		
May 15	London To Bishkek (Option Baku 14th)	
May 16	Bishkek to Tashkent	
May 17	Tashkent (meet Central Customs / Tacis etc)	
May 18	Audits at Gosht Kopric and Shumylova	
May 19	Tashkent	
May 20	To Ashgabat (meet Customs / Tacis)	
May 21	To Turkmenbashi	
May 22	Audits at Turkmenbashi	pm to Ashgabat
May 23	Audits at Farap road and rail	pm to Chardjo
May 24	Audits at Kagan and Alat	pm to Bukara
May 25	To Tashkent	
May 26	Tashkent	
May 27	Audits at Fatabat borders (Uzbek side)	pm to Khojent
May 28	Audits at Dustlic road / rail	pm to Osh
May 29	To Bishkek	
May 30	To Baku	
May 31	Baku	
June 1	To London	
(11 borders)		

25 Border crossing audited – Remainder in Tadjikistan Sarytash (1) and Uzbekistan Sarasay (2) to be included on next visit

BORDER AUDIT PROGRAMME - CENTRAL ASIA

Actual Visit Programme

Date	Regional Location	Travel Detail
February 7	To Moscow	
February 8	Moscow	pm to Almaty
February 9 - 10	Almaty	
February 11	Almaty - Tashkent	
February 12	Tashkent	
February 13	Tashkent - Almaty	
February 14	Almaty - Bishkek	
February 15	Bishkek	
February 16	Bishkek - Almaty	
February 17	Almaty	
February 18	Astana	
February 19	Almaty - Dushanbe	
February 20 - 21	Dushanbe	
February 22	Dushanbe - Almaty	
February 23	Almaty - Moscow	

BORDER AUDIT PROGRAMME - BLACK SEA AND CAUCASUS

Actual Visit Programme

Date	Regional Location	Travel Detail
February 17	Tbilisi	
February 18	National Secretary & Tacis Monitor	
February 19	Customs	
February 21	Red Bridge	
February 21	Rail border	
February 22	National Secretary	
February 26	Poti port/Customs	
February 27	Batumi port	
February 28	Turkey border	
February 29	Tbilisi/Customs	

BORDER AUDIT PROGRAMME - BLACK SEA AND CAUCASUS**Actual Visit Programme**

Date	Regional Location	Travel Detail
January 13	Baku	
January 18	Red Bridge	
January 19	Baku	
January 26	Odessa	
January 27	Ilyichevsk	
January 28	Odessa	
January 30	Kiev	by train
January 30	Budapest	stop-over
January 30	Sofia	
January 30	Bukarest	stop-over
January 31	Istanbul	
February 1	Baku	

TRACECA HARMONISATION OF BORDER CROSSING PROCEDURES

VISIT REPORT – UZBEKISTAN

Date: 11-13 February 2001

A Bayley Team Leader – Central Asia

Bodo Rossig – TRACECA Coordinating Team – Central Asia

This was very much an introductory meeting as he was leaving for a visit to Bishkek. He had only been in the field for a month and it was clear that he is still in the learning curve. An additional complication is that he has been involved in possible developments at the Afghanistan border and this has affected his time schedule and views. We indicated that we would not be covering those borders (unless instructed to do so). The problem of the Uzbek borders was discussed. He thought that the Turkmen border was open as he had travelled through it recently, though he acknowledged that it was a pre-arranged trip. He recognised the potential difficulties relating to our project if we could not identify borders where standard operations were taking place. We emphasised the concentration on freight as the priority with passengers as an add-on.

The position of the local National Secretariat was discussed. His view was that the Secretariat was limited in providing the type of support indicated in the TOR, nor was it likely to have significant influence over an organisation such as Customs. Clearly they needed to be involved but placing heavy reliance on them was not practical.

We indicated our approach to the project. He recognised the difficulties relating to working groups and the delayed formation appeared logical provided we indicated as such in the Inception Report. He understood the concept of the TRACECA passport but has some reservations but feels that some progress can be achieved, especially as regards humanitarian aid. He feels that it will be used as a method of further rent seeking by various organisations on the route.

It is evident at this stage that he is still finding his way and is very much orientated to Uzbekistan, probably because he has not yet had the opportunity to travel to the other countries. He is therefore not yet regionally, as opposed to nationally, oriented.

Takis National Coordinating Unit – Peter Reddish

There is no EC Delegation in Uzbekistan at the present time. There is a representative but the EC has no accreditation. However, plans are underway to establish such a unit within Europa House. It is planned that at that time the Co-ordinating Unit and other Tacis project offices will move to the same building. They intend to provide facilities for visiting consultants as part of the development. It would appear that there is a strong possibility that he will move to the Delegation given his experience of EU projects and the Delegations new responsibilities over national Tacis projects. He indicated that at this time there was no point in visiting the Delegation but hoped that the situation would be resolved within six months.

The project was outlined and electronic copies of the revised TOR and Proposal were handed over. The problem of the Uzbek borders was indicated. He gave us information on an EU Security Team doing inspections in the Fargana Valley in April so that we were aware of their presence. In general he was happy with our approach as we had good knowledge of the region. He indicated some reservations regarding the concept of the TRACECA passport/visa and its likely acceptance.

With regard to the National Secretariat he considered that it was not in a position to provide the type of support that was indicated within the TOR. He believed our strategy of co-ordination with, rather than dependence, on was the correct strategy.

12th – Tacis Monitoring Unit - Felix Krivonosov

Price Waterhouse have now established their monitoring team and Mr Krivonosov is expected to cover our project. His information on TRACECA projects appeared to be incorrect and we advised him of the current situation, especially regarding SWK projects. He was provided with TOR and Proposal in electronic format. The strategy for undertaking the project was explained and that there were likely to be changes to the TOR and these would be contained within the Inception Report in March and the possible basis of those changes.

The problem of border restrictions was raised. It would appear that there has been a similar problem, probably in relation to the Central Asia Border Crossings Project, so he was familiar with the situation. Our indicative programme was to inspect the borders in April/May (assuming we can identify a normalised border to audit) with draft recommendations in August in the form of a discussion paper, but that this would depend on being able to complete the audit in the other countries. Both the Association and the Transit Study elements would probably be next year, though the latter may be brought forward particularly in relation to humanitarian aid.

We indicated that we would make contact with them on each visit.

AIRCUZ – International Road Transport Association – Baktiar Kasimov

AIRCUZ was a beneficiary of the Road Transport Facilitation Project. It is pleasing to report that the training centre has been refurbished and is fully operational. Each of the rooms has been completed to a high standard including an 18 person classroom with whiteboards, video and overhead equipment etc. The only remaining work is to refurbish the foyer but this does not affect the training specifically. They are also providing courses outside Tashkent and currently the Training Manager is down in Buchara providing courses there. All equipment appears to be operational.

They are completing the submission to the IRU for accreditation and expect this to be sent this month as the next meeting of IRU is in March.

He explained the problems regarding the computers in Customs. The strategy is that Customs will download the data from their server to AIRCUZ who will send to Geneva. The problem is that Customs cannot provide the information in the correct format to AIRCUZ. Customs are insisting that the data required to input into CUTE must be extracted directly from their existing database. It was suggested that a clerk at Customs extracted the necessary data from their database and then entered it manually into the CUTE programme on their server for transmission to AIRCUZ. However, this strategy was rejected by Customs. They tried to write a converter programme but this has failed. It is believed that they are in direct contact with the IRU for assistance to resolve the problem, possibly with an IRU IT specialist visiting. It is believed that the project computers have been distributed but he agreed to find out on our behalf.

Asian Development Bank – Rustam Abdukayumov

This was a liaison visit to ascertain progress following the conference in Manila in late January. It would appear that the development of the Regional Cooperation Action Plan is being held up due to lack of finalisation on the reporting format. Chasing emails were sent to identify the problem. In the context of the TRACECA project, this cooperation mechanism could be useful in utilising the regional working groups instead on having to establish parallel groups in each country.

State Customs Committee – Tolkin Rakhmonov – Deputy Chairman

The Customs had been circulated with both the TOR and the Proposal documents. They indicated their support for the project and were keen to be of assistance as they recognised the importance of simplifying procedures in that they had requested the formation of a working group on this issue in 1998. We outlined out 3 main task programme and indicated concerns over the closure of some of the Uzbek borders. They categorically stated that all Uzbek borders were operating without any restrictions. (This is contrary to the situation last August and needs to be checked with other Customs during this mission). They would assist in the border audit but suggested that we also approach the Border Guards for permission to avoid complications.

With regard to Customs brokers, these are licensed and trained by Customs. There is no formal association at present but they would support its formation. They agreed to arrange meetings for us with major brokers at a later stage.

With regard to transit arrangements they accepted the need for simpler systems and the project could provide valuable assistance in development of such a system. It was suggested that this could also be channelled through the working group when it was formed. They agreed that the group should only be formed when there were some project outputs to discuss – i.e. after the audit is completed and proposals put forward.

All communication with the Customs should be by letter to the Deputy Chairman as per normal protocol, so they will not appoint a liaison person specifically for the project at this stage.

TRACECA National Commission – Abdulla Khasimov

Major problems were encountered in reaching the National Secretary in the two weeks prior to our visit. We were able to speak to his assistant but he had no idea of when he would be in or where he was. Our sources indicate that he is heavily involved in the new road development project in the Fagana valley being funded by either ADB or EDBD and consequently his commitment timewise to TRACECA may be limited. At the last minute he made himself available. Our concerns about availability were confirmed by his appointment of Abdor Eshonkulov from Uzavtoyul as his representative for the project. This is a concern in that he speaks no English, has limited knowledge of TRACECA, none on Customs or the type of project. He expects it to be similar to the road projects with which he is familiar and has limited grasp at this stage of how multi-country projects operate. His initial stance was of controlling the inputs to the projects and raising extra issues such as airport procedures, Afghanistan etc outside our remit but our position was made quite clear as to what we will do and what will be excluded. (This is a common problem on road projects, especially in Uzbekistan – contractor manipulation. A concern is that SWK have a bad reputation in Uzavtoyul due to a previous road project and this linkage with our project could potentially lead to problems later).

They can provide logistical and administrative services by employing personnel on a daily basis if we need but if we could provide ourselves they were quite happy. They seemed to lack any clear idea of their role in the project. We therefore indicated that we would coordinate with them on a regular basis to ensure their involvement and come to them when we required their help. We have asked them to meet the Border Guards and explain the project and get the appropriate clearance. This will be a good test as to their level of ability. Our initial view that we should coordinate and cooperate but not be too dependant on the Commission has not changed as a result of this visit. We explained that their involvement would initially be limited but as the consultation process commences later in the year their input will increase.

Main Results

The key results of the visit were as follows:

- All Takis and TRACECA related organisations have project documentation and have received a verbal presentation on our proposed approach;
- The main beneficiary – Customs – are now familiar with the project and have indicated their support;
- Indications have been given by both Customs and the Commission that there are no restrictions at the borders, therefore standard procedures can be audited;
- Customs will assist us in the formation of a Customs Brokers Association.

TRACECA HARMONISATION OF BORDER CROSSING PROCEDURES

VISIT REPORT – KYRGYZSTAN

Date: 14-16 February 2002

A Bayley Team Leader – Central Asia

State Customs Inspectorate – Norlan Karamuratov

They had been issued with the TOR and Draft proposal documents in Manila and were fully in support of the project. The proposed programme was discussed in detail. We indicated that we would like to undertake the border inspections in April. It was proposed that the borders concerned be Akzol near Bishkek and Dostic near Osh and their parallel rail borders. This was agreed but they believed that the opening of the borders to China was important to the development of TRACECA and Kyrgyzstan's role within it. We therefore agreed to make an additional inspection at either Tourgat or Irkestan. They confirmed that there were problems on the Uzbek borders largely due to border demarcation problems, but that Dostic should be working normally. They fully supported the delay in formation of the Customs Working Group until we had the results of the audit and suggestions on changes.

As regards the Customs broking activity, this is a Customs monopoly undertaken by the Customs Infrastructure organisation. It is currently the subject of an internal review and it is anticipated that by June its future structure will have been decided. At that stage we can assess the situation of whether an association can be formed.

The issue of transit systems is particularly important given its geographical position. It is clear that when examining this issue we will need to look wider than Customs as transport taxes etc are also a significant constraint.

Customs are currently considering the TACIT computer systems and a 4 man team (including the Chairman) is in Switzerland at present. The Swiss Government have offered a \$3 million grant for a system. The ADB team arrive on the 18th for detailed discussions and final negotiations on the contents of their agreed \$10 million programme.

USAID – Malcolm Leibrecht

He confirmed progress on revision of the Customs Code. There was particular concern that Kazakstan were pushing to complete their review by March and issue a draft code, whereas the general proposal by USAID was to await the distribution of the revised Russian code before finalising codes in other members of the EuroAsian Customs Union.

Takis Monitoring Unit – Olga Shevchenko

She was provided with both the TOR and Draft Proposal. We then described the programme as it was presently foreseen. We indicated liaison with the Central Asian

Border Crossing team. A particular concern was that she felt we needed to involve the Ministry of Transport as Recipients, even though they were not directly involved with the project. We agreed to take appropriate action and meet her whenever we were in Bishkek. She saw her role as commencing with the delivery of the Inception Report – she was happy with an electronic copy.

TRACECA National Secretary – Suleyman Zakirov

As the National Secretary he was familiar with the project and knows Scott Wilson well. We outlined the expected programme and he agreed with all our suggestions. The issue of the role of the Secretariat was discussed. It is clear that he is alone ‘the Secretariat’ and does not appear to have any staff. He fully agreed that he was not able to give the type of support indicated in the TOR, though he was considering taking on an assistant as work increased. He has a full time job as the Head of the Transport Inspectorate so is not always available. He raised the issue of employment of local consultants. We indicated that it was not justified on this project, at least at this stage. The Unified Tariffs project may require local personnel because of its greater data collection requirements.

We raised the issue of the Ministry of Transport and he agreed to contact the Minister direct advising him that we had started and what we were doing. We requested clearance from the Border Guards for the audit. It was agreed that SW’s local contact would draft up a letter for him to send to the Border Guards. The head of the Border Guards is Mr Imankulov who was Head of Customs and is known to us so we do not envisage problems.

Takis Coordinating Unit – Pierre Paul Antheunissens

Due to delays in the meetings and that there was a presentation of the Railway project to the EC Delegation, we arrived at Takis and found they had gone home. It was agreed that Sw’s local contact would contact them on the 18th and advise them of progress. They are familiar with the project from our last trip. In fact, I later met with Pierre- Paul in the evening and gave him a quick resume of the position.

Main Results

The key results of the visit were as follows:

- All Takis and TRACECA related organisations have full project documentation and have received a verbal presentation of our proposed approach;
- The main beneficiary – Customs – is familiar and supportive of the project. We have agreed the border crossings to be audited in April, including one Chinese border;
- The TRACECA Secretariat will liaise with the Ministry of Transport on our behalf and will obtain clearances from the Border Guards.
- The other IFIs know that this project is being undertaken as USAID, World Bank and ADB senior representatives were informed.

TRACECA HARMONISATION OF BORDER CROSSING PROCEDURES

VISIT REPORT – KAZAKSTAN 1

Date: 14-24 February 2002

A Bayley Team Leader – Central Asia

European Delegation – Brian Toll and Alia Baidebeko

The meeting was principally to discuss our intended programme as far as Kazakstan, Kyrgyzstan and Tadjikistan were concerned. Electronic copies of the TOR and our draft proposal were handed over. It was indicated that we would be undertaking the border surveys in April and May, though the exact order has not been finalised. The issue of the Customs Brokers Association and the Transit Systems was also discussed indicating that these would be discussed later in the year.

Tacis National Co-ordinating Unit –Peter Morgensen

We advised them of the details of our proposed programme and which border crossings would be included in our visit in April. They agreed with the concept of delaying the formation of the working groups until we had specific issues to discuss.

The only other matter of note was that they appeared to have no knowledge of the Central Asian Border Crossings project. Clearly other projects do not visit as we do.

Kazakstan Customs - Saule Nurgaliyeva

We outlined the programme, though it had been briefly discussed in Manila. It was agreed that we would undertake the audit of border crossings in April. This would include the following crossings:

- Korday (Road) Kaz - Kyrg
- Merke (Rail) Kaz – Kyrg
- Gosht Koprlic (Road) Kaz – Uz
- Saragash (Rail) Kaz – Uz
- Aktau (Port) Ferry Terminal Only

We agreed to provide an outline schedule and they would advise all their personnel.

She had no specific comments on Customs Brokers (see next section) or transit systems, though she referred to the paper on the subject by Georg Gotschlich.

USAID – Walter Hekala

He is currently undertaking a review of the proposed new Customs Code. The basis appears to be revised Russian Code but reducing the clauses. One specific issue is that it will effectively eliminate Customs Brokers which is a matter of concern. It is hoped that he can persuade them to slow down and undertake a more logical and systematic review before presenting it to Parliament.

Takis Monitoring Unit – Vyacheslav Stoyak

The position of the Monitoring Unit Kazakhstan has not been finalised due to the ongoing problems of the appointment of the Team Leader. It is assumed that Vyacheslav Stoyak will continue to be our monitor. He was provided with an electronic copy of the TOR and Proposal and the project was explained. His view of the position of the Secretariat was that it had no real resources, which is also our view. However, he indicated that there was a Working Group that had been formed for other projects and how were we to work with them. It was indicated that this Group had not been mentioned by the Secretariat (or anybody else) but we would discuss with the Secretary at the meeting scheduled for later in the day.

National Commission TRACECA – Yerzhan Sulimenov

Despite repeated requests for a meeting he appeared to be unavailable. This is a concern as we still have no clearance from the Border Guards as requested on our last visit. It was agreed that he would meet us in Almaty but he subsequently failed to arrive. We spoke briefly on the phone as it appeared he had to travel to Almaty by train (presume no budget for internal travel). He had done nothing about permissions from the Border Guards as requested last time and we will have to send him e-mails to chase him up after Ashgabat meeting. It is clear we cannot, at present, be dependent on him for outputs from the project but we will maintain close cooperation.

Main Results

The key results of the visit were as follows:

- All Tacis and TRACECA related organisations now have project documentation in hard and electronic format and have received a verbal presentation on our proposed approach;
- The main beneficiary – Customs – is now familiar with the project and its programme indicating their approval and support. Tentative agreement has been reached on which crossings will be audited in April;
- Co-operation meetings and mechanism has been established with the Central Asian border Crossings Team (their specialist worked with SWK in Nizhny Novgorod port);
- Contact is being maintained with the ADB and USAID team to use their assistance if necessary.

TRACECA HARMONISATION OF BORDER CROSSING PROCEDURES

VISIT REPORT – TADJIKISTAN

Date: 21-22 February 2002

A Bayley Team Leader – Central Asia

TRACECA National Secretariat – Munninov

The National Secretariat is located in the roads section of the Ministry of Transport (next to the Seyas-SWK project office). He had copies of the TOR and Proposal, as presented to him at the meeting in Tbilisi. The project components were described and our project programme with the audits being undertaken late April.

It is clear from this meeting that he has limited resources (possibly an Assistant) and is incapable of filling the role assigned to him (presumably by the Minister of Transport) indicated in the TOR. He had not been able to really get us into the country at short notice and the request for assistance with the Border Guard appeared to be a potential problem. He agreed to find out what he should do but it is obvious he has no real authority, though is helpful but clearly has significant limits. He attended the meeting with Customs but seemed not to have any influence on the proceedings.

European Community Humanitarian Organisation – Peter Burgess
(Takis National Coordinating Unit – Simon Paul and Tom Bultereys)

The objective of this meeting was to familiarise ECHO with the project as they had managed to get us the visas to get us in to Tadjikistan, as ECHO are the sole representative of the European Commission in the country. However, this was overtaken by events as he was meeting Simon Paul who will be the external adviser to the National Coordination Unit when it is reopens shortly. He was accompanied by Tom Bultereys who is the MD for Proman Luxemburg who is responsible for all the ex-patriot personnel in NCUs in the Central Asian Region. Simon Paul had previously been a monitor with Takis.

The project and our programme was outlined, together with information on assistance given to Customs by other IFIs. Simon Paul was provided with the TOR and Proposal Outline in hard copy.

The position of the NCU has still not been finalised. Whilst the foreign adviser has now arrived and is in residence the position of who will be the Head of the NCU has still not been resolved. Mr Babaev, who was the economic advisor to the President, was previously but is now the Minister of State Revenue (which now includes Customs). It may be that his replacement will take over (as is the case with ADB) - Mr Khobboboev. They were hoping to have meetings later in that day to agree what is happening. Clearly, the Takis NCU is unlikely to be fully operational for a few weeks but should be ready for

our next visit. They may not be fully accredited by the Government by then, so we may still have to work through ECHO to get entry visas.

Ministry of State Revenue (Customs) – Rakhmatov Negmatboy Deputy Head

Mr Rakhmatov is responsible for liaison with all IFIs and is well known to SWK. The Customs Committee has recently been absorbed into the Ministry of Revenue under Golomjen Babaev (ex head of Tacis CU), thus losing its independence. This should not affect our project.

The project was explained in detail. He agreed the concept of delaying the formation of working groups. Discussions followed on which border crossings would be included and the following were agreed:

- Post no 1 Turzen-Zade (Road)
- Pakhtbad (Rail)
- Fatahabat (Road) – on main route Khojent/Tashkent
- Karamec(Sarytash) – road route to Kyrgyzstan
- Nizhny Pranj (Road) – to Afghanistan

The reason for the inclusion of Karamec is that the Central Asian Border Crossings project is providing equipment there and ADB will fund the road rehabilitation. It is not expected to be accessible until May/June. With regard to Nizhny Pranj, this is dependent on the meeting in Ashgabat as to whether Afghanistan is to be included.

He sees the issue of border procedures are critical given Tadjikistan's position. There are too many organisations at the border (minimum 8) and they get constant complaints about delays. Trade wants minimum interference. He will be happy to co-operate in simplifying the procedures and agrees Kyoto as the standard. He supports the idea of the individual brokers being formed into an Association. He suggests a meeting of all brokers in a big hall to try to establish such an association. With regard to transit, he considers the situation in the CIS is getting worse. A particular concern is transit fees (\$600 per truck through Uzbekistan). There should be free transit as per WTO. They promised to provide whatever support we need for this project.

He is a member of the Traceca Commission in Tadjikistan.

Ministry of Transport – Abdurahim Ashurov

The project was outlined in terms of the 3 main tasks and the programme discussed. The Ministry is particularly insistent that ABBAT – the Association of International Road Transporters – is actively involved in the project. He stressed the importance of taking into consideration the views of the carriers who were the recipients of the problems. ABBAT are also concerned with the design of border crossings and there is clearly linkage between procedures and infrastructure. Both the Deputy Minister and the Secretary General are well known to SWK. At this stage, it is felt by us that discussions on potential changes should be in parallel rather than combined as Abbat and Customs tend to be opposing forces. We have agreed to visit ABBAT and the MOT each time we are in Dushambe and will take into account their views.

The MOT have had an internal study on unified tariffs and he indicated they now had a unified policy. This may be helpful for the other team.

All parties confirmed that the Uzbek border was effectively closed, though technically it was still open. Vehicles were being stopped from crossing the border by the Uzbek Customs and Border Guards. Clearly we are getting different stories and the only solution will be to attempt to undertake the audits and then see the results.

SWK Representation – Zarrina Sattorova

We have been using Zarrina who worked on the SWK Legal project and is very reliable, as well as having good contacts. Although she is in the Presidents Office working on an ADB/GTZ legal project she would be available to assist SWK whenever they are in Tadjikistan. It is considered that both projects should use her and not rely on or Seyas joint office, even though it is in the MOT. They do have not interpreters available.

ADB Ying Qian

ADB are currently negotiating as \$10-15 million loan to Customs as part of the Reform and Modernisation programme. He advised us of the current situation and he was given some technical support.

Main Results

The key results of the visit were as follows:

- All Tacis and TRACECA related organisations have full project documentation and have received a verbal presentation of our proposed approach. This includes the NCU representative even though the office is not yet open, but excludes the monitors who could not be found (and may not exist at the moment);
- The main beneficiary – Customs – is familiar and supportive of the project. We have agreed the border crossings to be audited in April, including one Afghan border subject to the discussions in Ashgabat;
- The TRACECA Secretariat will obtain clearances from the Border Guards;
- Contact has been re-established with both the Ministry of Transport and ABBAT who wish to be involved in the project.

TRACECA HARMONISATION OF BORDER CROSSING PROCEDURES

VISIT REPORT – BLACK SEA AND CAUCASUS

Date: 13 January - 04 February 2002

Horst Pressler-Hoeft Regional Team Leader

Summary and Mission Objectives

This initial mission was conducted to cover the following objectives:

To instigate a concise **gap-analysis** on selected border stations to identify any relevant changes, including actual needs for improvement on both strategic and operational level, compared to previous project data.

To familiarize the Project and Regional Team Leader with the major counterparts and stakeholders and to build personal contacts and relations. To observe and obtain an impression for the current mainstream activities and policies currently operating and advocated by their individual national authorities and decision making bodies.

To register the project with the relevant national administrations, where officially required.

Itinerary

Travelling schedule - period 26-01 / 01-02- 2002

Point of Departure: BAKU/AZ
Destinations: Odessa – Ilyichevsk – Odessa – Kiev (by train) -
Budapest (stop-over) – Sofia -
Bukarest (stop-over) – Istanbul -
Point of Arrival: BAKU/AZ.

TRACECA HARMONISATION OF BORDER CROSSING PROCEDURES

VISIT REPORT - UKRAINE

Date: 26-30 January 2002

Horst Pressler-Hoeft Regional Team Leader

Meetings Undertaken:

- Ministry of Transport, Kiev
- Tacis Monitor, Kiev
- Tacis Coordination Monitor, Odessa
- Border posts at Ferry Port of Ilyichevsk , Road Station of Palanca (Ukraine/Moldova)

Objectives

1. Register and introduce project to beneficiaries and stakeholders
2. Discuss actual policy, strategies and review current state of affairs
3. Establish contingencies, risks and agree on common strategies for best project implementation
4. Inception report analysis

National Commission TRACECA, Kiev - Mr. Yuriy Tertyshnik, Secretary of National TRACECA Committee

The project was introduced to the National Secretary and there were frank discussions in the light of the present state of affairs concerning the TRACECA Corridor. The required project documents, for the formal registration procedure, were handed over for processing. His opinion was that it would be considered very useful to establish Customs working groups (CWG`s) in order to foster the declared TRACECA policy framework and it was revealed that such a working group had just been implemented in the country to the entire satisfaction of the convening parties.

The opportunity was taken to refer to the short ‘systems walk-through’ of the customs terminal of the Ferry Port of Ilyichevsk, that was undertaken by the Regional Team Leader the preceding day and the National Secretary was satisfied to hear that the Ferry Port was found to be impressive. This is also from the point of modern standards of the operational I.T. systems features that exist on the national customs level. In fact there is a database facility built into a very modern and fully centralized system which allows, for instance, to compare the official stamps of any responsible international customs office with the actual presented transit documents for ultimate compliance testing, by means of an ‘online - data-base access’. An excellent standard that is by no means common yet even for every European customs control post. Therefore, it is highly recommended to study the Ukraine Automated Customs Clearing System (ACCS) in more detail, if even only for benchmarking purposes.

At the conclusion of this first meeting, it was agreed that there should be regular meetings during the future Project Border Audits in order to obtain direct information in addition to exchanges on a reporting level. This personal contact creates a considerably improved information flow and a much better exchange of expertise. It is important to mention that there exists a very high level of professional expertise and the cooperation of the Ukraine counterparts was excellent. The Regional Team Leader was impressed by their individual competence, which will support the project in its aims.

TRACECA-TACIS Monitoring Unit, Kiev - Mrs. Marina Andreianova

The opportunity was also taken to visit Mrs. Andreianova of the Monitoring Unit who welcomed this and showed interest in the Project Inception Phase. Although it was agreed that she would receive a copy of the ANNEXES II and III of the successfully tendered services contract, it would be more practical and informative if the Inception Report was forwarded when it is complete. This will then give current information on the Project to enable the monitoring of the project accurately and regularly.

Mrs. Andreianova also suggested that she should be kept informed on the different project progress phases and an exchange of information for any particular developments, that would be of particular Monitoring interest.

TRACECA Coordination Team, Odessa - Mrs. Gabriela Fritz

Logistics

The newly established TRACECA Coordination Team has its Ukraine base in Odessa that enables the coverage of both TRACECA and PETra Projects. Currently the Coordination Team Leader, Mrs Gabriela Fritz is establishing the Coordinating Team office. Despite this, Mrs Fritz gave excellent support to the Project Regional Team Leader and was able to assist in meetings and logistics.

Scope of Work

The meeting with Mrs Fritz covered general Project input and objectives and these themes were discussed in detail. It is clear that the relatively new role of the TRACECA Coordination Team is a crucial one and that the effectiveness of the function is to a very large extent dependent on the input of the respective national counterparts and EU representatives, including the TRACECA IGC.

Mrs Fritz would welcome the opportunity to be briefed directly on the future developments of the Project phases. Therefore, as a matter of course, she will be kept informed on a regular and official basis. It is also recommended to liaise with the TRACECA Coordinating Team office in Odessa in preparation of future Regional missions. As they are based in the region they possess very good individual contacts with the relevant national representatives and counterparts who are in charge for implementation of the specific TRACECA policies.

External Relations

BASPA - CSPI /Mr. Georgiy I. Tokman Ilyichevsk Port, UKRAINE

The reasons for meeting with Mr Tokman were twofold and based on his responsibilities. Firstly he is the Executive Director of the Black and Azov Sea Ports Association and secondly he is also Deputy Director General for Development and Investment for the Sea Port of Ilyichevsk. Therefore, he is well informed on commercial maritime affairs in the region and a useful contact. There were discussions on the expectations of the Project participants and stakeholders. As Mr Tokmans priorities were mainly in investment into the port of Ilyichevsk. He was also interested in the actual role of Mrs. Fritz as the nominated TRACECA Coordinating Team member and it was presumed that he would be lobbying for projects or funding. However, Mr Tokman was found to be very helpful in the liaison for a systems walk-through in the local customs terminal (see below)...

Systems Walk-Through at Ferry Port of Ilyichevsk – see also Appendix 00 –

The Ferry Port area was in a very clean and tidy condition, but unfortunately, at the time of the visit it did not appear to be working to capacity. There were two multimodal transport ferries in the port waiting for the vehicles and eventual loading. The port and ferries serve on both liner terms and individual charter, dependent on the client requirements.

It was noted that the two adjacent trailer inspections buildings were not operable. The reasons given were due to the lack of technical equipment and on entering it was seen that there was no infrastructure in the interior of the buildings. The other reason given was that there were no funds remaining from the original TRACECA funding for the refurbishment of the port area. It appears that the originally foreseen budget was actually diverted and allocated to the reinforcement of the trailer terminal surface area, since the

soil in that area is subject to subsidence cause by inclement weather conditions. This is particular problem during the cold season that often lasts quite a long time. These problems also apply to the roads and in particular, to the feeder road which is in a very bad operating condition during that unfavourable period.

In summary, the road should be refurbished as soon as possible, and the two available inspection buildings equipped with the appropriate infrastructure on the basis of additional funds to be raised from the potential sources. The alternative is that the whole area might be considered as a typical “Investment ruin”, and certainly so in the eyes of the public. It is recommended to take up this point with the relevant responsible bodies as soon as possible in order to find a reasonable solution.

Customs House

The Customs House is extremely well equipped with modern IT facilities including centralized online computer networks.

However, the immigration control procedures under the responsibility of the Border Guards, at this particular location, seems to be still inefficient regarding the problem of visa authorisation here for travellers and freight forwarders passing through this station. It would appear that the visa must be obtained before the border crossing; otherwise, the travellers have to return to their countries of embarkation, ie. by boat!

This is in fact a very crucial situation and a clear negative factor for both trade and international traffic. It is suggested to make a fuller report on this and to hopefully enhance the practical immigration control procedures.

Juxtaposed Border Station of Petan - UKRAINE, Moldova

This land-locked border station is in fact applying a modern one-stop-shop transit of the individual traffic by car, trailer or any other means of transport.

There exists the smooth cooperation of all administrative border services involved and this works based on a ‘talon’ system that relates to the individuals and carries them right through the whole clearing process. There were no inefficiencies to be observed under such a system. According to observations the Customs clearing, on both sides of the border, was processed fairly quick and efficient.

Although this location is not a designated TRACECA Corridor border station, it was nevertheless useful to monitor the local situation for reference and benchmarking purposes.

National Commission TRACECA, Sofia/BULGARIA - Mr. Radoslav Atanasov, National Secretary

The Project background and methodology was introduced to the National Secretary Mr Atanasov. Additionally the Project objectives were discussed at some length and Mr Atanasov's level of knowledge appeared to be competent and professional. However, contrary to his colleague in Kiev (Mr. Yuriy Tertyshnik) Mr. Atanasov was of the declared opinion that the introduction of Customs Working Groups should not be made a major in pursuit of this project as the successful implementation of the work programme would not depend on them.

He feels that, initially the Project should start from the actual basis and rather build it up productively step by step, thus using the readily available means and resources to the utmost level. He asked in fact, why we should we invent the wheel twice, since we have got already four of them? The Project, however realises that there is already a Customs system in place and it is preferable to build on this. It is imperative to realise that the Customs Authorities are the related Governments 'Revenue Earners' and they have a major role in Border Crossing Procedures. Nevertheless, Mr Atanasov agreed that the forthcoming work towards a common TRACECA TRANSIT VISA should merit some special consideration, at least in the light of the fact that there is already an excellent system in place, viz. the IRU-TIR convention.

The meeting was seen as very fruitful and Mr. Atanasov is very active in his role of National Secretary. He was also forthcoming with opinion and on behalf of the project he will be anxious to cooperate on a very close level.

Other Contacts

Due to time restrictions and weather problems the national counterparts in BUKAREST and in ANKARA were only contacted by means of the telephone. In the case of ANKARA, extremely bad weather conditions (heavy fog) hampered the mission physically, since there were no other flights during those days.

During the contact telephone conversations, it was agreed however, that the Regional Team Leader would meet them in due course and thus continue as per the work programme schedule. They stated that the Project Experts will be very welcome and they confirmed to be ready any time with prior notice. Moreover, they will care of the necessary arrangements with any other Project counterparts within the national authorities.

Conclusions

This current borders visit mission was limited but very important, in particular to lay the ground for the introduction of the Project, meeting counterparts and establishing contacts for continued cooperation.

APPENDIX 06

Kyoto and Other Conventions

- Synopsis of Kyoto Convention
- Matrix of the current countries adhering to International Conventions

BASIS OF THE HARMONISATION OF BORDER CROSSING PROCEDURES

The basis of the project is contained within the TRACECA Basic Agreement. The following are the Articles and Annexes that specifically relate to harmonisation of border crossing procedures and its impact on trade and transport:

Article 3 Objectives of the Basis Agreement

- b) to facilitate access to the international market of road, air and railway transport and also commercial maritime navigation;
- c) to facilitate international transport of goods and passengers.

Article 4 Facilitation of International Transport

- 2 The Parties shall ensure the most effective arrangements for facilitation of transport in transit on their territories.

Article 8 Inter-Governmental Commission

- g) simplifying customs procedures and practices which are to be applied at established crossing points;
- 7 The Inter-Governmental Commission may establish working groups for each field referred to in Clause 1 of Article 10 of the Basic Agreement and define their powers and duties.

Article 10 Technical Annexes

- 1 The Technical Annexes including those on customs and documentation procedures are integral parts of the Basic Agreement, as well as other Technical Annexes which may subsequently be adopted if necessary:

Technical Annex on International Road Transport to the Basic Agreement

Article 6 Co-operation Objectives

- 2a) to facilitate border crossing operations.

Technical Annex on Customs and Documentation Procedures to the Basic Agreement

Article 1 General Provisions

- 1 The Provisions of this Technical Annex shall regulate the customs and documentation procedures in the international transport of goods and passengers through the territories of the Parties

Article 2 International Conventions

- 1 It is recommended to the Parties to acceded as soon as possible to the following International Conventions:
 - a) Customs Convention on International Transport of Goods under cover of TIR Carnets 1975
 - b) International Convention on the Harmonisation of Border Controls on Goods 1982

- c) Customs Convention on Containers 1972
- 2 the Parties shall agree to manage their activities according to provisions envisaged by the Conventions listed in Clause 1 of this Article

Article 3 Customs Control

- 1 Customs Control shall be performed at specifically designated posts of Customs control

Article 4 Documentation Procedures

- 1 Each Party shall retain the Customs declaration of goods as the key customs document
- 2 A harmonized format for the customs declaration for goods, in the UN aligned form, shall be developed and introduced within the territories of the Parties as soon as possible
- 3 Harmonized UN Aligned commercial documentation accompanying the goods in bilingual form shall be introduced within the territories of the Parties as soon as possible
- 4 the Parties shall promote the establishment and development of licensed services of customs brokers

The project will be guided by the principles agreed to by the Parties signing the Basic Agreement. However, it is proposed to make the following additional guidelines for this project in relation to the Basic Agreement and the Technical Annex on Customs and Documentation Procedures to the Basic Agreement:

Basic Agreement Article 8 section 7 referring to working groups in clause 1 of Article 10 be extended to cover not only customs and documentation procedures but also all other organizations present at the border – i.e. the working group should not be limited solely to Customs

Annex - Article 1a – TIR Convention has and continues to be developed under the TRACECA Road Transport Facilitation Project but will be included within this project only as regards Carnet procedure and seals at the border crossings

Article 1b – It is proposed to use the Protocol of Amendment to the International Convention on the Simplification and Harmonisation of Customs Procedures 26/11/1999 (commonly referred to as the Revised Kyoto Convention) to supplement the contents of the Convention on the Harmonisation of Frontier Control on Goods 1982. Whilst it is accepted that the new Convention has not been activated it is expected to do so in 2001 with the required minimum of 40 signatures. It represents the current international focus on simplification and harmonisation of procedures and a target to which Customs in the region intend to aspire.

The Revised Kyoto Convention amends and updated the 1973 Convention and consists of the following:

9 Articles covering methods of contracting to the Convention

Appendix 1 – that sets out the terms of the Convention

A General Annex that sets out the standards to be applied in respect of Customs operations in general

10 Specific Annexes that set out the standards to be applied in respect of specific Customs activities.

In relation to this project only the General Annex and certain Specific Annexes are applicable.

The Convention establishes 3 types of standards in relation to implementation of the Convention:

- Standards - that have to be implemented within 36 months of contracting
- Transitional Standards – that have to be implemented within 60 months of contracting
- Recommended Practices – have to be implemented within 36 months of contracting to that specific annex.

Within the scope of the project no distinction will be made between these three categories as the longer term objective is to implement all three categories.

The contents of the General Annex that relate to:

- border crossing procedures;
- procedures that can be applicable at border crossings;
- Customs brokering
- Transit traffic

are as follows:

Chapter 3 Clearance and other Customs Formalities

3.3 Standard - Where Customs offices are located at a common border crossing, the Customs administrations concerned shall correlate the business hours and the competence of those offices

3.4 Transitional Standard – At common border crossings, the Customs administrations concerned shall, whenever possible, operate joint controls

3.5 Transitional Standard - Where the Customs intend to establish a new Customs office or to convert an existing one at a common border crossing, they shall, wherever possible, co-operate with the neighbouring Customs to establish a juxtaposed Customs office to facilitate joint controls

3.11 Standard - The contents of the Goods declaration shall be prescribed by Customs. The paper format of the Goods declaration shall conform to the UN-layout key. For automated Customs clearance processes, the format of the electronically lodged Goods declaration shall be based on international standards for electronic information exchange as prescribed in the Customs Co-operation Council Recommendations on information technology

- 3.12 Standard - The Customs shall limit the data required in the Goods declaration to only such particulars as are deemed necessary for the assessment and the collection of duties and taxes, the compilation of statistics and the application of Customs law
- 3.13 Standard – Where, for reasons deemed valid by the Customs, the declarant does not have all the information required to make the Goods declaration, a provisional or incomplete Goods declaration shall be allowed to be lodged , provided that it contains the particulars deemed necessary by the Customs and that the declarant undertakes to complete it within a specified period
- 3.16 Standard – In support of the Goods declaration the Customs shall require only those documents necessary to permit control of the operation and to ensure that all requirements relating to the application of Customs law have been complied with.
- 3.17 Standard – Where certain supporting documents cannot be lodged with the Goods declaration for reasons deemed valid by the Customs, they shall allow production of these documents within a specified period.
- 3.18 Transitional Standard – The Customs shall permit the lodgement of supporting documents by electronic means.
- 3.19 Standard – The Customs shall not require translation of the particulars of supporting documents except where necessary to permit processing of the Customs declaration.
- 3.20 Standard – The Customs shall permit the lodging of the Goods declaration at any designated Customs office.
- 3.21 Transitional Standard – The Customs shall permit the lodging of the Goods declaration by electronic means.
- 3.25 Standard – National legislation shall make provision for the lodging and registering or checking of the Goods Declaration and supporting documents prior to the arrival of the goods.
- 3.26 Standard - When the Customs cannot register the Goods declaration, they shall state the reasons to the declarant.
- 3.27 Standard – The Customs shall permit the declarant to amend the Goods declaration that has already been lodged, provided that when the request is received they have not begun to check the goods declaration or to examine the goods.
- 3.28 Transitional Standard – The Customs shall permit the declarant to amend the they Goods declaration if a request is received after checking the goods declaration has commenced, if the reasons given by the declarant are deemed valid by the Customs.
- 3.30 Standard – Checking the Goods declaration shall be effected at the same time or as soon as possible after the Goods declaration is registered.
- 3.31 Standard – For the purposes of checking the Goods declaration, the Customs shall take only such action as they deem essential to ensure compliance with Customs law.
- 3.32 Transitional Standard – For authorized persons who meet criteria specified by the Customs, including having an appropriate record of compliance with Customs requirements and a satisfactory system for managing their commercial records , the Customs shall provide for:

- Release of the goods on the provision of the minimum information necessary to identify the goods and permit the subsequent completion of the final Goods declaration;
- Clearance of the goods at the declarant's premises or another place authorized by the Customs;

And, in addition, to the extent possible, other procedures such as:

- Allowing a single Goods declaration for all imports or exports in a given period where goods are imported or exported frequently by the same person;
- Use of the authorized persons' commercial records to self-assess their duty and tax liability and, where appropriate, to ensure compliance with other Customs requirements;
- Allowing the lodgement of the Goods declaration by means of an entry in the records of the authorized person to be supported subsequently by a supplementary Goods declaration.

- 3.33 Standard – When the Customs decide that the goods declared shall be examined, this examination shall take place as soon as possible after the Goods declaration has been registered.
- 3.34 Standard – When scheduling examinations, priority should be given to the examination of live animals and perishable goods which the Customs accept are urgently required.
- 3.35 Transitional Standard – If the goods must be inspected by other competent authorities and the Customs also schedules an examination, the Customs shall ensure that the inspections are co-ordinated and, if possible, carried out at the same time.
- 3.37 Standard – If the Customs deem it useful, they shall require the declarant to be present or to be represented at the examination of the goods to give them any necessary assistance to facilitate the examination.
- 3.41 Standard – If the Customs are satisfied that the declarant will subsequently accomplish all the formalities in respect of clearance they shall release the goods, provided that the declarant produces a commercial or official document giving the particulars of the consignment concerned and acceptable to customs, and that security, where required, has been furnished to ensure collection of any applicable duties and taxes.

Chapter 6 – Customs Control

- 6.1 Standard – All goods, including means of transport, which enter or leave the Customs territory, regardless of whether they are liable to duties and taxes, shall be subject to Customs control.
- 6.2 Standard – Customs control shall be limited to that necessary to ensure compliance with the Customs law.
- 6.3 Standard – In the application of Customs control, the Customs shall use risk management.
- 6.4 Standard – the Customs shall use risk analysis to determine which persons and which goods, including means of transport, should be examined and the extent of the examination.

- 6.5 Standard – the Customs shall adopt a compliance measurement strategy to support risk management.
- 6.6 Standard – Customs control systems shall include audit-based controls.
- 6.7 Standard – Customs shall seek to co-operate with other Customs administrations and seek to conclude mutual administrative assistance agreements to enhance customs control.
- 6.8 Standard – The Customs shall seek to co-operate with the trade and seek to conclude Memoranda of Understanding to enhance Customs control.
- 6.9 Transitional Standard – The Customs shall use information technology and electronic commerce to the greatest possible extent to enhance Customs control.
- 6.10 Standard – The Customs shall evaluate traders’ commercial systems where those systems have an impact on Customs operations to ensure compliance with Customs requirements.

Chapter 7 – Application of Information Technology

- 7.1 Standard – The Customs shall apply information technology to support trade operations, where it is cost-effective and efficient for the Customs and for the trade. The Customs shall specify the conditions for application.
- 7.2 Standard – When introducing computer applications, the Customs shall use relevant internationally accepted standards.
- 7.3 Standard – The introduction of information technology shall be carried out in consultation with all relevant parties directly affected, to the greatest extent possible.
- 7.4 Standard – New or revised national legislation shall provide for:
 - Electronic commerce methods as an alternative to paper-based documentary requirements;
 - Electronic as well as paper-based authentication methods;
 - The right of the Customs to retain information for their own use and, as appropriate, to exchange such information with other Customs administrations and all other legally approved parties by means of electronic commerce techniques.

Chapter 8 – Relations between the Customs and Third Parties

- 8.1 Standard – Parties concerned shall have the choice of transacting business with the Customs either directly or by designating a third party to act on their behalf.
- 8.2 Standard – National legislation shall set out the conditions under which a person may act for and on behalf of another person in dealing with Customs and shall lay down the liability of third parties to the Customs for duties and taxes and for any irregularities.
- 8.3 Standard – The Customs transactions where the persons concerned elects to do business on his own account shall not be treated less favourably or be subject to more stringent requirements than those Customs transactions which are handled for the person concerned by a third party.
- 8.4 Standard – A person designated as a third party shall have the same rights as the person who designated him in those matters related to transacting business with the Customs.

- 8.5 Standard – The Customs shall provide for third parties to participate in their formal consultations with the trade.
- 8.6 Standard – The Customs shall specify the circumstances under which they are not prepared to transact business with a third party.
- 8.7 Standard – The Customs shall give written notification to the third party of a decision not to transact business.

Specific Annex A Chapter 1 – Formalities prior to the Lodgement of the Goods Declaration

- 2 Recommended Practice – Customs formalities prior to the lodgement of the Goods declaration should apply equally, without regard to the country of origin of the goods or the country from which they arrived.
- 3 Standard – National legislation shall specify the places at which goods may be introduced into the Customs territory. Only when they consider it necessary for control purposes shall the Customs specify the routes which must be used to convey the goods directly to a designated Customs office or other places specified by the Customs. In determining these places and routes the factors to be taken into account shall include the particular requirements of the trade.
- 4 Standard – The carrier shall be held responsible to the Customs for ensuring that all goods are included in the cargo declaration or are brought to the attention of the Customs in another authorized manner.
- 5 Standard – The fact that having introduced the goods into the Customs territory shall entail the obligation from the carrier to convey them directly using designated routes, where required, and without delay to a designated Customs office or other place specified by Customs. In doing so the nature of the goods or their packaging shall not be altered nor shall any seals be interfered with.
- 6 Standard – Where the conveyance of the goods from the place of their introduction into the Customs territory to a designated Customs office or other specified place be interrupted by an accident or force majeure, the carrier shall be required to take reasonable precautions to prevent the goods from entering into unauthorized circulation and to advise the Customs or other competent authorities of the nature of the accident or other circumstances which has interrupted the journey.
- 7 Recommended Practice – Where the Customs office at which the goods are to be produced is not located at the place where the goods are introduced into the Customs territory, a document should be required to be lodged with the Customs at that place only when the Customs consider it necessary for control purposes.
- 8 Standard – Where the Customs require documentation in respect of the goods to Customs, this shall not be required to contain more information necessary to identify the goods and the means of transport.
- 9 Recommended Practice – The Customs should limit their information requirements to that available in carriers’ normal documentation and should base their requirements on those set out in the relevant international transport agreements.
- 10 Recommended Practice – The Customs should normally accept the cargo declaration as the only required documentation for the production of goods.

- 11 Recommended Practice – The Customs office responsible for the acceptance of the documentation required for the production of goods should also be competent for acceptance of the Goods declaration.
- 12 Recommended Practice – Where the documents produced to the Customs are made out in a language which is not specified for this purpose or in a language which is not a language of the country into which the goods are introduced, a translation of the particulars given in those documents should not be required as a matter of course.
- 13 Standard – The Customs shall specify the precautions to be taken by the carrier to prevent the good entering into unauthorized circulation in the Customs territory when they arrive at a Customs office outside working hours.
- 14 Recommended Practice – At the request of the carrier, and for reasons deemed valid by the Customs, the latter should, so far as possible, allow the Customs formalities prior to the lodgement of the Goods Declaration to be accomplished outside the designated hours of business of the Customs.
- 15 Standard – National legislation shall specify the places which are approved for unloading.
- 16 Recommended Practice – At the request of the person concerned, and for reasons deemed valid by the Customs, the latter should allow goods to be unloaded at a place other than the one approved for unloading.
- 17 Standard – The commencement of unloading shall be permitted as soon as possible after the arrival of the means of transport at the place of unloading.
- 18 Recommended Practice – At the request of the person concerned and for reasons deemed valid by the Customs, the latter should, in so far as possible, allow unloading to proceed outside the designated hours of business of the Customs.
- 19 Any expenses chargeable by the Customs in connection with:
 - Accomplishment of Customs formalities prior to the lodgement of the Goods declaration outside the designated hours of business of the Customs;
 - Unloading goods at a place other than one approved for unloading; or
 - Unloading of goods outside the designated hours of business of the Customs, shall be limited to the approximate cost of the services rendered.

Chapter 2 - Temporary Storage of Goods

- 4 Standard – The only document to be required when goods are placed under temporary storage shall be that used to describe the goods when they are produced to Customs.
- 5 Recommended Practice – The Customs should accept the cargo declaration or other commercial document as the only document to be required to place the goods under temporary storage, provided that all the goods mentioned in that cargo declaration or that other commercial document are placed in temporary store.

Specific Annex E Chapter 1 - Customs Transit

- 2 Standard – The Customs shall allow goods to be transported under Customs transit in their territory:
 - (a) From an office of entry to an office of exit;

- (b) From an office of entry to an inland Customs office;
(c) from an inland Customs office to an office of exit; and
(d) From one inland Customs office to another inland Customs office.
- 3 Standard – Goods being carried under Customs transit shall not be subject to the payment of duties and taxes, provided the conditions laid down by the Customs are complied with and that any security required has been furnished.
- 4 Standard – National legislation shall specify the persons who shall be responsible to the Customs for compliance with the obligations incurred under Customs transit, in particular for ensuring that the goods are produced intact at the office of destination in accordance with the conditions imposed by the Customs.
- 5 Recommended Practice – The Customs should approve persons as authorized consignors and authorized consignees when they are satisfied that the prescribed conditions laid down by the Customs are met.
- 6 Any commercial or transport document setting out clearly the necessary particulars shall be accepted as the descriptive part of the Goods declaration for Customs transit and this acceptance shall be noted on the document.
- 7 Recommended Practice – The Customs should accept as the Goods declaration for Customs transit any commercial or transport document for the consignment concerned which meets all the Customs requirements. This acceptance should be noted on the document.
- 8 Standard – The Customs at the office of departure shall take all necessary action to enable the office of destination to identify the consignment and detect any unauthorized interference.
- 9 Recommended Practice – Subject to the provisions of other international conventions, the Customs should not generally require that transport units be approved in advance for the transport of goods under Customs seal.
- 10 Standard – When a consignment is conveyed in a transport unit and Customs sealing is required, the Customs seals shall be affixed to the transport unit itself provided that the transport unit is so constructed and equipped that:
- (a) Customs seals can be simply and effectively sealed to it;
 - (b) No goods can be removed from or introduced into the sealed part of the transport unit without leaving visible traces of tampering or without breaking the Customs seal;
 - (c) It contains no concealed spaces where goods may be hidden; and
 - (d) All spaces capable of holding goods are readily accessible for Customs inspection.
- The Customs shall decide whether transport units are secure for purposes of Customs transit.
- 11 Recommended Practice – Where the accompanying documents make it possible unequivocally to identify the goods, the latter should generally be transported without a Customs seal or fastening. However, a Customs seal or fastening may be required:
- Where the Customs office of departure considers it necessary in the light of risk management;
 - Where the Customs transit operation will be facilitated as a whole; or
 - Where an international agreement so provides.

- 12 If the consignment is, in principle, to be conveyed under Customs seal and the transport unit cannot be effectively sealed, identification shall be assured and unauthorized interference rendered readily detectable by:
- Full examination of the goods and recording the results thereof on the transit document;
 - Affixing Customs seals or fastenings to individual packages;
 - A precise description of the goods by reference to samples, plans, sketches, photographs, or similar means, to be attached to the transit document;
 - Stipulation of a strict routing and strict time limits; or
 - Customs escort.
- The decision to waive sealing of the transport unit shall, however, be the prerogative of the Customs alone.
- 13 Standard – when the Customs fix a time limit for Customs transit, it shall be sufficient for the purposes of transit.
- 14 Recommended Practice – At the request of the person concerned, and for reasons deemed valid by the Customs, the latter should extend any period initially fixed.
- 15 Standard – Only when they consider such a measure indispensable shall the Customs:
- (a) Require the goods to follow a prescribed itinerary; or
 - (b) Require the goods to be transported under Customs escort.
- 16 Standard - Customs seals and fastenings used in the application of Customs transit shall fulfil the minimum requirements laid down in the Convention
- 17 Recommended Practice – Customs seals and identification marks affixed by foreign Customs should be accepted for the purposes of the Customs transit operation unless:
- They are considered not to be sufficient;
 - They are not secure: or
 - The Customs proceed to an examination of the goods.
- When foreign Customs seals and fastenings have been accepted in a Customs territory, they should be afforded the same legal protection in that territory as national seals and fastenings.
- 18 Recommended Practice – Where the Customs offices concerned check the Customs seals and fastenings or examine the goods, they should record the results on the transit document.
- 19 Standard – A change in the office of destination shall be accepted without prior notification except where the Customs have specified their prior approval is necessary.
- 20 Standard – Transfer of the goods from one means of transport to another shall be allowed without Customs authorization, provided that any Customs seals or fastenings are not broken or interfered with.
- 21 Recommended Practice – The Customs shall allow goods to be transported under Customs transit in a transport unit carrying other goods at the same time, provided that they are satisfied that the goods under Customs transit can be identified and the other Customs requirements will be met.

- 22 Recommended Practice – The Customs should require the person concerned to report accidents or other unforeseen events directly affecting Customs transit operation promptly to the nearest Customs office or other competent authorities.
- 23 Standard – National legislation shall not, in respect of the termination of a Customs transit operation, require more than that the goods and the relevant Goods declaration be presented at the office of destination without any time limit fixed, without the goods having undergone any change and without having been used, and with Customs seals, fastenings or identification marks intact.
- 24 Standard – As soon as the goods are under its control, the office of destination shall arrange without delay for the termination of the Customs transit operation after having satisfied itself that all conditions have been met.
- 25 Recommended Practice – Failure to follow a prescribed itinerary or to comply with a prescribed time limit should not entail the collection of any duties and taxes potentially chargeable, provide that the Customs are satisfied that all other requirements have been met.
- 26 Recommended Practice – Contracting Parties should give careful consideration to the possibility of acceding to international instruments relating to Customs transit. When they are not in a position to accede to such international instruments they should, when drawing up bilateral or multilateral agreements with a view to setting up an international Customs transit procedure, take account therein of Standards and Recommended Practices in the present Chapter

Specific Annex J – Travellers

- 4 Standard – Subject to compliance with the appropriate Customs controls, travellers entering or leaving the country by their means of transport for private use shall be permitted to accomplish all necessary Customs formalities without, as a matter of course, having to leave the means of transport in which they are travelling.
- 5 Recommended Practice – Travellers entering or leaving the country by road vehicle for commercial use or train should be permitted to accomplish all necessary Customs formalities without, as a matter of course, having to leave the means of transport in which they are travelling.
- 6 Recommended Practice – The dual-channel system should be used for the Customs control of travellers and the clearance of goods carried by them and, where appropriate, their means of transport for private use.
- 7 Recommended Practice – Regardless of the mode of transport used, a separate list of travellers or of their accompanying baggage should not be required for Customs purposes.
- 8 Recommended Practice – The Customs, in co-operation with other agencies and the trade, should seek to use internationally standardized advance passenger information, where available, in order to facilitate the Customs control of travellers and the clearance of goods carried by them.
- 9 Recommended Practice – Travellers should be permitted to make an oral declaration in respect of goods carried by them. However, the Customs may require a written or electronic declaration for goods carried by passengers which

- constitute an importation or exportation of a commercial nature or which exceed, in value or quantity, the limits laid down in national legislation.
- 10 Standard – Personal searches of travellers for the purposes of Customs control shall be carried out only in exceptional cases and when there are reasonable grounds to suspect smuggling or other offences.
- 19 Standard – The Customs shall not require a Customs document or security for the temporary admission of personal effects of non-residents unless:
- They exceed, in value or quantity, the limits laid down in national legislation; or
 - They are deemed by the Customs to be a risk to the Revenue.
- 24 Standard – Fuel carried in the normal tanks of the means of transport for private use shall be admitted free of import duties and taxes
- 26 Recommended Practice – The Customs should not require a Customs document or security for the temporary admission of non-residents means of transport for private use.
- 27 Recommended Practice – Where a Customs document or security is required for temporary admission of non-residents means of transport for private use, the Customs should accept standard international documents and securities.
- 33 Standard – The Customs formalities applicable to departing travellers shall be as simple as possible.

Specific Annex J3 – Means of Transport for Commercial Use

- 2 Recommended Practice - Customs formalities applicable to means of transport for commercial use should apply equally, regardless of the country of registration or ownership of the means of transport for commercial use, of the country from which they arrived or their destination.
- 9 Standard - When a declaration of arrival is required to be lodged with the Customs on arrival of means of transport for commercial use, the particulars required to be given thereon shall be limited to the minimum necessary to ensure compliance with Customs law
- 10 Standard - The Customs shall reduce, as far as possible, the number of copies of the declaration of arrival required to be submitted to them.
- 13 Standard - Customs formalities applicable upon the departure of means of transport for commercial use from the Customs territory shall be limited to ensure that:
- (a) where required, a declaration of departure is duly lodged with the competent Customs office;
 - (b) where appropriate, Customs seals are affixed;
 - (c) where required for control purposes, specified Customs routes are followed; and
 - (d) no unauthorized delay occurs in the departure of means of transport for commercial use.
- 14 Recommended Practice - The use of declaration of departure forms identical to those prescribed for declaration of arrival forms should be allowed by the Customs provided that their use for purposes of departure is clearly indicated.

Specific Annex K Chapter 2 – Documentary Evidence of Origin

- 2 Recommended Practice - Documentary evidence of origin should be required only when it is necessary for the application of preferential Customs duties, of economic or trade measures adopted unilaterally or under bilateral or multilateral agreements or of measures adopted for reasons of health or public order.
- 3 Recommended Practice – Documentary evidence of origin should not be required in the following cases:
 - d) Goods carried in Customs transit
- 7 Recommended Practice - Certificate of origin forms should be printed in the language(s) selected by the country of exportation and if these languages are neither English nor French, also in English or French
- 8 Recommended Practice - Where the certificate of origin is made out in a language that is not a language of the country of importation, the Customs of that country should not require, as a matter of course, a translation of the particulars given in the certificate of origin.

Specific Annex K Chapter 3 – Control of Documentary Evidence of Origin

- 3 Recommended Practice – The Customs Administration of a Contracting Party which has accepted this Chapter may request the competent authority of a Contracting Party which has accepted this Chapter and in whose territory documentary evidence of origin has been established to carry out control of such evidence:
 - a) where there are reasonable grounds to doubt the authenticity of the document;
 - b) where there are reasonable grounds to doubt the accuracy of the particulars given therein;
 - c) on a random basis.
- 4 Standard - Requests for control on a random basis, as provided for in Recommended Practice 3 c above, shall be identified as such and be kept to the minimum necessary to ensure adequate control.

In the development of the draft recommendations on harmonised border procedures compliance with the articles above will be considered as the basis for modernisation of the current procedures at TRACECA border crossings.

APPENDIX 07

Project and TRACECA Web Site

The Contractor will establish a specific website for the project giving access to the Border Crossing Point database and other useful information for Transport Operating and Forwarding entities.

The Project Website will be linked to the main TRACECA Website and any other related projects.



**HARMONISATION OF BORDER CROSSING PROCEDURES (HBCP)
UNIFIED POLICY ON TRANSIT FEES AND TARIFFS (UPTFT)**



Related Links

[TRACECA](#)

[Project Contacts Database](#)



[Contact HBCP](#)

[Contact UPTFT](#)



HARMONISATION OF BORDER CROSSING PROCEDURES



POSSIBLE BORDER CROSSING TO BE AUDITED

In each country one road and one rail (one port) will be audited in detail. The remaining border audits will be check audits, i.e. will be used to confirm overall procedures but notify differences in local practices.

Road and rail border audits will cover both freight and passenger procedures.

Port and rail border audits will cover only freight but will be divided into vessel clearance and cargo procedures and will only cover ferry terminal operations.

Azerbaijan

Baku Ferry	Port	Azerbaijan - Turkmenistan
Bouk Kasek	Rail	Azerbaijan - Georgia
Qirmizi Korpu	Road	Azerbaijan - Georgia

[TRACECA](#)

[Contact HBCP](#)

[Project Contacts Database](#)

[Contact UPTFT](#)

Welcome to the TRACECA Website

In order to be sure to have the last version, please refresh (or reload) the updated pages.

SEPTEMBER 6th, 2001

OFFICIAL OPENING OF FERRY TERMINAL TOOK PLACE AT AKTAU PORT

The rail ferry terminal of Aktau Port, reconstructed within TRACECA Program has been officially opened.

President of Kazakhstan Nursultan Nazarbayev took part in the opening ceremony. The Azeri delegation led by the Vice premier Abid Sharifov, the General Secretary of Intergovernmental Commission TRACECA Zviad Kvatchantiradze and georgian delegation took part in the ceremony.



"Caspar" will open regular ferry route Baku-Aktau(Kazakhstan)-Baku which will be served by "Mercury-1" able to take aboard 28 railway wagons (or 34 large cars), 50 cars "Ziguli" and 108 passengers at once.

TASHKENT ANNUAL MEETING POSTPONED

The annual meeting of the Inter Governmental Commission (IGC) of TRACECA had been postponed due to the tragedy of September 11th, 2001. This Meeting was planned to be held in Tashkent in September 2001.

OCTOBER 30th & 31st

THE 6th WORKING GROUP MEETING TOOK PLACE IN BAKU

The 6th WG of National Secretaries of IGC TRACECA finalised the proposals for the IGC-TRACECA Meeting including : "TRACECA VISA", "TRACECA coefficient", "TRACECA HOT LINE", "Protocol on Sea Transport", Action Plan and "TRACECA MAP".

DECEMBER 11th, 2001

THE 7th WORKING GROUP MEETING TOOK PLACE IN TBILISI

The 7th WG of National Secretaries of IGC TRACECA finalised the recommendations to the Action Plan 2002 and 2003 and prepared the extraordinary meeting of the IGC TRACECA to be held on December 12th and

13th 2001.



INTER GOVERNMENTAL COMMISSION IGC OF TRACECA AGREED ON SPECIAL CONDITIONS FOR THE TRANSPORTATION OF HUMANITARIAN GOODS TO AFGHANISTAN

Under the chairmanship of Mr. Merab Adeishvili, the Minister of Transport and Telecommunications of Georgia the IGC TRACECA has agreed on special conditions for the transportation of humanitarian goods and reconstruction materials to Afghanistan. The IGC TRACECA has charged the Permanent Secretariat to work out proposals to simplify administrative procedures, to introduce a monitoring system and to study the specific [proposals](#) for the reduction of costs.

DECEMBER 12th and 13th, 2001

EXTRAORDINARY MEETING OF THE IGC TRACECA IN TBILISI

The President of Georgia Edvard Shevardnadse has opened the Extraordinary Meeting of the IGC TRACECA on Tuesday, 12th December 2001. In the opening session the President of Georgia has pointed out the fundamental importance of the TRACECA Corridor for the European, Caucasian and Central Asian Countries.

Under the chairmanship of Mr. Merab Adeishvili, the Minister of Transport and Communications of Georgia the IGC has adopted the final resolution of the WG of National Secretaries. This [final resolution](#) includes the subject of special conditions for the transportation of humanitarian goods and reconstruction material to Afghanistan, the [action plan](#) which identifies the priorities of projects to solve the major transport and transit problems for the years 2002 and 2003 and the principle design of a new TRACECA Map. The postponed Tashkent Annual meeting of the IGC will be held in spring 2002 in Tashkent.



NOVEMBER 2001

TRACECA PROJECTS 2000 have been contracted as follows:

- **Harmonisation of Border Crossing Procedures**
Scott Wilson Kirkpatrick (UK), Compass Gmbh (DE), NEA(NL), SEMA(BE)
- **Unified Policy on Transit Fees and Tariffs**
Scott Wilson Kirkpatrick (UK), Tebodin (NL), Corporate Solutions Consulting (UK)
- **TRACECA Co-ordination Team**
Dornier System Consult Gmbh (DE), TRANSTEC SA (BE)
- **Pre-feasibility Study of a New Rail Link between the Ferghana Valley, Bishkek and Kashgar in China**
Lahmeyer Int., SENER Ingeneria (SP)
- **Central Asia Railways Telecommunications**
Italferr S.p.A (IT)

DECEMBER 2001

TRACECA Projects 2001 will be tendered very soon as follows:

- Common Legal Basis for Transit Transportation
- Management Training
- Feasibility study for the improvement of the road and rail border crossings between Moldova and Ukraine, and for the upgrading of the inter-modal container terminals in Moldova and Ukraine
- Rehabilitation of Caucasian Highways
- Establishment of a railway Transit Oil Logistic Center in Batumi, Poti, Tbilisi, and Baku and purchase of new railway tank-wagon for oil transportation

MAY, 2001

New reports/updates available in _____ and in _____ as well as the [general chart](#) for the following projects:

- [Intermodal Services Implementation and Training](#)
- [International Road Transport Transit Facilitation \(IRU\)](#)
- [Traffic Forecasting and Feasibility Studies](#)
- [Inter - Governmental Commission for the Implementation of the Multi - Lateral Agreement on Transport](#)
- [Caucasian Road Sector - Feasibility Study for the Rehabilitation and Reconstruction of the Road Link between Baku, Tbilisi and Yerevan](#)
- [Inter-Governmental Commission for the Implementation of the Multilateral Agreement on Transport - Continuation](#)
- [Rehabilitation of the Rail Ferry Terminal at Aktau](#)

MARCH, 2001

New articles added in the _____ and _____ sections, .

All comments are welcome, please do not hesitate to write us at info@traceca.org

APPENDIX 08

ESCAP Corridors Map



Legend

- Asian Highway (Int)
- Asian Highway (Su)

The boundaries and names shown and/or used on this map do not imply official endorsement or acceptance by the United Nations.

Dotted line represents approximately the Line of Control in Jammu and Kashmir agreed upon by India and Pakistan. The final status of Jammu and Kashmir has not yet been agreed upon by the parties.