

Workshop Rail Transport between Europe and Asia

THE FACILITATION OF BORDER CROSSING

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Istanbul, 09 – 10 June 2009

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I. Key areas for the Facilitation of Rail Transport in general

1. Infrastructure

- Track infrastructure
 - well maintained or upgraded rail tracks
 - allowing reasonable operational speed (e.g. 100 km/h)
 - where ever possible double tracks (where not possible: single track line for two way traffic with passing stations at reasonable distances and safety signalling).
- Reliable signalisation remotely controllable;
- where ever possible: electrification;
- sufficient marshalling yards, stations and other infrastructure installations.

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The Facilitation of border crossing

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2. Sufficient financial resources made available by the public and the private sector to establish, maintain and – where necessary – improve cross border rail transport about long distances (country of origin, one or several transit countries, country of destination)
 - Sufficient human resources with all the necessary professional skills to ensure the operation of such railway links;



- Rolling stock (traction and wagons) offering the technical standards, reliability during operation and lifecycle to secure such operations over a long period of time.
3. Other prerequisites for cross border rail operations like communication- and IT-networks, harmonized documents and legal regulations covering all aspects of such operations.



II. Facilitation of border controls

1. Number and character of checks

- initial check (train no. or – name, completeness of train, contact with accompanying personnel);
- customs control,
- control of personnel (e.g. visas),
- sanitary check,



- veterinary check,
- technical wagon and locomotive inspection,
- final check before departure.



2. Problem areas

a) Transport related

- Cargo not properly loaded or secured,
- cargo (goods, packaging) not in accordance with dangerous goods regulations,
- documentation of loaded goods and distribution on wagons incomplete or absent.
- Markings on locomotives and/or wagons lacking, incomplete or not correct.



b) Customs related

- Insufficient or lacking customs documentation,
- insufficient access to cargo for control purposes,
- payment of customs duties not secured.

c) Others

- Lack of hygienic documentation,
- lack of sanitary documentation,
- temperature regime violations



- visa problems with a accompanying personnel.

d) Station related problems

- lack of accessibility for communication and IT,
- lack of control personnel,
- lack of coordination of controls,
- unnecessary controls (e.g. on cargos in transit),
- distances/accessibility of offices,
- lack of sidings,
- lack of qualification of personnel,



- lack of clear distribution of responsibilities.



III. Conditions for Facilitation of border control operations

1. Political/administrational

- Acknowledgement of misgivings,
- analysis of failures and possibilities for facilitation,
 - identification of responsibilities (legal, administrative, financial),
- political and administrative decision making,
- development of an action plan,
- determination of time scale and “milestones”.



2. Economic considerations

- Failure or hindrances to smooth cross border transport operations are hindrances to trade
- Investment of 1 \$ into transport facilitation generates 1'500 \$ growth in international trade.
- In international transport the decision of shippers/freight forwarders on the mode (road/rail/others) for international, long-distance operations depends (estimations go up to 2/3)



more on speed, reliability, traceability, and security/safety than the transportation costs (freight to be paid).

- The proper and smooth function of border control operations has thus a direct influence on revenues for enterprises and thus income of the state (railway enterprises, infrastructure charges, charges for electricity, fuel, operation of marshalling yards and other revenue).
- The overriding consideration with regard to fostering international trade and by that GDP with regard to the facilitation of border crossing in international transport is, however, that such facilitation can be attained in comparison to investments necessary for the development of the rail network, with very limited financial, administrative and human resources



- in addition their effects as multiplier for economic growth cannot be underestimated.



IV. Solutions

A very suitable and detailed presentation has been made by Mr. Jan Tomczyk at the first regional workshop of Europe and Asian Transport Links in Teheran, 27-29 April 2009 under the heading of "Border crossing point customs and trade facilitation problems and solutions". I invite the Secretariat of ECO to make this presentation available to all participants of this Workshop after the meeting.



V. Fraud and corruption

There is no argument against the fact that these two problems form a mayor element of problems in the smooth operation of border crossing activity.

- 1. The main reasons for fraud and corruption during cross border operations are**
 - lack of leadership and commitment
 - lack of transparency of the regulatory framework(s)
 - failure of human resource management
 - lack of automation
 - lack of audit and investigation
 - lack of coordination with the private sector.



2. As only a few examples for all the solutions in this areas I would like to address the following:

- Customs regulations, procedures, administrative and organisational guide lines should be public, easily accessible for customers/users and constantly applied in a consistent manner. This comprises the necessity that the applicable rules are known in advance of transport operations which include border crossing.
- reduce face to face contact between officials and shippers/freight forwarders and train personnel
- frequently rotate official personnel, apply thoroughly developed recruitment, appointment and promotion



introduce the appropriate consequences for cases of miss conduct,

- encourage “client-orientated” attitude of border station personnel,
- avoid “competition” between different agencies with own responsibilities at border crossing stations
- implement appropriate and responsibility-related waging and regular payment,
- implement reliable pension schemes
- provide for continuous training
- implement proper auditing and inspection procedures.



VI. Necessary paradigm shifts

- **from** looking at border crossing points as independent isolated sources for national revenue **to** a qualification of only one part in the national revenue chain;
- **from** control focus **to** facilitation focus
- **from** intensive inspection in each and every case **to** intervention by exception;
- **from** limited use of IT **to** extensive use of IT.
- **from** competition between agencies **to** “single window (single submission of documents)
- **from** competition between agencies at borders **to** extensive co-operation and responsibility sharing



- **from** adversarial relationship with trade and private sector **to** constructive partnership with trade and private sector.

