

Main border crossing facilitation conventions

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On some major routes:

57 % of transport time is lost at border crossings

38 % of transport costs are due to unofficial levies

- Long waiting times at borders result in major human suffering for drivers blocked in queues for hours/days
- harmful impact on the environment
- Border waiting times also cost billions annually =>

increasing the cost of goods for the end consumer, not to mention lost business opportunities.

Border crossing facilitation is:

- Key to international trade, exports and imports
- Essential for growth and competitiveness
- A driver of regional integration



Efficient crossing borders requires:

- Appropriate and resilient infrastructure
- Reliable and harmonized international legal framework
- Harmonized or at least aligned procedures (e.g. customs)
- International cooperation and exchange of best practices

Overview

- **Harmonization Convention, 1982;**
- **CMR Convention, 1956 and eCMR Protocol, 2008**
- **ADR Convention, 1957;**
- **ATP Convention, 1970;**
- **Container Convention, 1972;**
- **Temporary Importation Convention for Private (1954) and Commercial (1956) vehicles.**

Harmonization Convention, 1982

- International Convention on the Harmonization of Frontier Controls of Goods
- 58 Contracting Parties
- Latest accessions: Iran, Tajikistan, Turkmenistan
- Expressed interest to join: Pakistan



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

It covers:

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

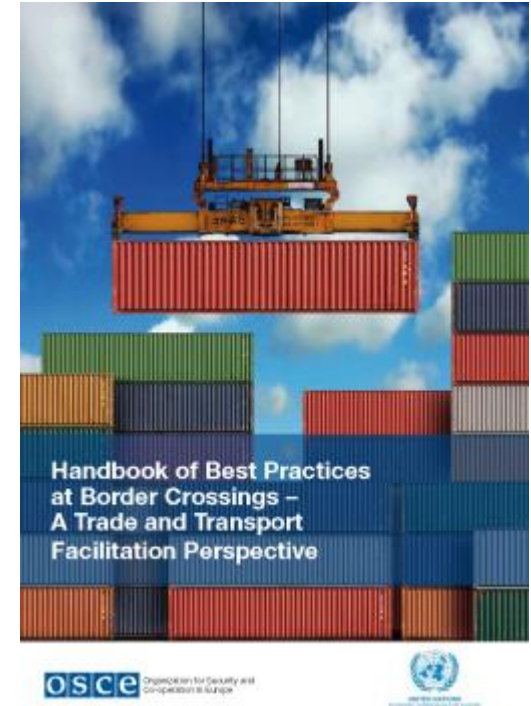


General principles vs. detailed provisions

- Framework providing for a high degree of flexibility in organizing national and international cooperation
- No universal ‘one size fits all’ solution
- Examples of best practices are essential
- Integrated operational annexes on various aspects, such as harmonization of customs controls, medico-sanitary, veterinary, phytosanitary or medico-sanitary controls, road transport and rail transport

Handbook of Best Practices at Border Crossings

- Reference material and more than 120 best practice examples at border crossings.
- It covers available legal instruments, inter-agency and international co-operation, balancing security and facilitation measures, processing of freight, risk management, design of border crossing points, use of ICT technologies, human resource management and benchmarking.
- Available
at:http://www.unece.org/fileadmin/DAM/trans/bcf/publications/OSCE-UNECE_Handbook.pdf



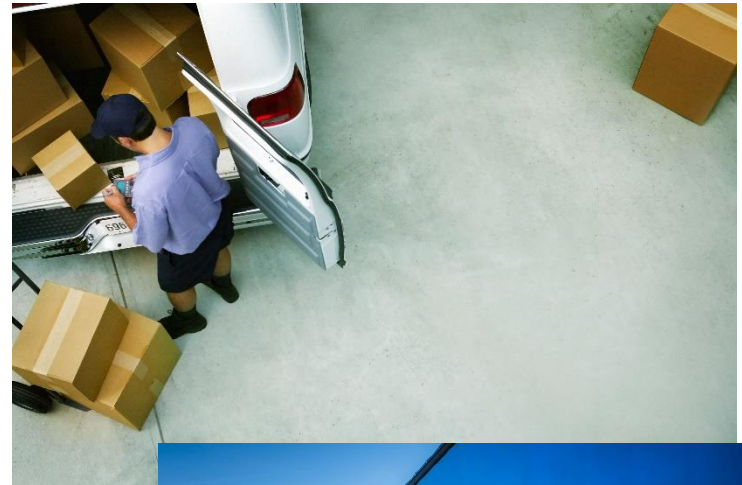
Convention on the Contract for the International Carriage of Goods by Road (CMR) (1956) and the Additional Protocol to CMR concerning the electronic consignment note (2008)

Objectives

- To facilitate international road transport..... through a commonly agreed transport contract, including contract document and liabilities.

http://www.unece.org/fileadmin/DAM/trans/conventn/cmr_e.pdf

<http://www.unece.org/fileadmin/DAM/trans/conventn/e-CMRe.pdf>



1956 CMR: 55 CPs



1956 CMR

Benefits

- Fair competition between carriers
- Lower international road transport costs, including insurance costs



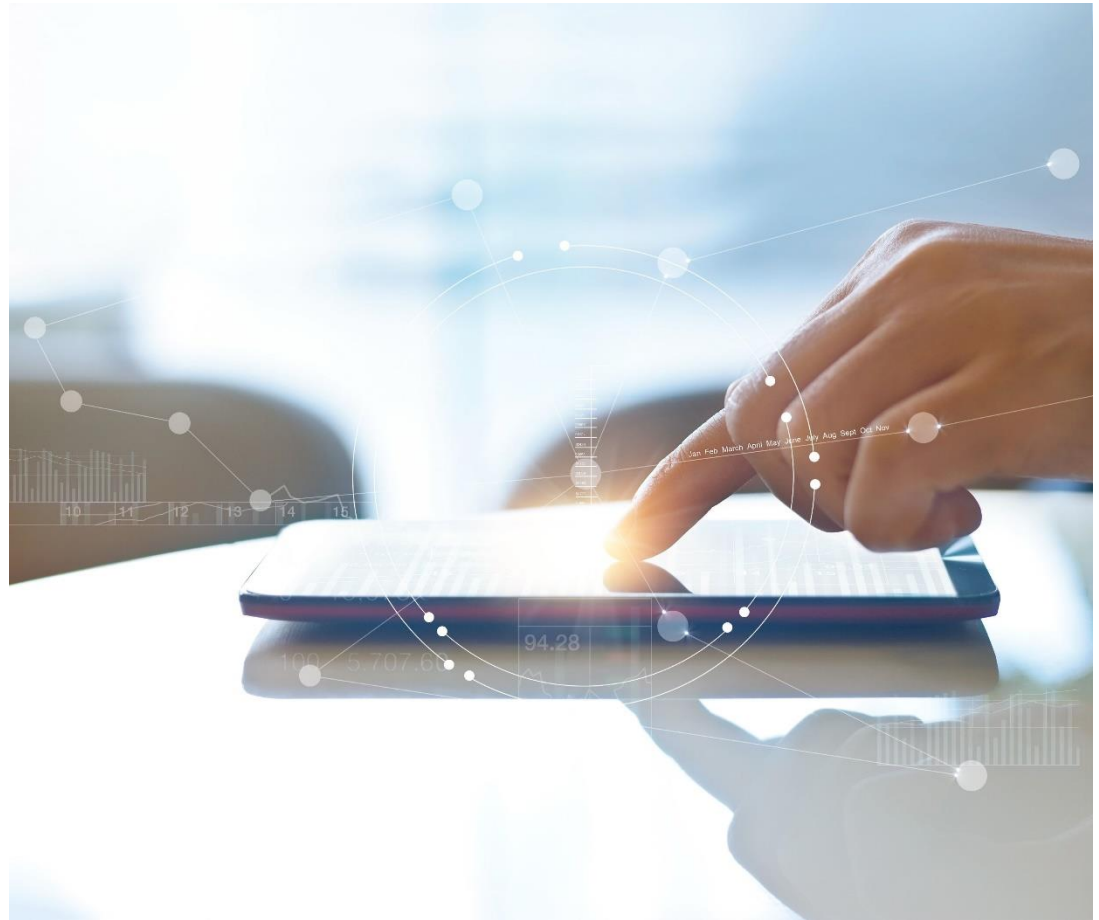


1		LETTRE DE ROUTE INTERNATIONALE		INTERNATIONAL CARRIAGE NOTE		Part/Country		No 210302									
1 Expéditeur / Consignor Nom et adresse Sender name and address (country)				6 Transporteur (nom, adresse, pays, autres indications) Carrier's name, address, country, other indications													
2 Destinataire / Recipient Nom et adresse Destination name, address, country				7 Transporteurs successifs / Successive carriers Nom(s) / Name(s) Adresse(s) / Address(es) Pays / Country													
3 Poids en charge de la marchandise / Weight over the goods Lieu / Place Pays / Country Date Heure d'expédition / Time of arrival Heure de départ / Time of departure				8 Résumé et observations du transporteur sur le poids en charge de la marchandise Carrier's main official declarations on weight over the goods													
4 Unitaire ou de marchandises / Unitary or the goods Lieu / Place Pays / Country Marché à transporter / Market to transport				9 Documents remis au transporteur par l'expéditeur Documents handed to his carrier by the sender													
10 Importeur et numéro Name and No.		11 Nombre de colis Number of packages	12 Mode d'emballage Method of packing	13 Nature de la marchandise Nature of the goods	14 Poids brut, kg Gross weight in kg	15 Conteneur et volume en m ³ Container and Volume in m ³											
Numéro CNL ATA Number		Nom des Name and S.S.	Numéro d'abaissement Letter number	Groupe d'emballage Packaging Group	UCR? UCR?												
16 Convention particulière entre l'expéditeur et le destinataire Special agreements between the sender and the carrier		17 <table border="1"> <tr> <td>Prix de transport Carriage charges</td> <td>Dépenses Expenses</td> <td>Indemnités Compensation</td> </tr> <tr> <td>Prix accessoires Accessories charges</td> <td>Dépenses d'emballage Packaging charges</td> <td></td> </tr> <tr> <td>Droits de douane Customs duties</td> <td>Autres frais Other charges</td> <td></td> </tr> </table>		Prix de transport Carriage charges	Dépenses Expenses	Indemnités Compensation	Prix accessoires Accessories charges	Dépenses d'emballage Packaging charges		Droits de douane Customs duties	Autres frais Other charges						
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Droits de douane Customs duties	Autres frais Other charges																
18 Notes particulières Other useful particulars		19 Remarques Comments															
<p align="center">20 Ce transport est soumis, notwithstanding toute clause contraire, à la Convention relative au contrat de transport international de marchandises par route (CMR). This carriage is subject, notwithstanding any clause to the contrary, to the Convention on the Contract for the International Carriage of Goods by Road (CMR).</p>																	
21 Statut / Status N° / No.		22		23 Manifestations reçues / Goods received Moins de jours / Times of arrival Moins de jours / Time of departure													
24		25		26													
Signature et timbre de l'expéditeur Signature and stamp of the sender		Signature et timbre du transporteur Signature and stamp of the carrier		Signature et timbre du destinataire Signature and stamp of the consignee													
Partie non contractuelle réservée au transporteur / Non-contract part reserved for the carrier																	

2008 e-CMR

Objective

The 2008 Additional Protocol to the CMR (e-CMR) is the legal instrument which seeks to “modernize” the current system of paper consignment notes to electronic format.



2008 e-CMR: 17 CPs



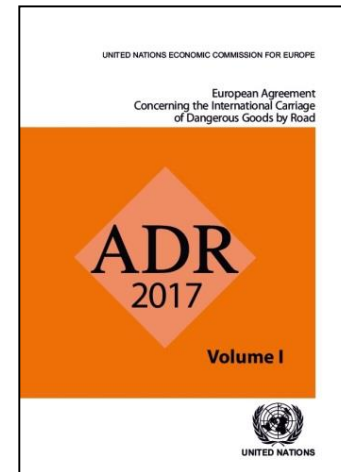
ADR

AGREEMENT:

- Done on 30 September 1957
- Entered into force on 29 January 1968

ANNEXES A AND B:

- Regularly amended since 1968
- Now amended every two years on the basis of UN Recommendations on the Transport of Dangerous Goods
- Harmonized with other modal regulations (sea, air, rail, inland waterways)
- Latest edition in force since 1 January 2017



ADR



49 Contracting Parties

Annex A

1. General
2. Classification
3. List of Dangerous Goods
4. Use of packaging/Gas receptacles/Tanks
5. Consignment procedures (Labelling, Marking, Documents)
6. Construction, testing and approval of packaging/tanks
7. Transport operations

Annex B

8. Requirements for vehicle crews, equipment, operation and documentation
9. Requirements concerning the construction and approval of vehicles

ADR = Safety + Security + Facilitation

- Allows carriers of one country to carry dangerous goods from this country through and to any other Contracting Party. No additional requirements imposed by transit or destination countries;
- Mutual recognition of certificates:
 - Packaging certificates
 - Vehicle certificates
 - Tank certificates
 - Driver training certificates



ATP Agreement



The Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage was adopted in 1970.

Objectives: Improve conditions of preservation of quality of perishable foodstuffs during carriage, particularly in international trade and promote the expansion of trade in perishable foodstuffs.

Unwritten objectives: Protecting food safety and preventing threats to human health from unsafe food.



50 Contracting Parties



ATP Agreement

- The ATP is open to all UN Member States.
- Expressions of interest from as far afield as Japan, South Korea and China.



ATP for international transport

- ATP applies if the point at which the goods are loaded and unloaded are in two different States and the point at which they are unloaded is situated in the territory of a Contracting Party.
- ATP applies even if the State where the goods are loaded is not a Contracting Party.
- For example for a refrigerated consignment shipped from Turkmenistan to Uzbekistan, ATP would apply even though Turkmenistan is not a Contracting Party.

ATP for international transport

This means that if Turkmenistan would join the ATP, countries exporting perishable foodstuffs to Turkmenistan would be expected to apply the high standards of the ATP.



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ATP Agreement

Use of ATP for domestic transport



For example France, Italy and Slovakia

Most recently the Russian Federation where ATP is used for domestic road transport from April 2013.

Thank you

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