



TRANSIT

ТРАНЗИТ

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The current situation



-Lack of regional approach to issues : integration customs and economic policies, tariff harmonisation, non tariff and tariff integrated system,

-Lack of border crossing approach of the border crossing issues: issues are considered on each single State body point of view instead of a common cross border approach considering the common and combined interest of each of them,

-Lack of transparency in secondary level of legislation manifested by multiplication and diversification of border crossings internal instructions and orders from every body of each country,

-Absence of initiatives promoting single window shop and single stop principles,

-Lack of dissemination of the routine legal frameworks to the traders,

-Lack of common training on transit procedures, TIR, customs techniques, inspection methodology, etc.

-Poor information technology and communications infrastructure,

-Difficulty of customs to accept and manage change and quickly adapt procedures to keep up with economic change and technological development, Lack in understanding the new economic role of customs,

-Transfer border controls to post clearance controls,

-Lack of due diligence and compliance profiles model,

Absence of risk analysis management and systems.



CONSEQUENCES

- **loss of transit goods during the transit movement through countries**
- **loss duties and taxes related to the in transit goods not finally discharged**
- **waste of time due to multiple controls and inspections by numerous State bodies in each country with break of seals and handling of goods**
- **waste of time at border crossing points for running the customs formalities**
- **unpredictability on effectiveness of the movement of goods**



Multiple Inspections

Post clearance inspections:

- Customs
- Financial police
- Ministry of foreign affairs
- Ministry of transport
- Tax administration
- Ecology and environment ministry
- Etc...

Inspections on drivers:

- Passports, visa
- Driving licenses
- Individual circulation permit
- Rest period check
- Individual quarantine
- Etc...

Inspections on vehicles:

- Fuel taxation, fuel exemption
- Vehicle insurance
- Ecology, pollution level
- Quarantine
- Radiation
- Vehicle tax
- Road charge
- Special permit
- Weight and dimension
- Vehicle certificate
- Vehicle road worthiness
- Transport statistics
- Dangerous goods transportation worthiness permit
- Transport vehicle nationality quotas
- Transit fees
- Etc...

Preformalities:

- Registration, license, permits
- Processing, product certification
- Contracts registration
- Contracts and doc. Translation
- Banking requirements
- Etc...

Inspection on goods cargo:

- Customs declaration
- Commercial contract
- Origin, sanitary, phytosanitary certificates
- Radiation certificate
- Import, export licences
- TIR, ATA carnet
- Transport documentation, CMR
- Physical controls (nomenclature, quality, quantity, weight, certification, value, etc)
- Quarantine
- Etc...



Многочисленные проверки

Проверка после Таможни:

- Таможня
- Финансовая полиция
- МИД
- Министерство Транспорта
- Налоговая служба
- Мин. Экологии и Охраны Окружающей Среды
- и т.д.

Проверка шоферов:

- Паспорт, виза
- Водительские права
- Разрешение на въезд
- Осмотр
- Индивидуальный карантин
- и т.д.

Проверка шоферов:

- Налогообложение на топливо
- Страховка транспортного средства
- Экология, уровень загрязнения
- Карантин
- Радиация
- Налог на транспортное средство
- Дорожный налог
- Специальное разрешение
- Вес и размеры
- Техпаспорт
- Состояние транспортного средства
- Транспортная статистика
- Разрешение на транспортировку опасных грузов
- Квоты на происхождение транспортного средства
- Транзитные расценки
- и т.д.

Предварительные формальности:

- Регистрация, лицензия, разрешения
- Обработка, сертификаты товара
- Регистрация контрактов
- Перевод контрактов и документов
- Банковские требования
- и т.д.

Проверка груза:

- Таможенная декларация
- Контракт
- Сертификаты происхождения, санитарии, фитосанитарии
- Радиация
- Лицензии на импорт, экспорт
- МДП, АТА
- Транспортная документация, CMR
- Физический контроль (номенклатура, качество, вес, сертификаты и т.д)
- Карантин
- и т.д.



MAIN FRAUDS

Non-completion of transit procedures

Fraudulent completion of transit procedures

Stamp forgery or use of stolen stamps

Declaration and document forgery like False TIR Carnet


Involvement of State officials

Eventually, traders unsatisfactory daily business with State inspection bodies is the background on which most of the fraudulent practices take place



Main issues and recommendations

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- 1 Consensus for accession to the different conventions and agreements by all the regional countries already acceded by one of them**
 - 2 Legal framework and provisions for implementation of conventions and agreements**
 - 3 Network and common approach Formulation, Design Standards and Vehicle Dimensions**
 - 4 Infrastructure Facilities and Services at Border Crossings**
 - 5 Road Signage**
 - 6 Traffic and transit Rules and practices**
 - 7 Collaboration and harmonisation on border crossing and transit Procedures and Practices between Officials within and among countries**
 - 8 Rationalisation and harmonisation of the transit procedures**
 - 9 Broad based customs modernization and reforms on background of Information and Communication Technology (ICT)**



1 Consensus for accession to the different conventions and agreements by all the regional countries already acceded by one of them

a compensation financial organ to make the customs duties as part of a “common or transferable” budget instead of the only national budget of the country of consumption. As the example of the European Union, the customs duties budget is a community budget. and not a national one. For the transit purpose, it would not be necessary to cover the duties and taxes by a covering guarantee for the in-transit countries, the guarantee would cover the only duties and taxes at stake in the final destination and consumption country but established and managed from the country of departure.



1 Consensus for accession to the different conventions and agreements by all the regional countries already acceded by one of them

The introduction of practical and correctly and effectively implemented regulations concerning the temporary import of goods, as for example, the samples required for international exhibitions, trial testing and commercial meetings are of great importance enabled by the so-called ATA convention.



2. legal framework and provisions for implementation of conventions and agreements

Required unification, centralisation and dissemination to the traders and public institutions, of all the legal customs and border crossing instructions, acts and protocols of agreement concerning the routine procedures implementation, in force in the Central Asian Republic. The current regional framework of upgrading the customs code to international standards and best practices should aim at concentrate the efforts to harmonise, simplify and alleviate them. In the same time, the customs regime of transit should be harmonised through the different regional codes



3. Network and common approach Formulation, Design Standards and Vehicle Dimensions

The harmonisation of technical vehicle standards, of road signs and signals should be set up as an agreement on a standard transport contract, with the final aim facilitating road safety at country level as well as the settlement of disputes



4. Infrastructure Facilities and Services at Border Crossings

Funds have to be allocated under the various donors' programmes to radically improve the roads and main border crossing points in the next years and shall provide adequate border facilities and related installations needed for road transport and cargo control. Measures will be taken in order to integrate the border control facilities with a view to introduction of a "single stop" combined Customs and border crossing control services in each direction.



5. Road Signage

Poor road signage, signs that are not recognized internationally and signage written in a script which is not familiar to foreign drivers affect road safety and increase transport costs for company trucks. Harmonized traffic rules and regulations are required to ensure safe movement of international road transport.



6. Traffic and transit Rules and practices

Provision of traffic fluidity and safety are the first performance indicators of the required quality of an harmonised and simplified regional transit



6. Traffic and transit Rules and practices

The development of professional organisations and association such as customs brokers associations, freight forwarders association, the establishment of an national and regional-wide motor insurance system, professional federations at both national and then regional levels



6. Traffic and transit Rules and practices

Border Crossing Single Document used as a Common Border Crossing Check Fiche



6. Traffic and transit Rules and practices

An other idea to support the simplification of documentation would be the creation and utilisation of a Combined Transport / Customs Single Document, mutually recognised as basis for customs declaration processing knowing that the CAR keep on working on the accession to the ECMT convention since ECMT is called upon to consider the membership of the CAR and their participation in the ECMT Multilateral road quota system.



7. Collaboration and harmonisation on border crossing and transit Procedures and Practices between Officials within and among countries

Promotion of “single window” control which can reduce processing time considerably. A further vision which can be looked towards is a “single stop” control with joint inspection and control by authorities on both sides of the border at the same time and then forwards the juxtaposing control post grouping all formalities processing on one side of the physical border



8. Rationalisation and harmonisation of the transit procedures

The rationalisation of the customs transit system, aiming at the reduction of customs inspections, the simplification of declarations, including all along the regional Central Asian Republics, the mutual recognition of customs seals, stamps and documentation, which is a matter of utmost importance with regard to the introduction and improvement of container




9. Broad based customs modernization and reforms on background of Information and Communication Technology (ICT)

In the Central Asian countries, the level of automation and computerisation is variable from one country to an other one, from one country region to another one. Procedures are run out partially by automated systems or not at all in some of the CAR, implying hand-made registrations, unreliable statistics elaboration, lack of efficient management tool, difficult risk and offences or frauds analysis.



9. Broad based customs modernization and reforms on background of Information and Communication Technology (ICT)

Between border crossing, often similar data are seize many times with a risk of mistakes, and contradictory attitude, etc. The modernisation of customs and border management would play the driver of border crossing competitiveness which, in its turn, is the key factor of economy competitiveness and foreign investment attractiveness in a context of trade facilitation.



9. Broad based customs modernization and reforms on background of Information and Communication Technology (ICT)

Definitely, the ICT strategy, focused on the international standards, modernisation of software and applications, and on equipment and architecture, should concern both national and regional levels in a perspective of E-governance in a medium or long term including interface with the economic operators as well as transit services providers (warehousing, customs brokers, declarants, insurance companies, banking systems, etc.) whose computerisation and automation level should be sufficient to support the challenge of a common and jointly development.