

**Preparing the CAREC Transport and Trade
Facilitation Project TA – 7775 (REG):
Border Crossing Point Improvement
and Single Window Development**

**Meeting of Focal Points
On Regional Improvement of Border
Services (RIBS)**

Baku - 9 June, 2011

Overview

- **Consultants – names and function**
- **Background and Rationale**
- **Objectives and Scope**
- **Design of Border Crossing Points (BCPs)**
- **Selection Criteria for BCPs**
- **Single Window – a brief review**
- **Request for Next Action**

Consultants

Peter Darjes – Transport Economist/Team Leader*

Les Cheesman – Trade Logistics and Deputy Team Leader^

Malcolm Liebrecht – Customs and BCP specialist^

Tony Bayley - Trade logistics specialist*

Jean-Francois Gautrin – Financial analyst/Economist

John Donnelly – Single window development*

Jan Tomczyk – Customs and BCP specialist*

Valentina Mintah – Single window development^

Abdur Rahman Khan – IT and Process engineer*

Pradip Das – Procurement^

Michael Kennedy – Governance

Ivan Ruzicks – Environmental safeguards

Plus 17 local experts

Those marked * are here today and those marked^ are in Tashkent. The others will follow.

Background and Rationale

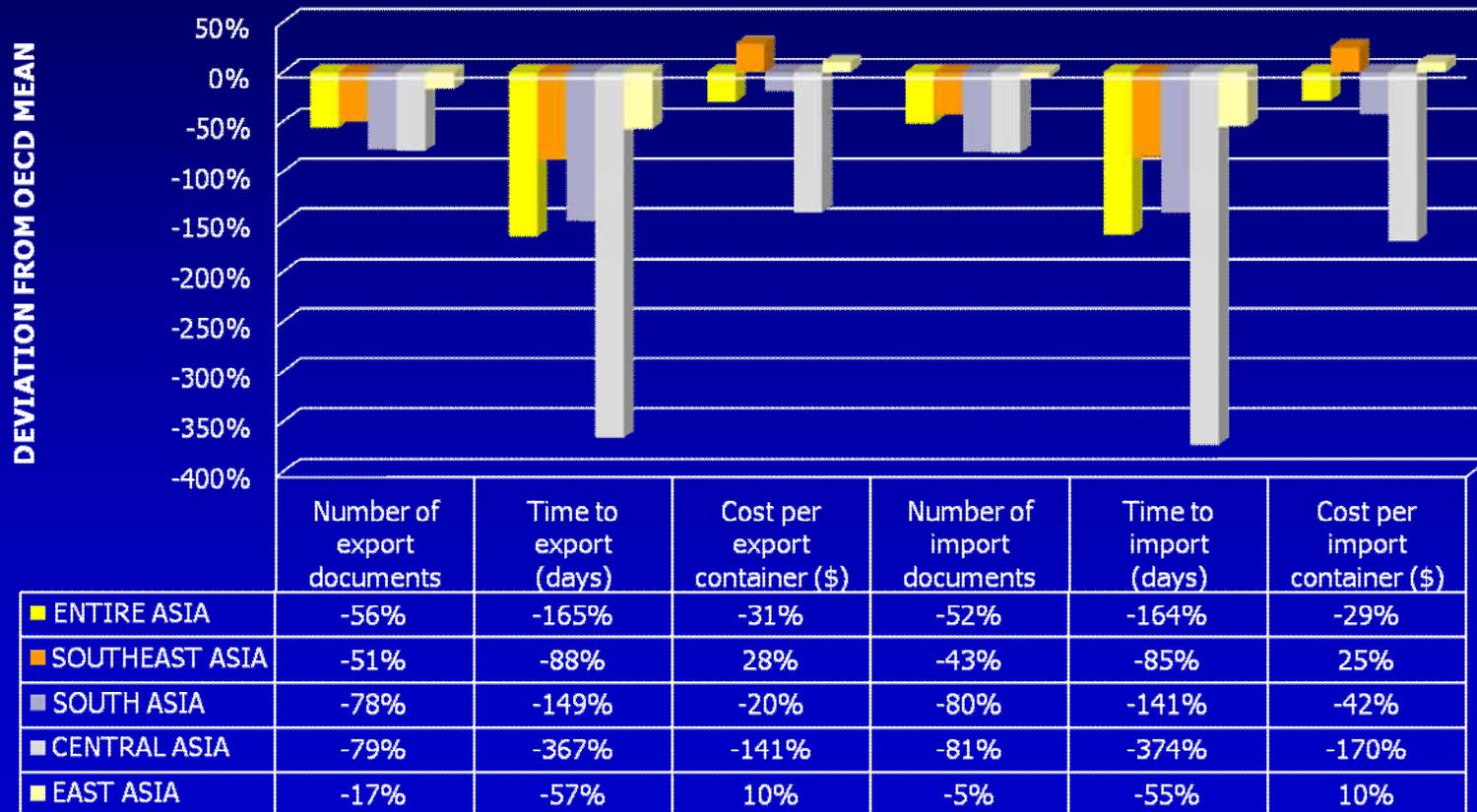
- The CAREC Ministerial Conference endorsed a transport and trade facilitation strategy and its action plan (2007/2008)
- Address physical infrastructure needs at border crossing points (BCPs) along each of the six (6) priority CAREC corridors
- Design a network of national single window (NSW) systems for the development of seamless corridors

Background and Rationale - 2

- BCPs are choke points for transport and trade in the CAREC region
- Poor physical infrastructure, trade logistics facilities, low utilization of ICTs
- Removing these constraints can yield annual trade growth of about 6 %.

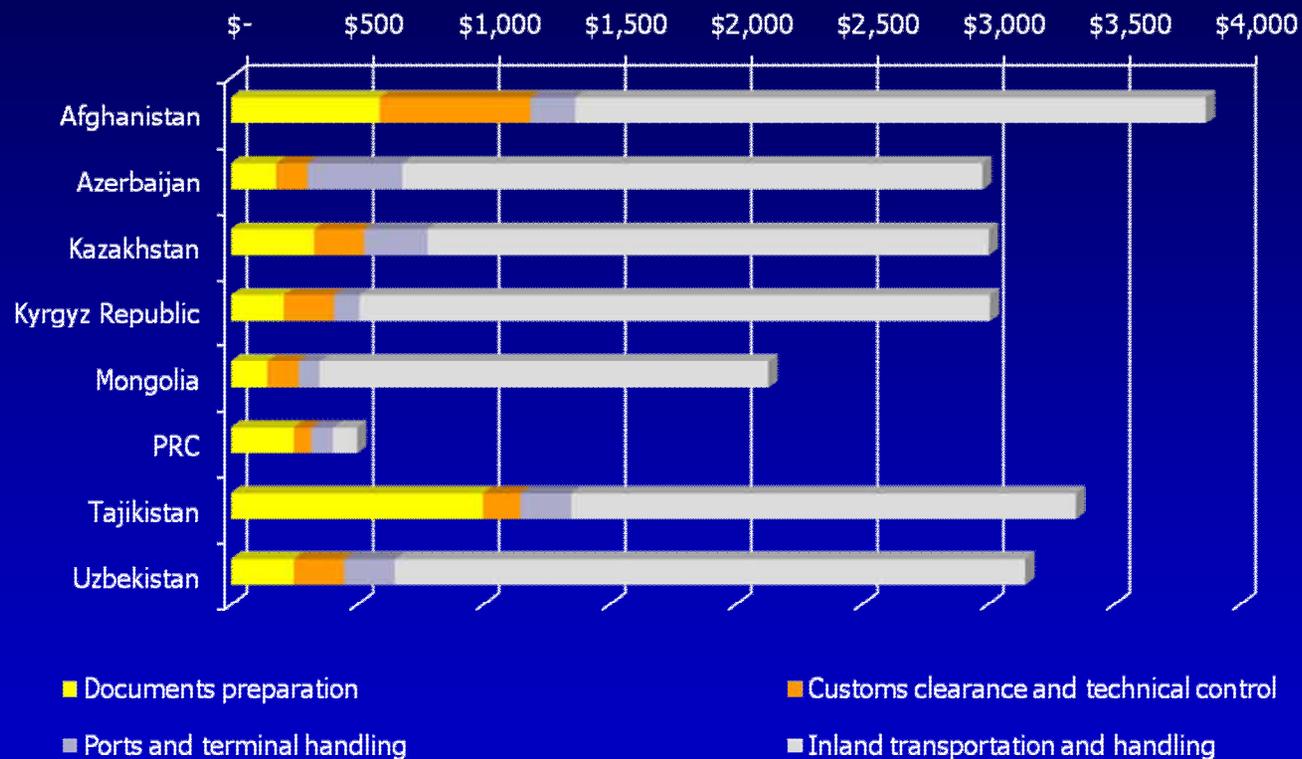
Central Asia's Logistics Performance - 1

REGIONAL LOGISTICS INDICATORS (% deviation from OECD mean)



Central Asia's Logistics Performance - 2

Cost for Exporting Goods per 20 ft. Container (\$)



Source: World Bank (2011). Doing Business

Border Crossing Reality



RETA Objectives and Scope

Output: a number of small individual investments in key BCPs and interlinked NSWs, including

- ✓ *basic infrastructure upgrades and modernization of key BCPs,*
- ✓ *development of trade and transport logistics facilities at BCPs, and*
- ✓ *NSW development in selected countries and a CAREC regional platform for networking of NSWs.*

ELEMENTS OF FEASIBILITY STUDIES

SCOPE OF WORK

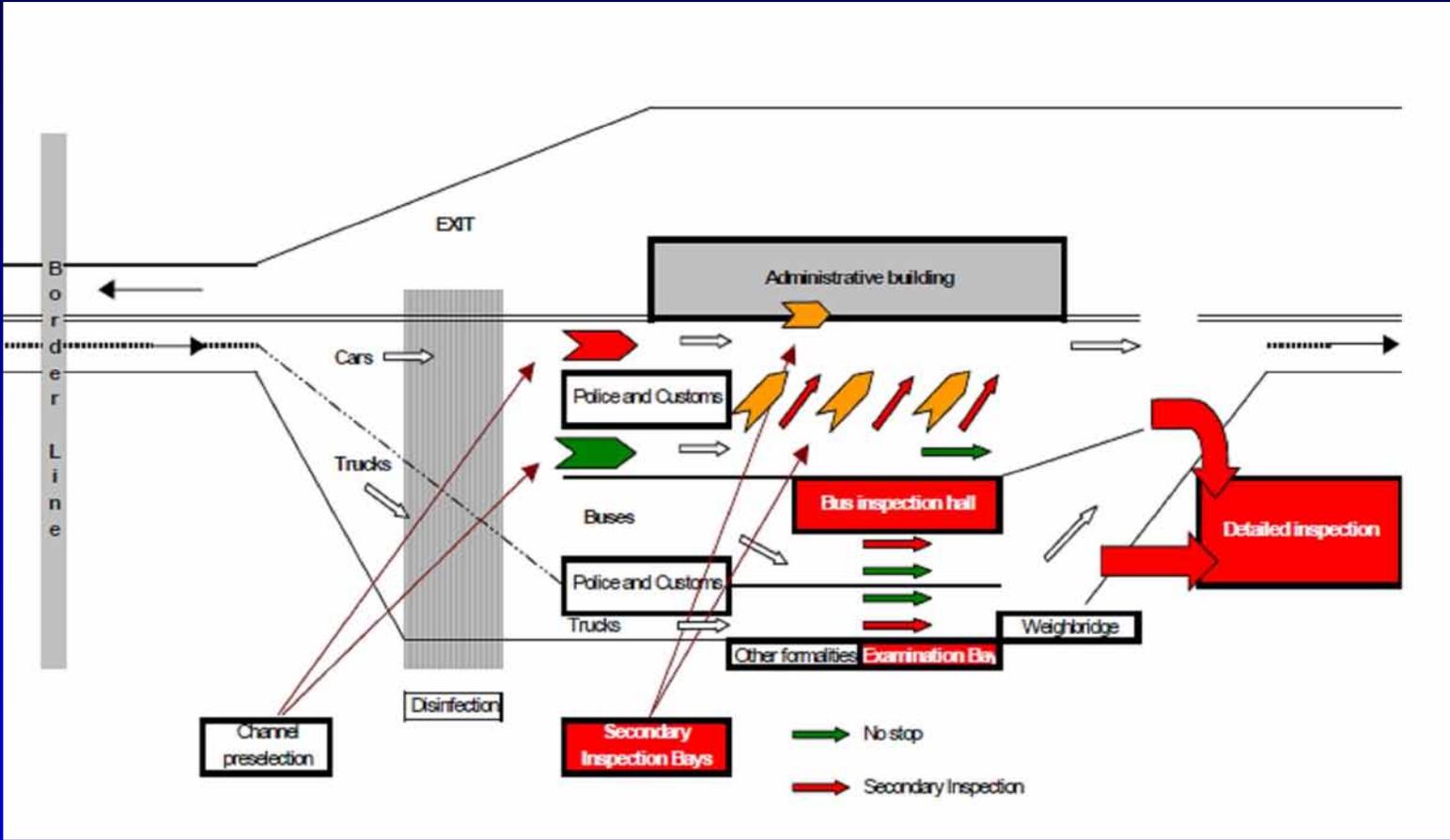
ACTIVITY	OUTPUT
ASSESSMENT ENGINEERING DESIGN OPTIONS	PRELIMINARY DESIGNS, COST ESTIMATES, PROCUREMENT OPTIONS
ECONOMIC EVALUATION	EIRR, NPV, PREFERRED DESIGN OPTION
FINANCIAL DUE DILIGENCE	FIRR, FINANCIAL STATEMENT INDICATORS, FINANCIAL GOVERNANCE
SAFEGUARD DUE DILIGENCE	ENVIRONMENTAL, AFFECTED PERSONS, RELOCATION, LAND ACQUISITION, INDIGENOUS PEOPLE
INSTITUTIONS	CAPABILITY ASSESSMENT

FUNCTIONS OF BCPs

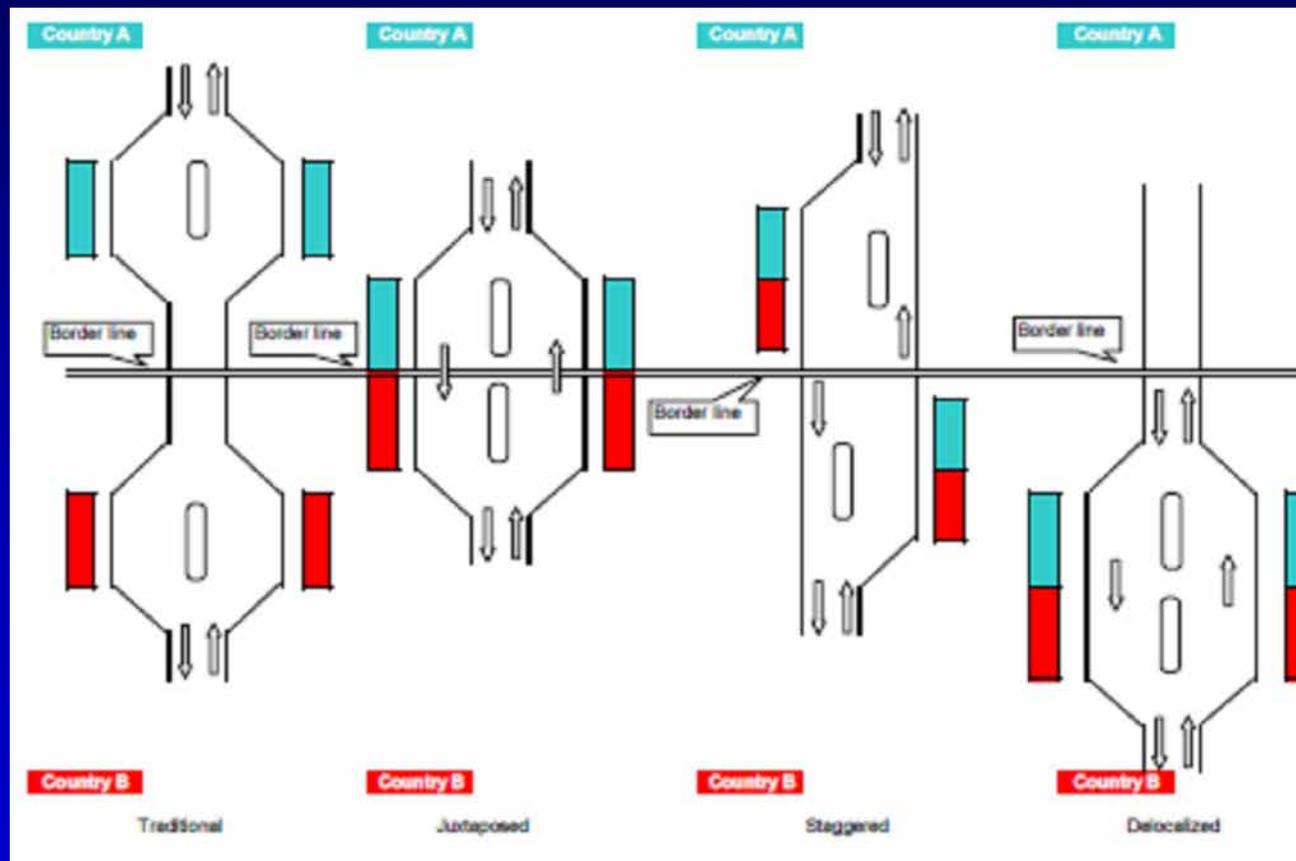
A border station is the place where the sovereignty of the country is established

- Immigration
- Customs
- Ministry of Foreign Affairs (for visa processing)
- Transport authorities (vehicle standards etc)
- Quarantine
- Sanitary/Phyto-sanitary checks
- Health checks
- Radioactive material detection

MODEL BCP 2 – GREEN CHANNEL



Different models for locating border stations



Single Window Environment (1)

1. Goal

To enhance the efficient exchange of information between trade and government.

2. UN/CEFACT Recommendation No. 33

- *one time submission*
- *of standardized information and documents*
- *sharing of information amongst government agencies*
- *coordinated controls and inspections of various agencies*
- *payment of duties and other charges*
- *be a source of trade-related government information*

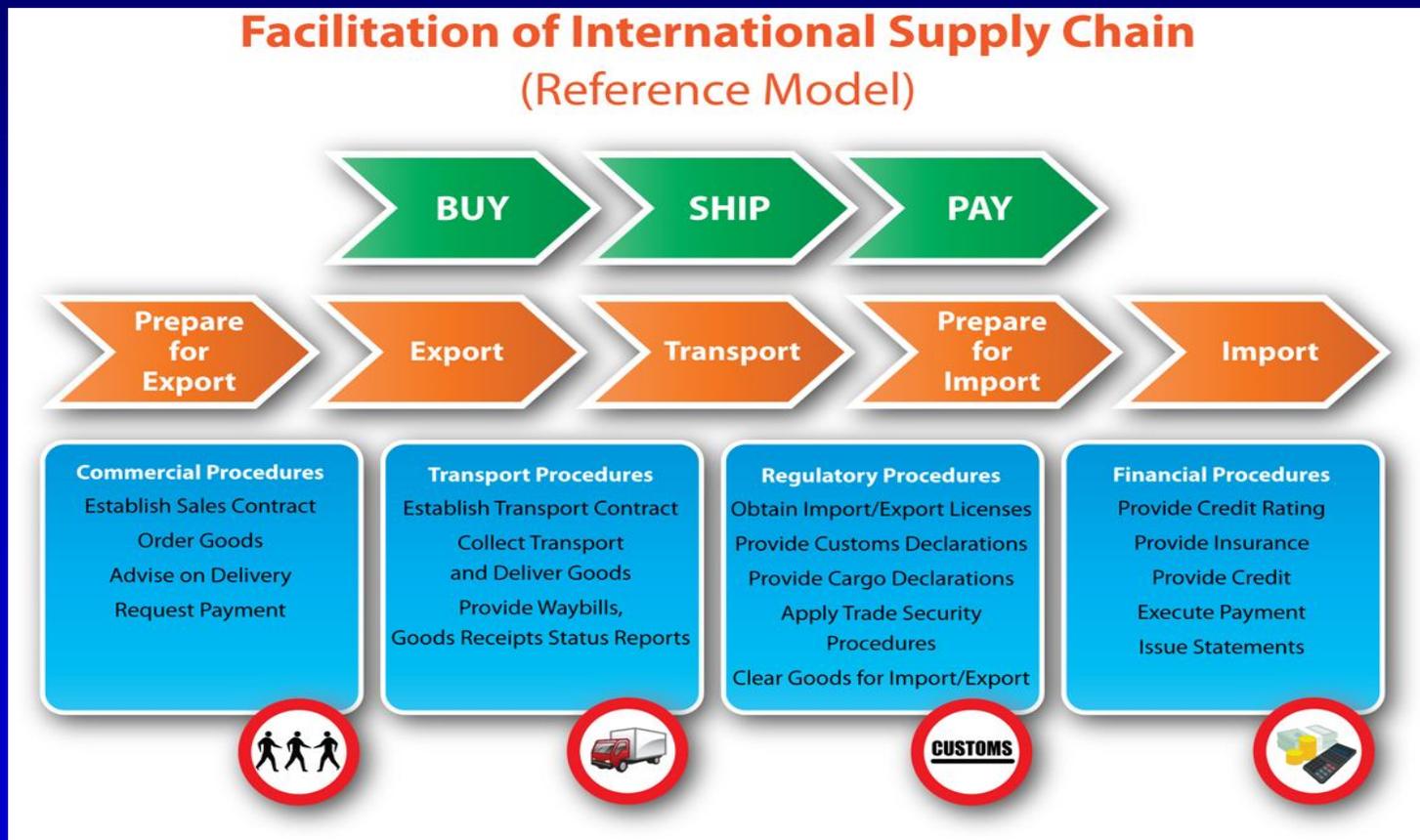
Single Window Environment (2)

3. Basic concept

- To achieve data standardization and process simplification across international trade stakeholders to ensure conforming data standards and interoperability.
- This is an imperative for interoperability across a regional platform level.

Single Window Environment (3)

Underpinning the core of a Single Window are the procedures of the International Supply Chain as illustrated in UN/CEFACT's "BUY SHIP PAY Model".



RETA Work Plan for Single Window (1)

- Assist NSW development embodying Recommendation No. 33
- All member countries are at different points of development
- The TA will be assisting in:
 - Review of country plans for NSW and interoperability
 - Consideration of private sector involvement throughout
 - Propose roles for NJC and RJC and strengthening recommendations
 - Status assessment and report
 - Evaluation of the technical and financial viability
 - Identify software, hardware and post-operational support requirements to ensure viability
 - Formulate procurement plans.

SELECTION OF ELIGIBLE BCPs

For Discussion

- Government priority?
- Mutuality – Improvements required on both sides of the border?
- Reciprocity – BCP in country A improved, country B to follow?
- Traffic?
- Prioritization based on condition survey of consultants?

REQUEST FOR NEXT ACTION

The RIBS participating governments to please provide

- The Consultants with country lists of priority BCPs,
- All available supporting information (preliminary designs, cost estimates, and traffic data),
- Updates on executing and implementing agencies
- Permissions to visit the BCPs and suggested dates for the visits

END OF PRESENTATION

THANK YOU