EuropeAid 2012/308 - 293

IDEA II - Transport Dialogue and Networks Interoperability

Border Crossing Points' Benchmarking – Annexes to the Main Report

- *Annex 1: Survey Questionnaire for Road BCPs*
- *Annex 2: Survey Questionnaire for TRACECA Caspian Ports*
- *Annex 3: Road Border Crossing Score Cards*

(Annex II to the 6th Interim Report)

June 2016

This project is implemented by TRT Trasporti e Territorio
in association with Dornier Consulting GmbH, Panteia Group and Lutsk University

Annex 2

Survey Questionnaire for TRACECA Caspian Ports

Project funded by the European Commission
Проект Финансируется Европейским Союзом

Questionnaire for Goods Clearance at Border Crossing Points: Caspian Ports

IMPACT: Please indicate the comparative importance of two indicators. Please tick the box. The reference is the left indicator

	Compared to TIME
COST is	○ MUCH MORE IMPORTANT ○ MORE IMPORTANT ○ EQUALLY IMPORTANT ○ LESS IMPORTANT ○ MUCH LESS IMPORTANT

	Compared to TIME	Compared to COSTS
Customs procedures is	○ MUCH MORE IMPORTANT ○ MORE IMPORTANT ○ EQUALLY IMPORTANT ○ LESS IMPORTANT ○ MUCH LESS IMPORTANT	○ MUCH MORE IMPORTANT ○ MORE IMPORTANT ○ EQUALLY IMPORTANT ○ LESS IMPORTANT ○ MUCH LESS IMPORTANT

	Compared to TIME	Compared to COSTS	Compared to Customs procedures
Clearance process Efficiency is	○ MUCH MORE IMPORTANT ○ MORE IMPORTANT ○ EQUALLY IMPORTANT ○ LESS IMPORTANT	○ MUCH MORE IMPORTANT ○ MORE IMPORTANT ○ EQUALLY IMPORTANT ○ LESS IMPORTANT	○ MUCH MORE IMPORTANT ○ MORE IMPORTANT ○ EQUALLY IMPORTANT ○ LESS IMPORTANT

Project funded by the European Commission
Проект Финансируется Европейским Союзом

	○ MUCH LESS IMPORTANT	○ MUCH LESS IMPORTANT	○ MUCH LESS IMPORTANT	
	Compared to TIME	**Compared to COSTS**	**Compared to Customs procedures**	**Compared to Clearance process Efficiency**
RISK is	○ MUCH MORE IMPORTANT ○ MORE IMPORTANT ○ EQUALLY IMPORTANT ○ LESS IMPORTANT ○ MUCH LESS IMPORTANT	○ MUCH MORE IMPORTANT ○ MORE IMPORTANT ○ EQUALLY IMPORTANT ○ LESS IMPORTANT ○ MUCH LESS IMPORTANT	○ MUCH MORE IMPORTANT ○ MORE IMPORTANT ○ EQUALLY IMPORTANT ○ LESS IMPORTANT ○ MUCH LESS IMPORTANT	○ MUCH MORE IMPORTANT ○ MORE IMPORTANT ○ EQUALLY IMPORTANT ○ LESS IMPORTANT ○ MUCH LESS IMPORTANT

Questionnaire for Goods Clearance at TRACECA Caspian Ports*

* Please consider only your experience in the past three months.

PORTS AS BORDER CROSSINGS: ONLY 1 PORT PER TIME CAN BE SELECTED. FOR MORE PORTS PLEASE FILL IN A NEW FORM.

Azerbaijan	Kazakhstan	Turkmenistan
☐ Baku (Alyat)	☐ Aktau	☐ Turkmenbashi

1. GENERAL QUESTIONS

1.1. Type of freight / commodity (specify)	☐ **Transport Unit**	☐ **Bulk / Combination**

1.2. Type of process	☐ **Export**	☐ **Import**	☐ **Transit**

2. INDICATORS CHARACTERISTICS

2.1. Release time (in Hr:min)	Time **min**	**max**
1- Time spent preparing documents before starting the route to the port		
2A- Demurrage time		
2B- Time between arrival to the border and beginning of passing control		
3- Time needed from submission of the documents for control until completion of the control		

2.2. Cost specification	**EURO** **min**	**max**
1 - Formal Payments		
2- Informal payments, not based on legal ground (presence of corruption elements at border crossings)		

3- Type of informal payment (practice or random)	Systematic ☐	unpredictable ☐

2.3. Customs procedures						
1- How frequently are your shipments physically controlled in %	0%	20%	40%	60%	80%	100%
2- Available customs procedures	*Yes*		*No*			
– Online processing of supporting documentation	☐		☐			
– Online submission of customs declaration	☐		☐			
– Availability of review/appeal on line	☐		☐			
3 - Duplication of functions by different bodies at cargo execution	☐ YES		☐ NO			

2.4. Clearance process Efficiency
Please judge the adequacy of the following indicators

1- Key physical limitations: (1: worst , 5: best)	1	2	3	4	5
– Adequate number of berths - arrival (if known / or communicated to you by shipping line)					
– Adequate number of berths - departure (if different from arrival)					
– Adequate number of handling equipment - arrival (if known / or communicated to you by shipping line)					
– Adequate number of handling equipment - departure (if different from arrival)					
– Adequate number of vessels to be booked (if applicable)					
2- Custom: (1: worst , 5: best) / arrival and departure	1	2	3	4	5
– Efficiency of employees					
– Competence of employees -					
3- Quality/standards inspection agencies: (1: worst , 5: best) / arrival and departure	1	2	3	4	5
– Transport agencies					
– Insurance agencies					
– Sanitary and phyto-sanitary agencies					
– Environmental and radiological agencies					
– Application of free practice					
4- The quality of access roads to the BCPs and navigation channel: (1: worst , 5: best)	1	2	3	4	5

– Cargo loss / stealing					
– Cargo damage					
– Customs clearance failure risks					
– Quality of access roads to the BCPs (road -port) – by approaching the port					
– Quality of access roads to the BCPs (rail-port) – by approaching the port					
– Quality of access roads to the BCPs (navigation channel) – calling the port					
– Quality of access roads to the BCPs (port - road) – by leaving the port					
– Quality of access roads to the BCPs (port-rail) – by leaving the port					
– Quality of access roads to the BCPs (navigation channel) – by leaving the port					

2.5. Border Crossing Points Risks
please judge the adequacy of the following indicators

1- Evaluate the risk of Cargo security for (1: High Risk, 5: Low Risk)	1	2	3	4	5

2- Reliability (5: High reliability, 1: Low reliability)	1	2	3	4	5
– Predictability of the clearance process and the timely delivery of shipments - IN					
– Predictability of the clearance process and the timely delivery of shipments - OUT					
3- Transparency of processes (5: High Transparency, 1: Low Transparency)	1	2	3	4	5
– Visible procedures made accessible to the public. Staff is adherent to the process – arrival					
– Visible procedures made accessible to the public. Staff is adherent to the process – departure					

Annex 3

Road Border Crossing Score Cards

Table of Contents

1. Summary information on road BCPs 4

1.1 International BCP Characteristics 4

1.2 Index values for road BCPs 11

Armenia 11

«Bavra» (AM): Armenian – Georgian Border 12

«Gogovan» (AM): Armenian – Georgian Border 13

«Bagratashen» (AM): Armenian-Georgian Border 14

«Aharak» (AM): Armenian-Iranian Border 15

Azerbaijan 16

«Krasnij Most» (AZ): Azerbaijani-Georgian Border 17

«Tsodna» (AZ): Azerbaijani-Georgian Border 18

Bilasuvarski (AZ): Azerbaijani-Iranian border 19

Belarus 20

«Kozlovichi» (BY): Belarussian-Polish Border 21

«Bruzgi» (BY): Belarussian-Polish Border 22

«Privalka» (BY): Belarusian-Lithuanian Border 23

«Benjakoni» (BY): Belarussian-Lithuanian Border 24

Kamennij Log» (BY): Belarussian-Lithuanian Border 25

«Gryhorovschyna» (BY): Belarussian-Latvian Border 26

«Nova Huta» (BY): Belarussian-Ukrainian Border 27

Georgia 28

«Sarpi (Batumi») (GE): Georgian-Turkish Border 29

«Vale» (GE): Georgian-Turkish Border 30

«Ninotsminda» (GE): Georgian-Armenian Border 31

«Guguti» (GE): Georgian-Armenian Border 32

«Sadakhlo» (GE): Georgian-Armenian Border 33

«Krasnij Most» (GE) 34

«Tsodna» (GE): Georgian –Azerbaijani Border 35

Moldova 36

«Goyanul Nou» (MD) Moldovan-Ukrainian Border 37

«Krivaya» (MD) Moldovan-Ukrainian Border 38
«Giurgiulesti» (MD) Moldovan-Ukrainian Border 39
«Leusheni» (MD) Moldovan – Romanian Border 40
Ukraine 41
«Novie Yarilovichi»(UA): Ukrainian – Belarussian Border 42
«Bachevsk» (UA) Ukrainian- Russian Border 43
«Goptovka» (UA) Ukrainian – Russian Border 44
«Dolzhansky» (UA): Ukrainian-Russian Border 45
«Novoazovsk» (UA) Ukrainian- Russian Border 46
«Reni» (UA) Ukrainian-Moldovan Border 47
«Platonovoe» (UA) Ukrainian-Moldovan 48
«Mamaliga» (UA): Ukrainian- Moldovan Border 49
«Porubnoe» (UA) Ukrainian- Romanian Border 50
«Dyakovoe» (UA) 51
«Chop (Tisa)» (UA) Ukrainian-Hungarian Border 52
«Uzhgorod» (UA) Ukrainian-Slovak Border 53
«Shegini» (UA) Ukrainian-Polish Border 54
«Rava-Russka» (UA): Ukrainian – Polish Border 55
«Yagodin» (UA) Ukrainian – Polish Border 56

2. References and Photographic Materials 57

1. Summary information on road BCPs

This document presents the summary information about the studied road BCPs, and outlines the index values for each of them. The information is presented on the country level.

1.1 International BCP Characteristics

The following table provides information on studied BCP operation time, types of control and location. All studied road BCPs were open to road transport and passenger transportation. They operate round the clock, except Bilasuvarski BCP at Azerbaijan/ Iran which operated from 9 p.m. to 6 p.m.

Table 1: Overview characteristics of surveyed BCP

BCP	Types of control	Location
Bavra	• border guards / passport control; customs; • sanitary; • veterinary; phyto-sanitary; ecology; • traffic police.	Armenia/ Georgia
Gogovan	• border guards / passport control; customs; • sanitary; • veterinary; phyto-sanitary; ecology; • traffic police.	Armenia/ Georgia
Bagratashen	• border guards / passport control; customs; • sanitary; • veterinary.	Armenia/ Georgia
Aharak	• border guards / passport control; customs; • veterinary; • phyto-sanitary; • traffic police.	Armenia/ Iran
Krasnij Most	• border guards / passport control; customs; • veterinary; • phyto-sanitary; • traffic police.	Azerbaijan/ Georgia
Tsodna	• border guards / passport control; customs; • veterinary; • phyto-sanitary.	Azerbaijan/ Georgia
Bilasuvarski	• border guards / passport control; customs; • veterinary; • phyto-sanitary	Azerbaijan/ Iran
Kozlovichi	• border guards / passport control; • customs;	Belarus/ Poland

BCP	Types of control	Location
	• veterinary; • sanitary; • quarantine; • phyto-sanitary; • traffic police.	
Bruzgi	• border guards / passport control; • customs; • veterinary; • phyto-sanitary; • sanitary; • quarantine;	Belarus/ Poland
Privalka	• border guards / passport control; • customs; • veterinary; • phyto-sanitary; • sanitary; • quarantine;	Belarus/ Lithuania
Benjakoni	• border guards / passport control; • customs; • veterinary; • phyto-sanitary; • sanitary; • quarantine; • traffic police.	Belarus/ Lithuania
Kamennij Log	• border guards / passport control; • customs; • veterinary; • phyto-sanitary; • sanitary; • quarantine; • traffic police.	Belarus/ Lithuania
Gryhorovschyna	• border guards / passport control; • customs; • veterinary; • phyto-sanitary; • sanitary; • quarantine; • traffic police.	Belarus/ Latvia
Nova Huta	• border guards / passport control; • customs;	Belarus/ Ukraine

BCP	Types of control	Location
	• veterinary; • phyto-sanitary; • sanitary; • quarantine; • traffic police.	
Sarpi (Batumi)	• border guards / passport control; • customs; • veterinary; phyto-sanitary; • ecology; • traffic police.	Georgia/ Turkey
Vale	• border guards / passport control; • customs; • veterinary; phyto-sanitary; • ecology; • traffic police.	Georgia/ Turkey
Ninotsminda	• border guards / passport control; • customs; • sanitary; • veterinary; phyto-sanitary; • ecology; • traffic police.	Georgia/ Armenia
Guguti	• border guards / passport control; • customs; • sanitary; • veterinary; phyto-sanitary; • ecology; • traffic police.	Georgia/ Armenia
Sadakhlo	• border guards / passport control; • customs; • sanitary; • veterinary; phyto-sanitary; • ecology; • traffic police.	Georgia/ Armenia
Krasnij Most	• border guards / passport control; • customs; • veterinary; phyto-sanitary; • traffic police.	Georgia/ Azerbaijan
Tsodna	• border guards / passport control; customs; • veterinary; • phyto-sanitary;	Georgia/ Azerbaijan

BCP	Types of control	Location
	• traffic police.	
Novie Yarilovichi	• border guards / passport control; • customs; • veterinary; phyto-sanitary; • ecology; • traffic police.	Ukraine / Belarus
Bachevsk	• border guards / passport control; • customs; • veterinary; phyto-sanitary; • ecology; • traffic police.	Ukraine /Russia
Goptovka	• border guards / passport control; • customs; • sanitary; • veterinary; • phyto-sanitary; • quarantine; • ecology; • traffic police.	Ukraine /Russia
Dolzhansky	• border guards / passport control; • customs; • sanitary; • veterinary; • phyto-sanitary; • quarantine; • ecology; • traffic police.	Ukraine /Russia
Novoazovsk	• border guards / passport control; • customs; • sanitary; • veterinary; • phyto-sanitary; • quarantine; • ecology; • traffic police.	Ukraine /Russia
Reni	• border guards / passport control; • customs; • veterinary; • phyto-sanitary; • ecology;	Ukraine /Moldova

BCP	Types of control	Location
	• traffic police.	
Platonovoe	• border guards / passport control; • customs; • sanitary; • veterinary; • phyto-sanitary; • quarantine; • ecology; • traffic police.	Ukraine /Moldova
Mamaliga	• border guards / passport control; • customs; • veterinary; • phyto-sanitary; • ecology; • traffic police.	Ukraine /Moldova
Porubnoe	• border guards / passport control; • customs; • sanitary; • veterinary; • phyto-sanitary; • ecology; • traffic police.	Ukraine / Romania
Dyakovoe	• border guards / passport control; • customs; • sanitary; • veterinary; • phyto-sanitary; • ecology.	Ukraine / Romania
Chop (Tisa)	• border guards / passport control; • customs; • sanitary; • veterinary; • phyto-sanitary; • ecology; • traffic police.	Ukraine / Hungary
Uzhgorod	• border guards / passport control; • customs; • sanitary; • veterinary; • phyto-sanitary;	Ukraine / Slovakia

BCP	Types of control	Location
	• quarantine; • ecology; • traffic police.	
Shegini	• border guards / passport control; • customs; • sanitary; • veterinary; • phyto-sanitary; • quarantine; • ecology; • traffic police.	Ukraine / Poland
Rava-Russka	• border guards / passport control; • customs; • veterinary; • phyto-sanitary; • sanitary; • quarantine; • ecology.	Ukraine / Poland
Yagodin	• border guards / passport control; • customs; • veterinary; • phyto-sanitary; • ecology; • traffic police.	Ukraine / Poland
Goyanul Nou	• border guards / passport control; • customs; • sanitary; • veterinary; • phyto-sanitary; • quarantine; • ecology; • traffic police.	Moldova /Ukraine
Krivaya	• border guards / passport control; • customs; • veterinary; • phyto-sanitary; • ecology; • traffic police.	Moldova /Ukraine
Giurgiulesti	• border guards / passport control; customs;	Moldova /Ukraine

BCP	Types of control	Location
	• veterinary; • phyto-sanitary; • ecology.	
Leusheni	• border guards / passport control; • customs; • sanitary; • veterinary; • phyto-sanitary; • ecology; • traffic police.	Moldova /Romania
Baky Alyat Port	• border guards / passport control; • customs; • sanitary; • veterinary; phyto-sanitary; • quarantine; • ecology; • traffic police.	Azerbaijan
Aktau Port	• border guards / passport control; • customs; • veterinary; phyto-sanitary.	Kazakhstan/Azerbaijan
Turkmenbashi Port	• border guards / passport control; • customs; • sanitary; • veterinary; phyto-sanitary; • quarantine.	Turkmenistan

1.2 Index values for road BCPs

Armenia

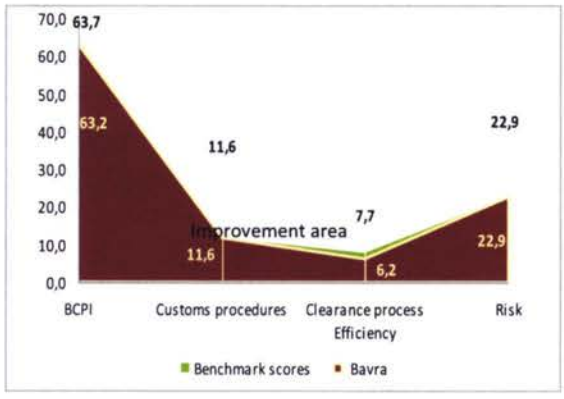
The following BCPs were surveyed:

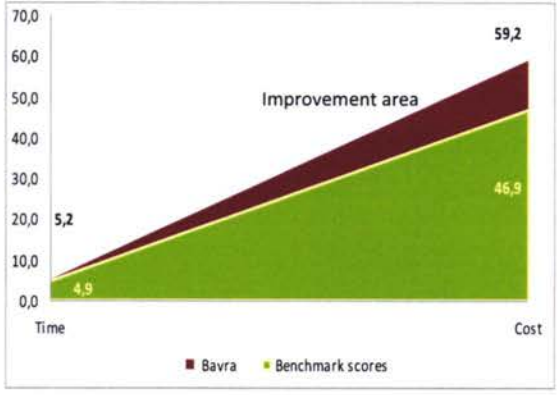
1. Bavra
2. Gogovan
3. Bagratashen
4. Aharak

Figure 1: Map of considered BCPs analysed in Armenia.

«Bavra» (AM): Armenian – Georgian Border

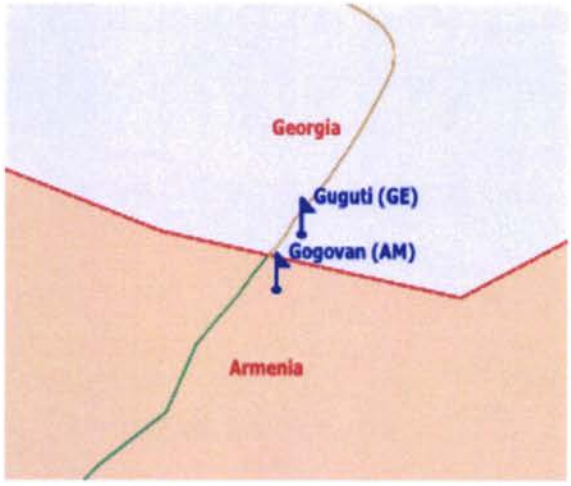
BCP Score Card



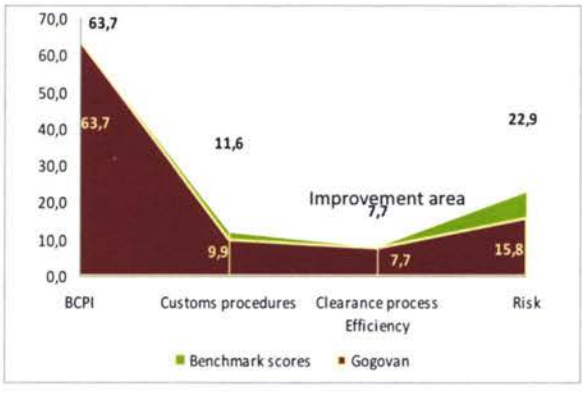


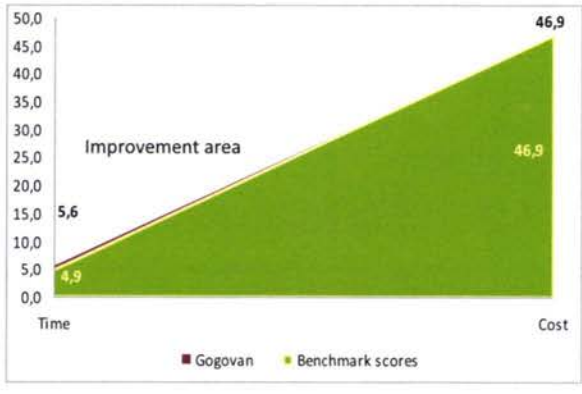
«Bavra» ranked second out of four studied BCPs analysed in Armenia. The main weakness reported by users was high cost, derived both from formal and informal payments. The improvement of the BCP performance need to be focused on cost reduction measures, tackling dignity issues and fighting incidences corruption at the local level.

«Gogovan» (AM): Armenian – Georgian Border



BCP Score Card

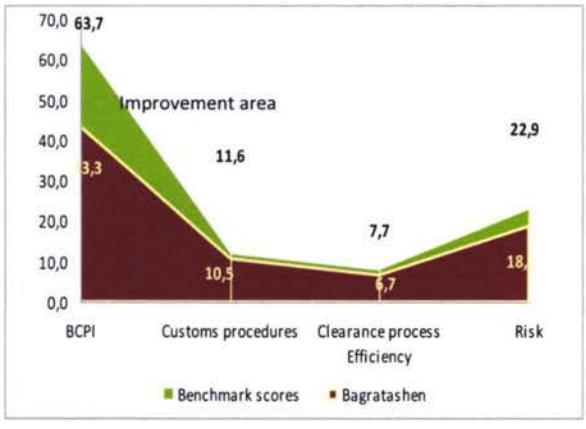


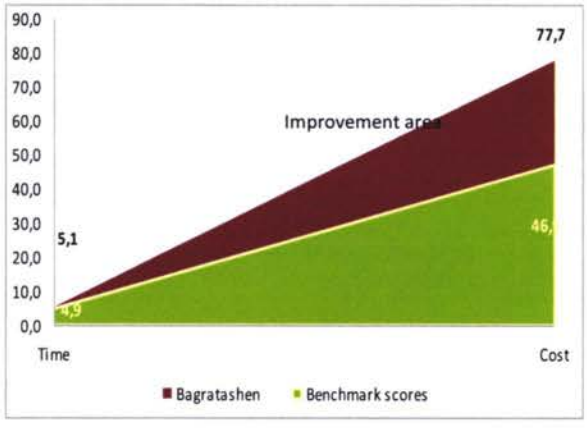


«Gogovan» ranked first out of four studied BCPs analysed in Armenia. The main weakness comprised cargo security risks during the border crossing process; users also reported problems in access road infrastructure. Further development needs to be focused on cargo security actions and infrastructural improvement.

«Bagratashen» (AM): Armenian-Georgian Border

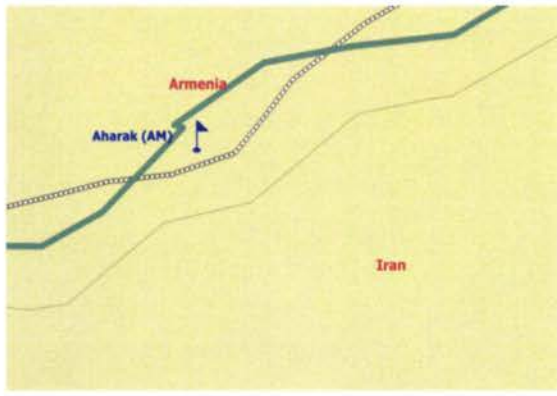
BCP Score Card



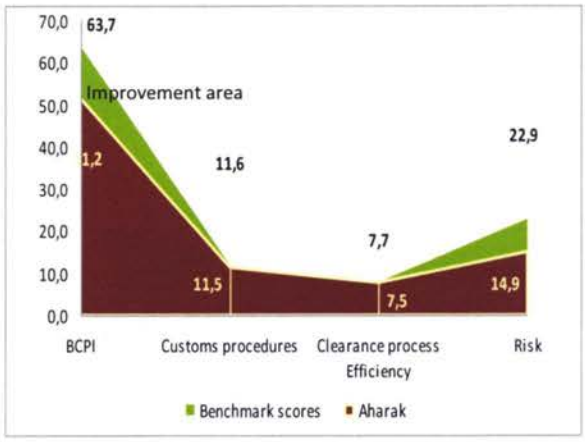


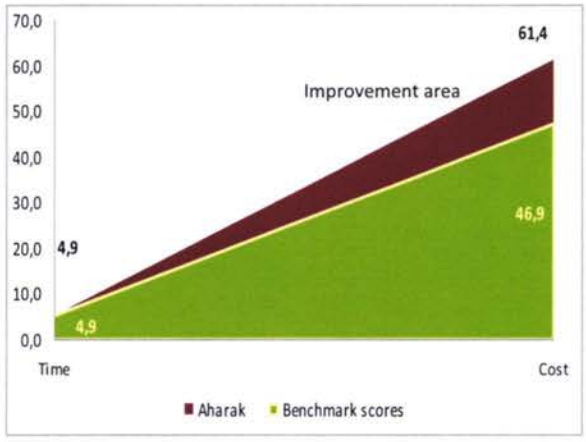
«Bagratashen» ranked last out of all BCPs studied in Armenia. The main weaknesses reported were high cost and risks associated with cargo security and significant time losses during the border crossing process. Reforms need to be focused on improvement of cargo security measures and cost reduction measures, including considering reduction of official payments and alleviation of incidences of reported unofficial payments.

«Aharak» (AM): Armenian-Iranian Border



BCP Score Card

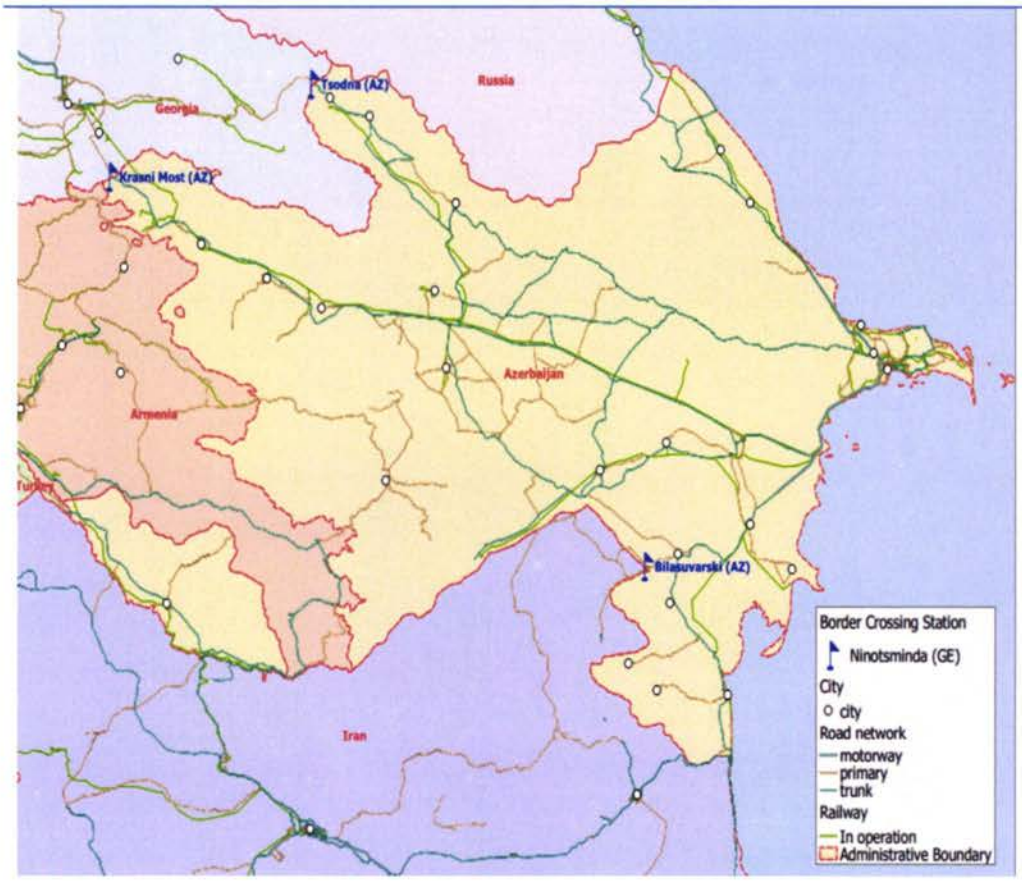




«Aharak» ranked third out of four BCPs analysed in Armenia. The main weaknesses reported were the high costs and risks associated with cargo security and significant time losses during the border crossing process. Reforms thus need to be focused on cost and cargo security improvement actions, reduction cost and cargo loss and damage.

Azerbaijan

The following BCPs were considered:



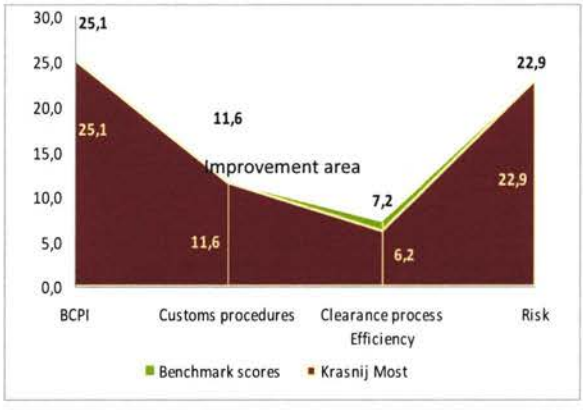
1.Krasni Most
2. Tsodna

3.Bilasuvarski

Figure 2: Map of considered BCPs analysed in Azerbaijan.

«Krasnij Most» (AZ): Azerbaijani-Georgian Border

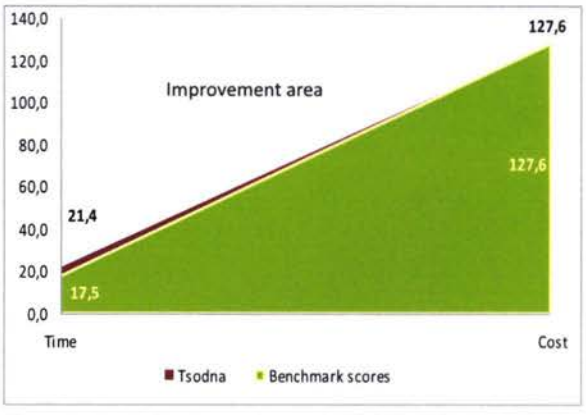
BCP Score Card



«Krasnij Most» ranked first out of three BCPs analysed in Azerbaijan. The users reported only shortcomings of clearance process organisation as a weakness of this post. Improvements should focus on this domain and capacity building of the staff.

«Tsodna» (AZ): Azerbaijani-Georgian Border

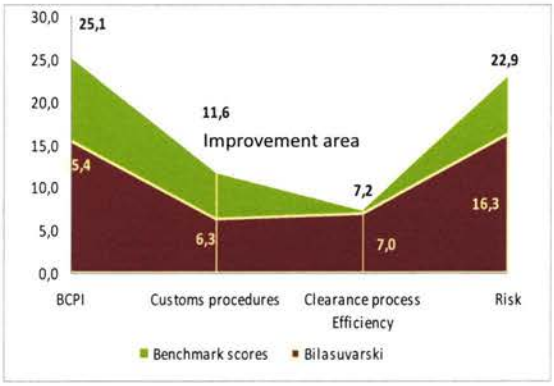
BCP Score Card

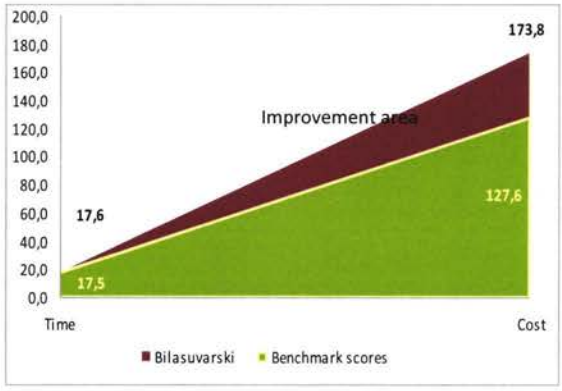


«Tsodna» ranked second out of three BCPs analysed in Azerbaijan. The main weaknesses reported were higher degree of risk in border crossing procedure compared to other BCPs analysed in the country. Improvements need to be focused on this domain, so that risks of cargo loss or damage in a border crossing process are reduced.

Bilasuvarski (AZ): Azerbaijani-Iranian border

BCP Score Card



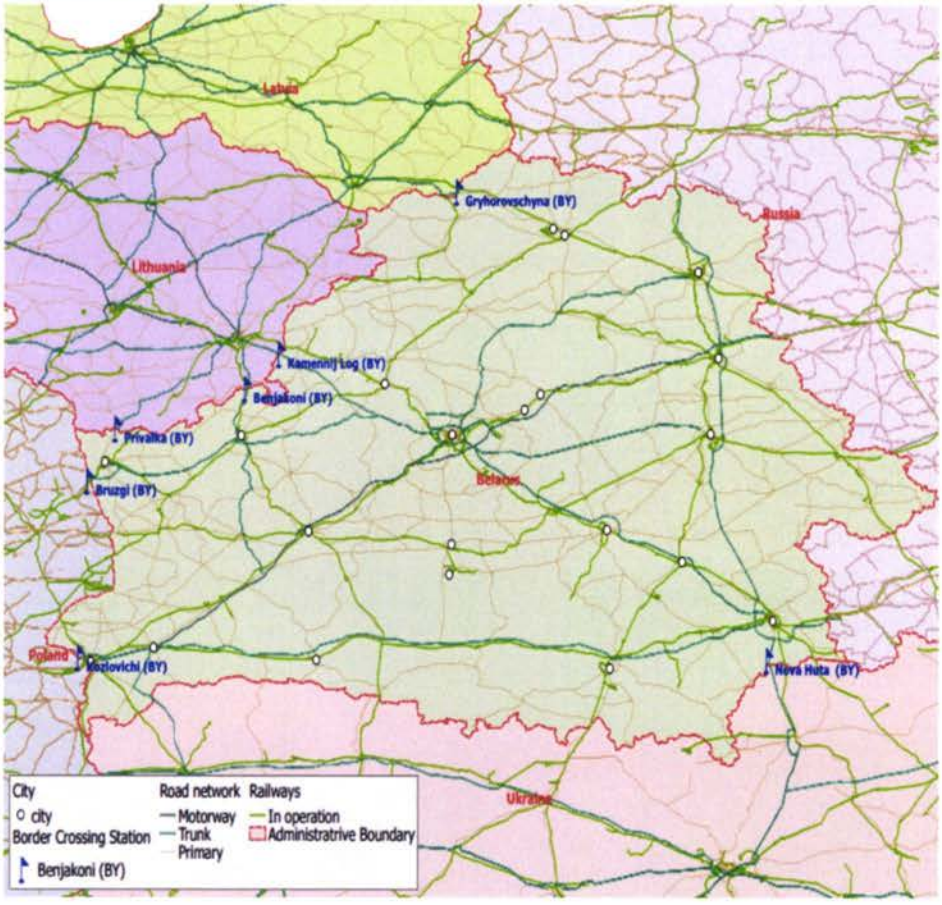


«Bilasuvarski» has the last rank out of three BCPs om Azerbaijan. The main weaknesses reported were high cost occurring from formal payments and incidences of informal payments. Users find implementation of customs procedures less effective than at other BCPs.

Improvements need to be focused on cost reduction measures, including targeted actions to remove incidences of corruption reported by users at the local level. Customs procedures need to be further improved: implementation of the online processing, online submission of customs declaration.

Belarus

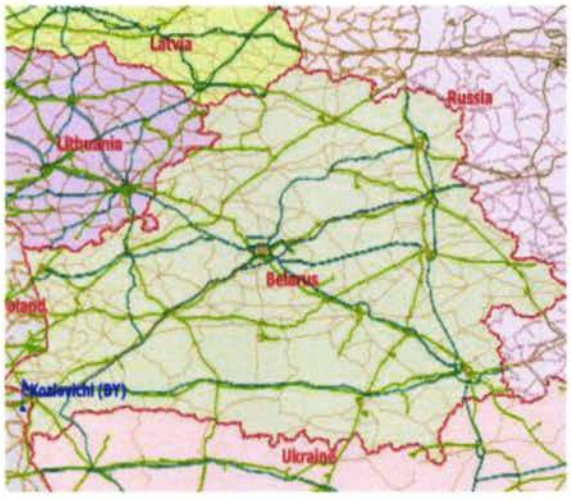
The following BCPs were considered:

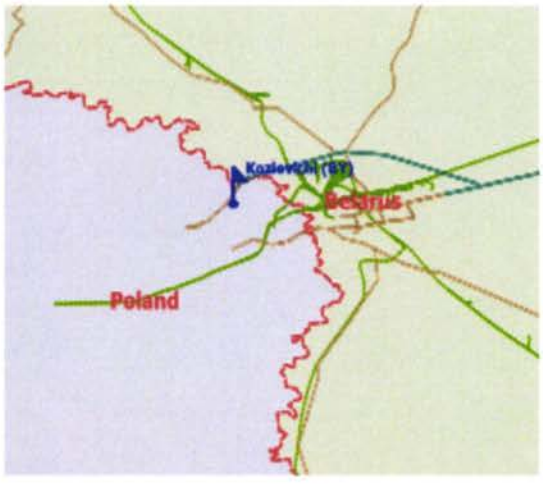


1. Kozlovichi
2. Bruzgi
3. Privalka
4. Benjakoni
5. Kamennij Log
6. Gryhorovschyna
7. Nova Huta

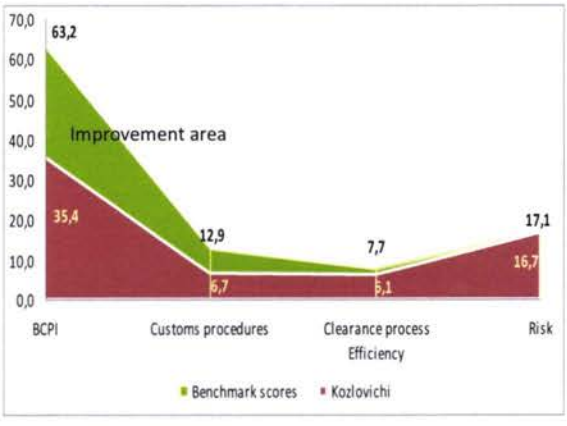
Figure 3: Map of considered BCPs analysed in Belarus

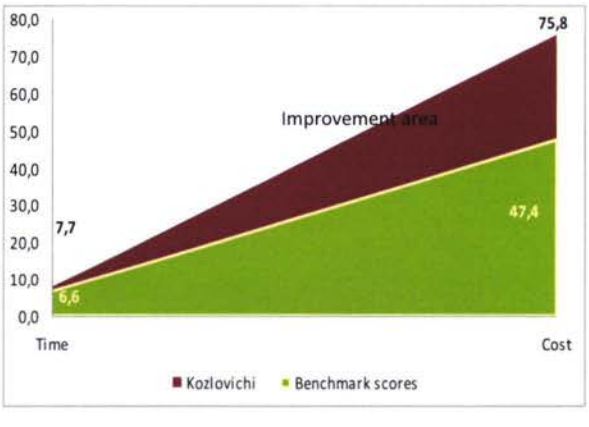
«Kozlovichi» (BY): Belarussian-Polish Border





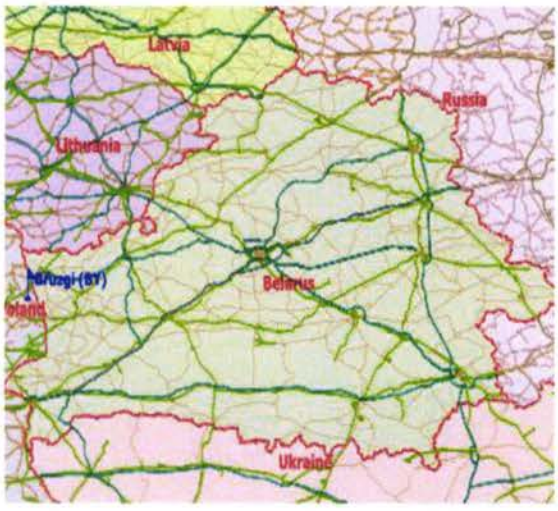
BCP Score Card



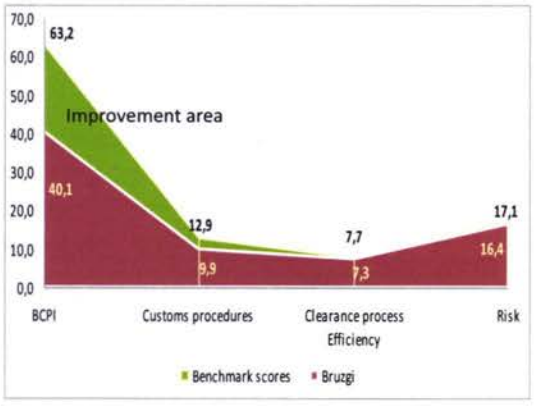


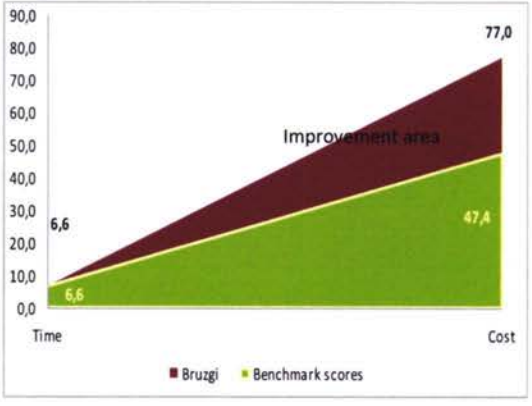
«Kozlovichi» ranked five out of seven BCPs analysed in Belarus. The main weaknesses reported were inefficiency of clearance process and customs procedures that need to be improved. Capacity building of staff at border agencies also needs improvement.

«Bruzgi» (BY): Belarussian-Polish Border



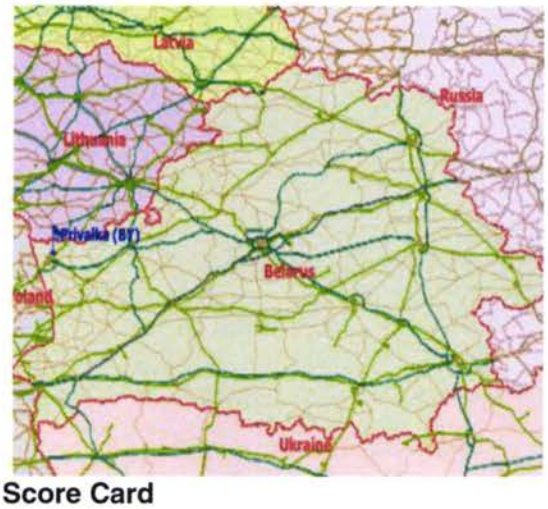
BCP Score Card



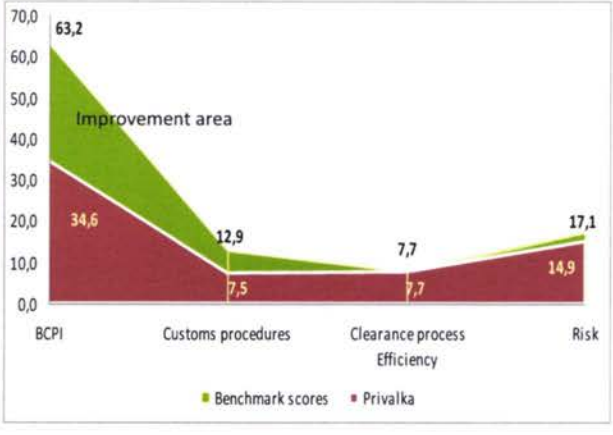


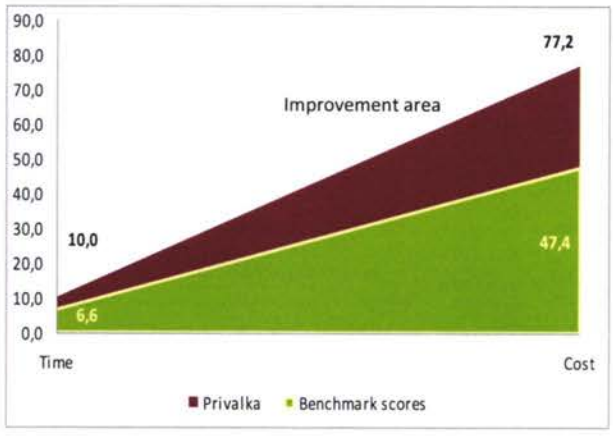
«Bruzgi» ranked third out of seven BCPs analysed in Belarus. Costs associated with border crossings still can be reduced and clearance processes improved. The following areas need to be supported: services reforms, including efficiency improvements and capacity building of the staff.

«Privalka» (BY): Belarusian-Lithuanian Border



BCP Score Card

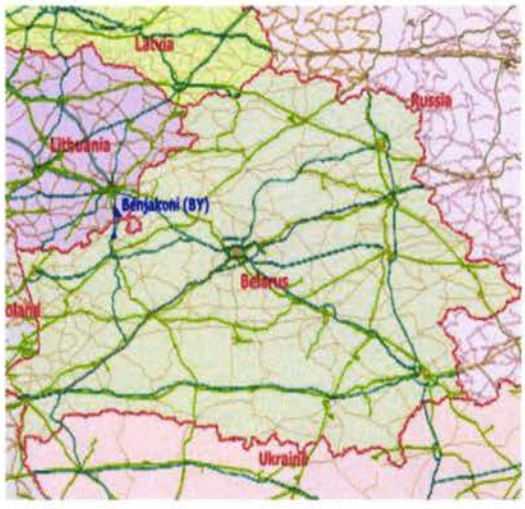




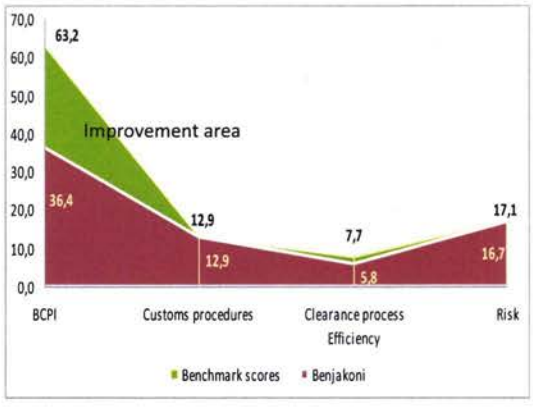
«Privalka» ranked six out of seven BCPs analysed in Belarus. The main weaknesses reported were high cost including formal and reportedly informal payments; the users also mentioned they needed more time to cross the border at this point compared to other BCPs analysed in the country.

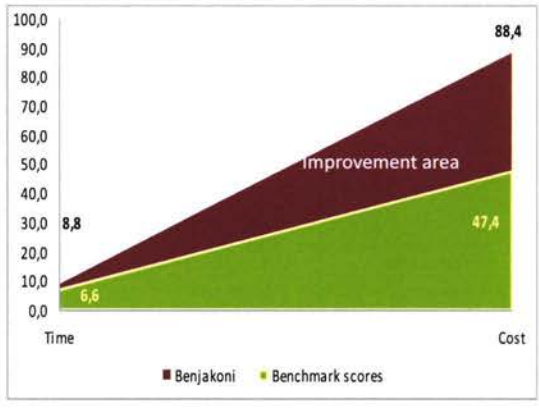
Reforms need to be focused on cost and time reducing actions, including measures aimed at reduction of time spent for preparation of the documents controlled at this border crossing and organisation of physical control procedures aimed at time optimisation. Customs procedures implementation needs to be improved by targeted capacity building measures of the staff.

«Benjakoni» (BY): Belarussian-Lithuanian Border



BCP Score Card

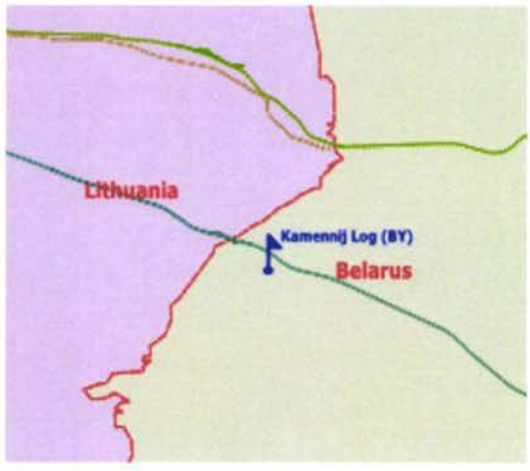




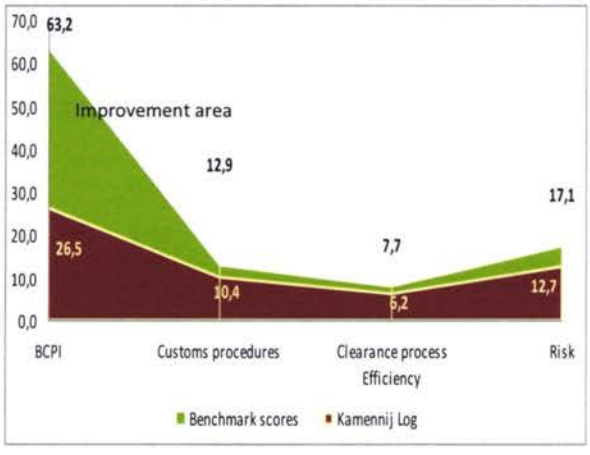
«Benjakoni» ranked four out of seven BCPs analysed in Belarus. The main weaknesses reported were high cost and inefficiency of clearance process.

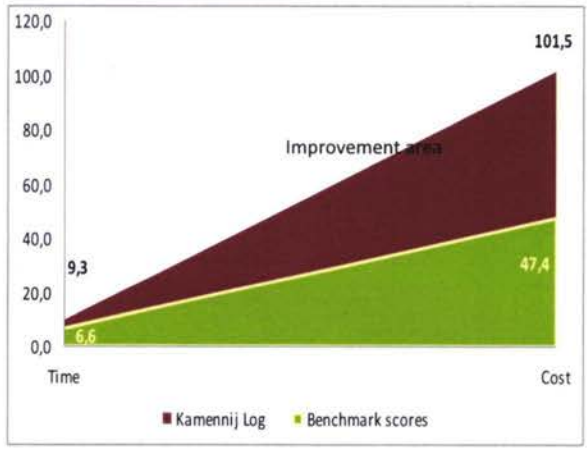
Reforms need to be focused on cost reduction measures, including reduction of official charges and targeted actions to abolish incidences of reported unofficial payments at the local level. There is also a need to support services reform, including measures to improve efficiency in BCP operations and capacity building for employees.

Kamennij Log» (BY): Belarussian-Lithuanian Border



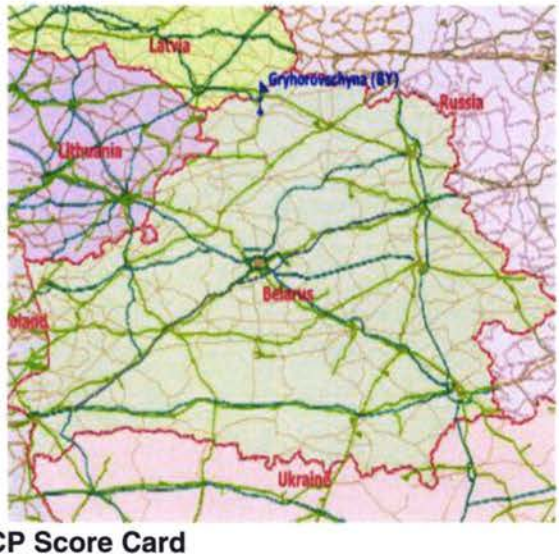
BCP Score Card



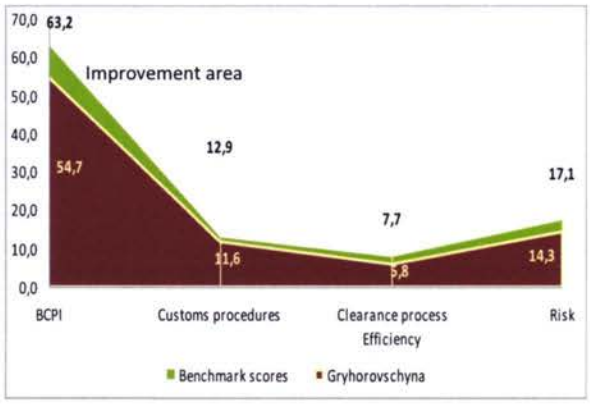


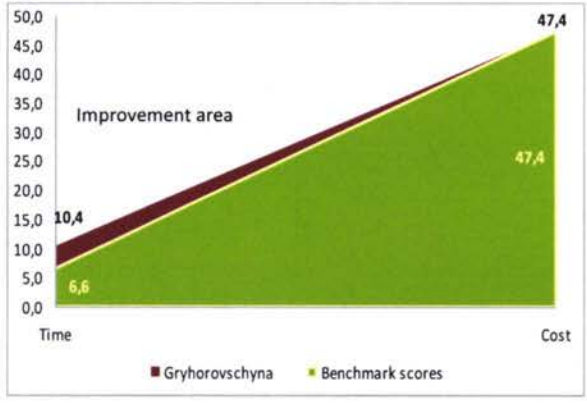
«Kamennij Log» obtained the last rank out of all seven BCPs analysed in Belarus. The main weaknesses reported were high cost including formal and incidences of informal payments; high degree of risk at the border. Reforms need to be focused on these domains, including targeted actions to remove incidences of corruption reported by users at the local level.

«Gryhorovschyna» (BY): Belarussian-Latvian Border



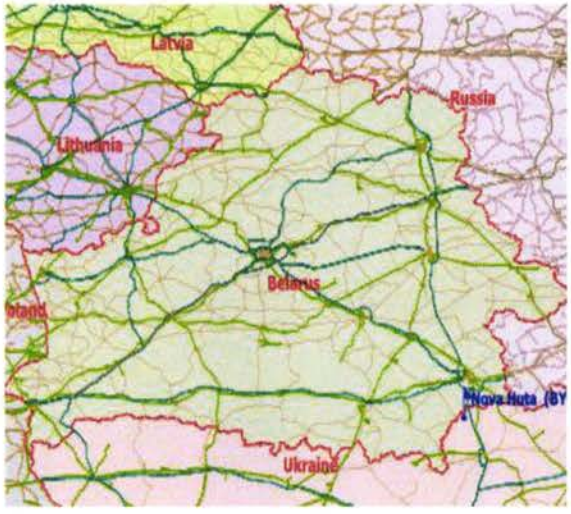
BCP Score Card

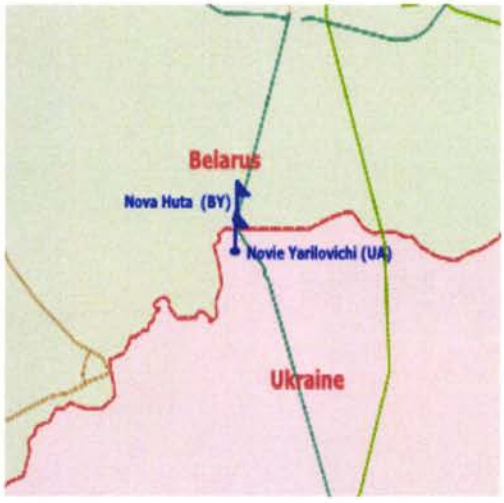




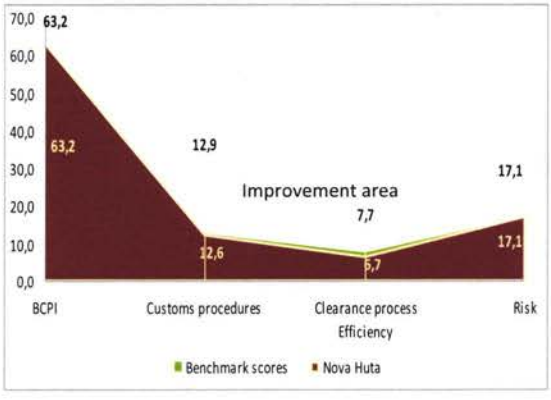
«Gryhorovschyna » ranked second out of seven BCPs analysed in Belarus. The main weaknesses reported were high cost and high degree of risk at the border reported by the users. Reforms need to be focused on cargo security improvement actions and cost reduction measures, including targeted addressing of unofficial payment incidences at the local level. The value of official duties and payments at border may need to be adjusted too.

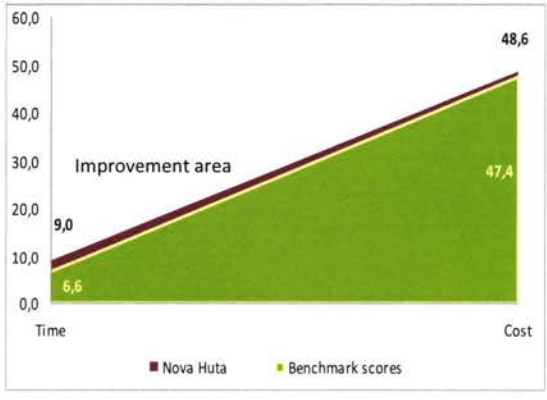
«Nova Huta» (BY): Belarussian-Ukrainian Border





BCP Score Card

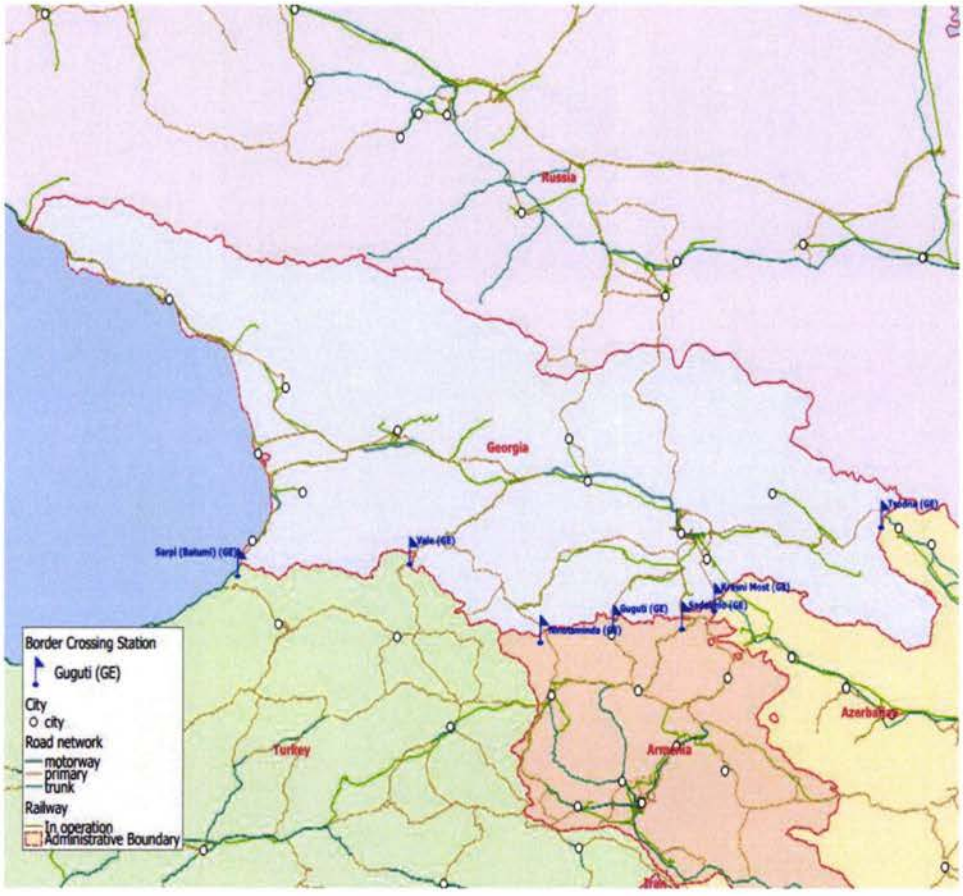




«Nova Huta» ranked first out of seven BCPs analysed in Belarus, and is considered a country benchmark among studied BCPs. Still the following areas can be improved: optimisation of documents composition to be controlled at this border crossing and time needed for physical control. Services reforms can also be supported.

Georgia

The following BCPs were considered:

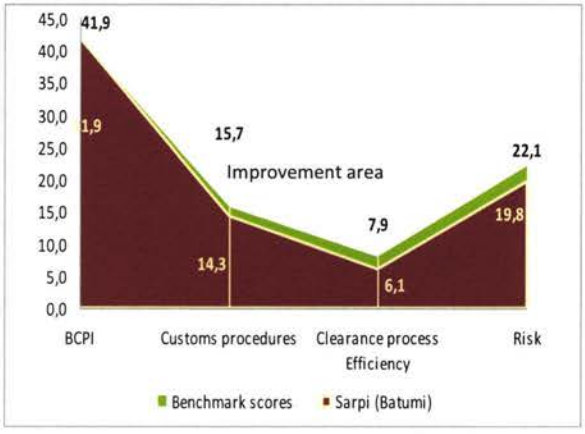


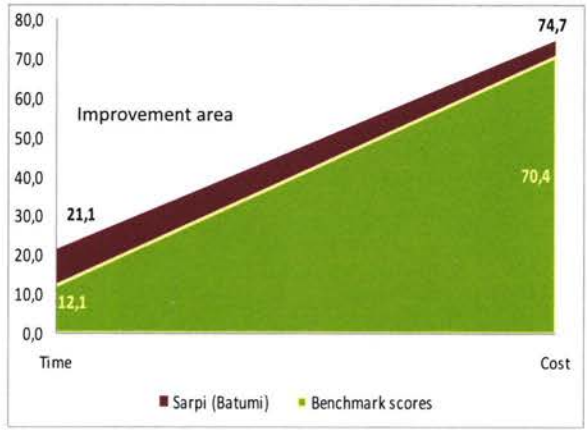
1. Sarpi (Batumi)
2. Vale
3.Ninotsminda
4. Guguti
5. Sadakhlo
6. Krasnij Most
7. Tsodna

Figure 4: Map of considered BCPs analysed in Georgia

«Sarpi (Batumi)») (GE): Georgian-Turkish Border

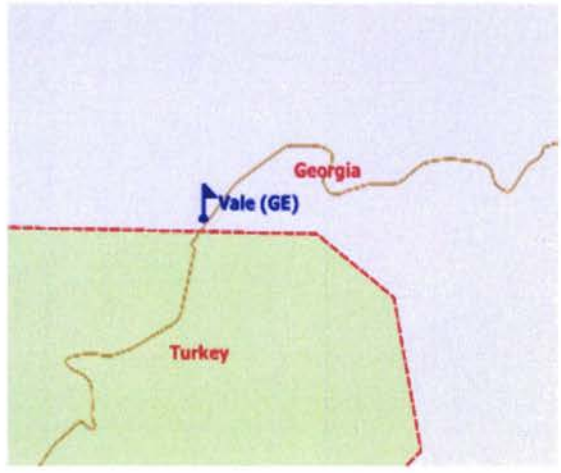
BCP Score Card



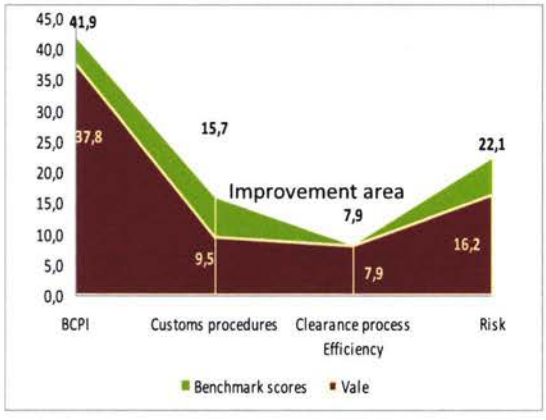


«Sarpi» ranked second out of seven BCPs analysed in Georgia.
The users reported that they generally need more time to cross the border compared to other BCPs analysed in the country, due to inefficiency of physical control and clearance process organisation. Reforms need to be focused on time reducing actions and improvement of services, targeting measures of efficient organisation of the BCP operation and further capacity building of the staff.

«Vale» (GE): Georgian-Turkish Border

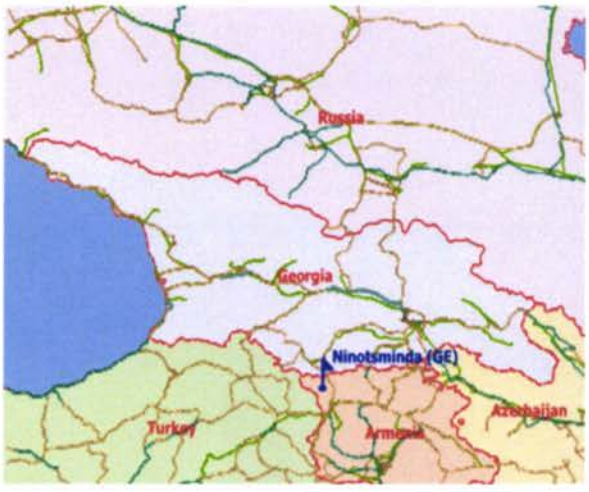


BCP Score Card

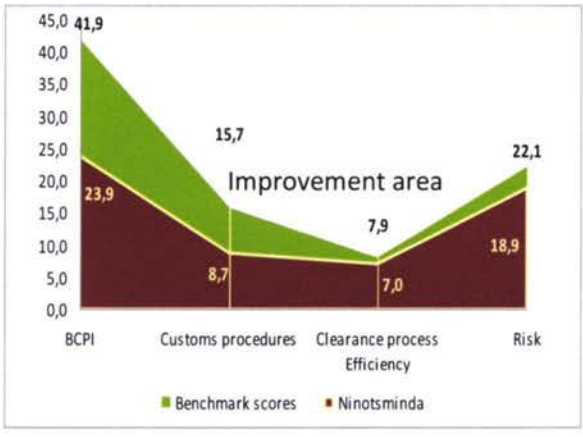


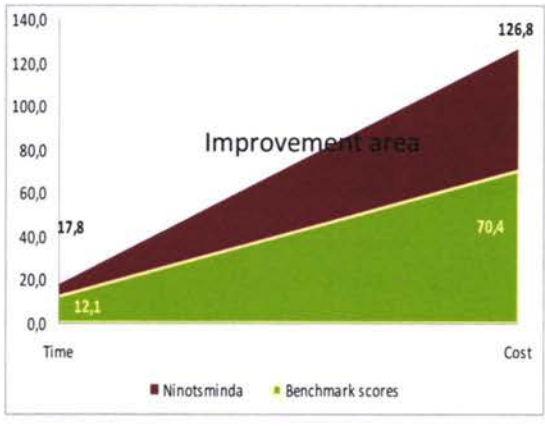
«Vale» ranked third out of seven BCPs analysed in Georgia. The main weaknesses reported were higher loss of time compared to other BCPs analysed in the country and higher degree of risk at the border. Reforms need to be focused on improving performance in these domains. Implementation of customs procedures need to be improved: including online processing of documents and online submission of customs declaration.

«Ninotsminda» (GE): Georgian-Armenian Border



BCP Score Card

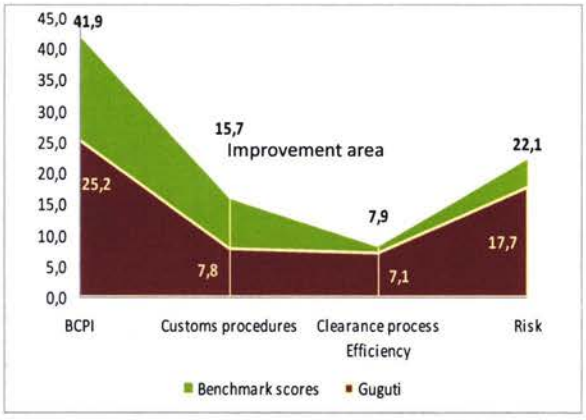


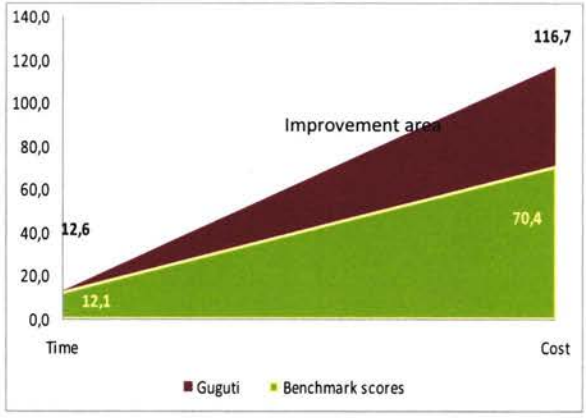


«Ninotsminda» ranked last out of seven BCPs analysed in Georgia. The main weaknesses reported were higher cost, greater time spent at border compared to other BCPs analysed in the country, customs procedures were report not to be effective. Reforms need to be focused on these domains, including the reduction of official and reportedly newly occurred unofficial payment incidences. Implementation of customs procedures need to be further improved.

«Guguti» (GE): Georgian-Armenian Border

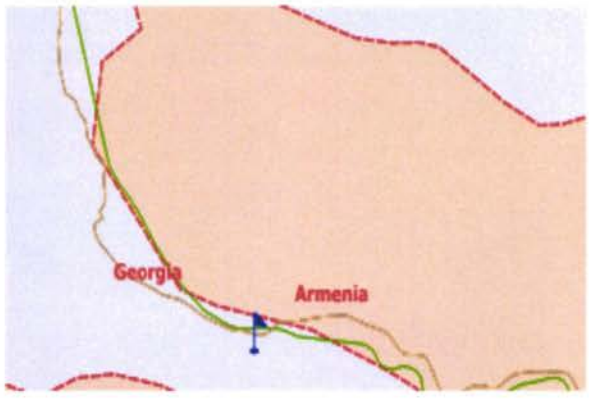
BCP Score Card



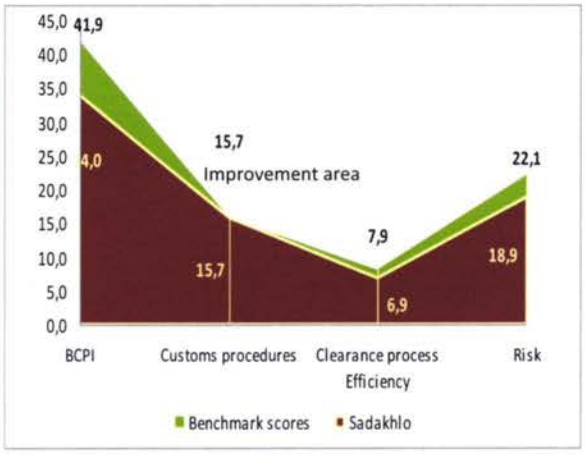


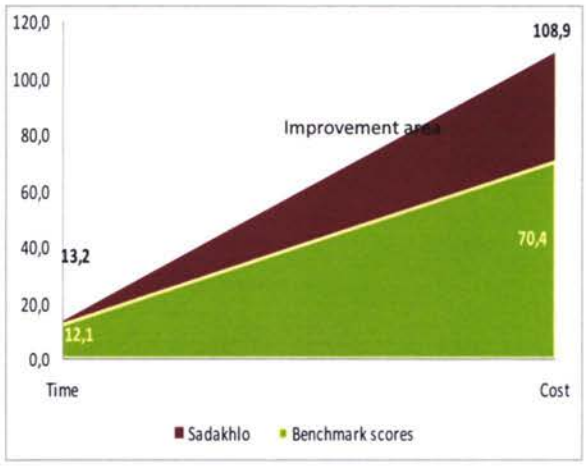
«Guguti» ranked 6 out of seven BCPs analysed in Georgia. The main weaknesses reported were high cost including formal and informal payments; customs procedures were not effective; high degree of risk at the border. Reforms need to be focused on cost reduction measures, customs procedures need to be improved: online processing, online submission of customs declaration; risk reduction actions.

«Sadakhlo» (GE): Georgian-Armenian Border



BCP Score Card

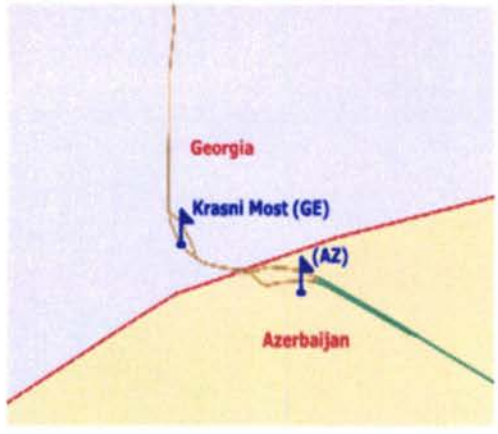




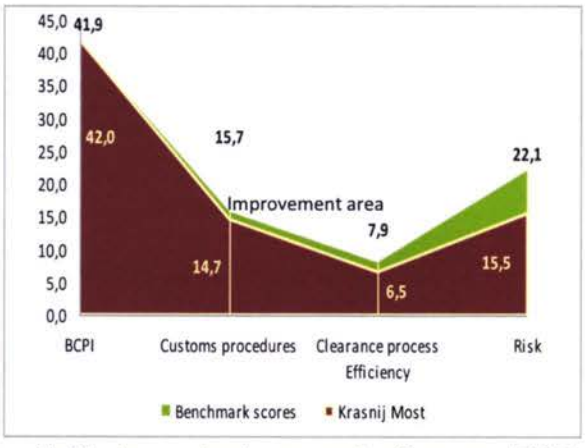
«Sadakhlo» ranked four out of seven BCPs analysed in Georgia. The users reported high cost for crossing this border derived from both formal fees and incidences of the informal payments. Reforms need to be focused on these areas, including targeted actions to remove incidences of corruption reported by users at the local level.

«Krasnij Most» (GE)

«Krasnij Most» - BCP between Georgia and Azerbaijan.



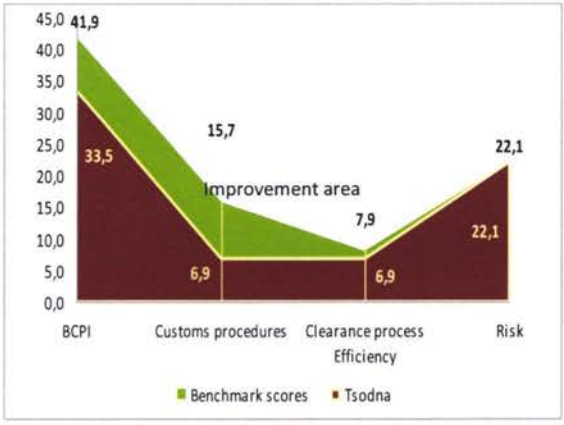
BCP Score Card

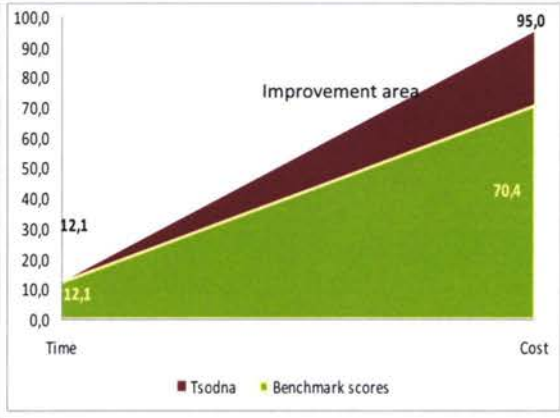


«Krasnij Most» ranked one out of seven BCPs analysed in Georgia. The main weaknesses reported by users were inefficiency of clearance process and high degree of risk at the border. The risks are associated with cargo loss and damage incidences. The improvements need to be focused on these areas.

«Tsodna» (GE): Georgian –Azerbaijani Border

BCP Score Card





«Tsodna» ranked five out of seven BCPs analysed in Georgia. The main weaknesses reported were inefficiency of clearance process. The users also point out necessity in efficient implementation of the customs procedures. Customs procedures need to be improved: online processing, online submission of customs declaration and services reforms need to be supported.

Moldova

The following BCPs were considered:

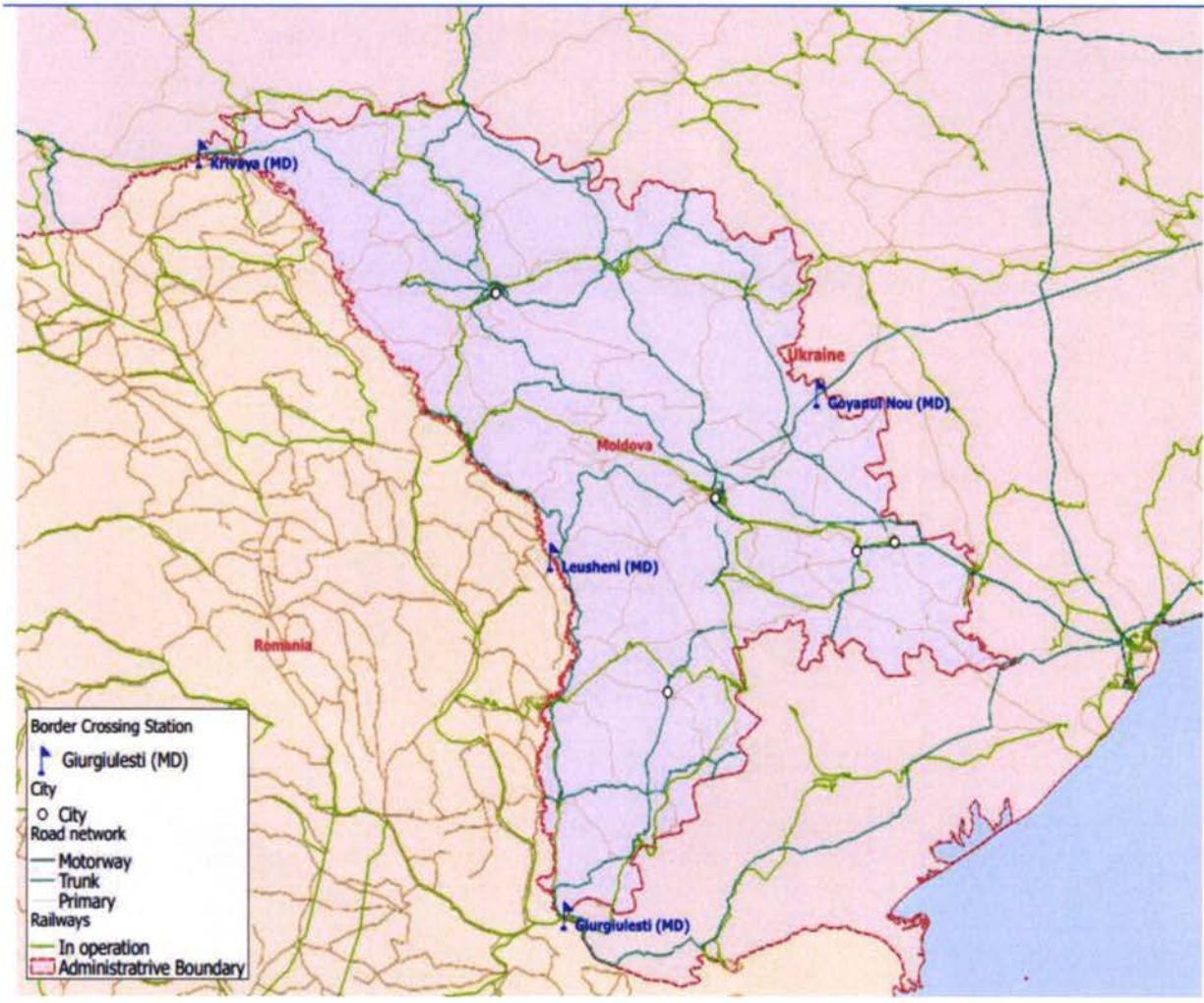
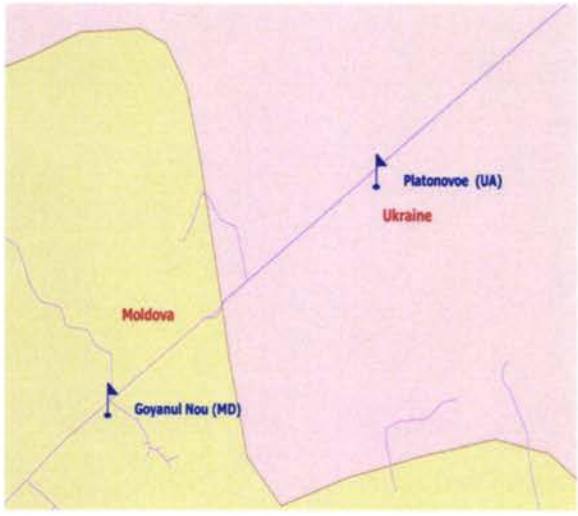


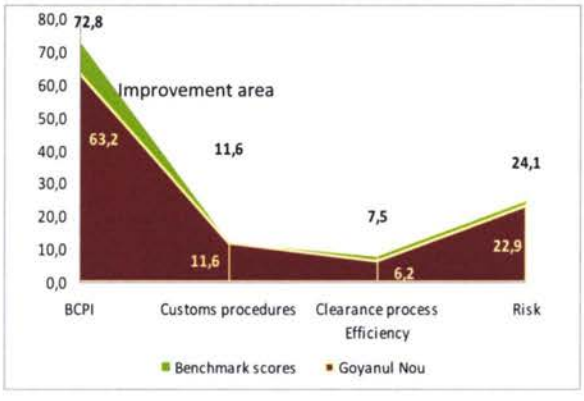
Figure 5: Map of considered BCPs analysed in Moldova.

1. Goyanul Nou
2. Krivaya
3. Giurgiulesti
4. Leusheni

«Goyanul Nou» (MD) Moldovan-Ukrainian Border



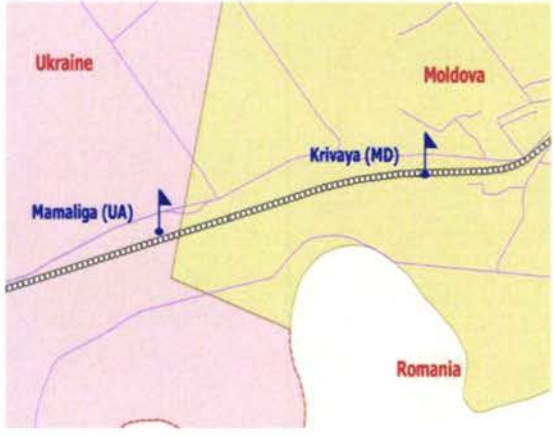
BCP Score Card



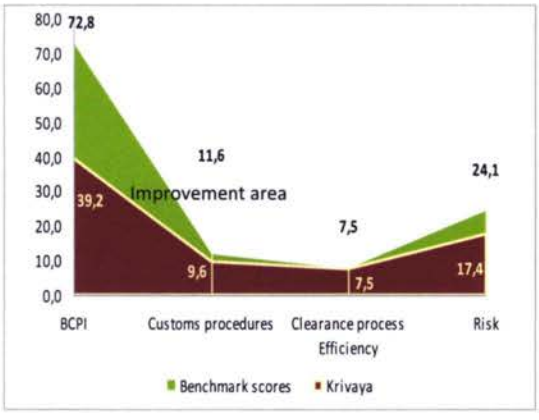
«Goyanul Nou» ranked second out of four BCPs analysed in Moldova. The main weaknesses reported by the users comprised high loss of time for crossing the border compared to other BCPs analysed in the country and inefficient organisation of clearance process.

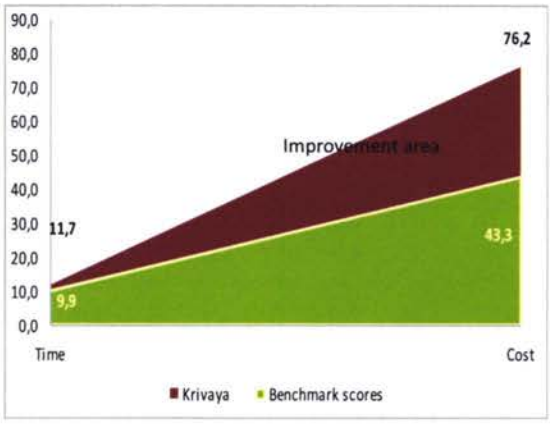
Reforms need to be focused on time reduction actions, including time spent preparing documents and time needed for control implementation. There is a need to improve the level of services provided for users.

«Krivaya» (MD) Moldovan-Ukrainian Border



BCP Score Card



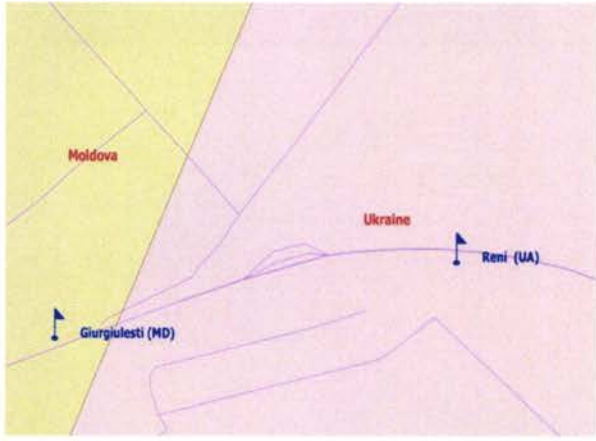


«Krivaya» ranked third out of four BCPs analysed in Moldova.

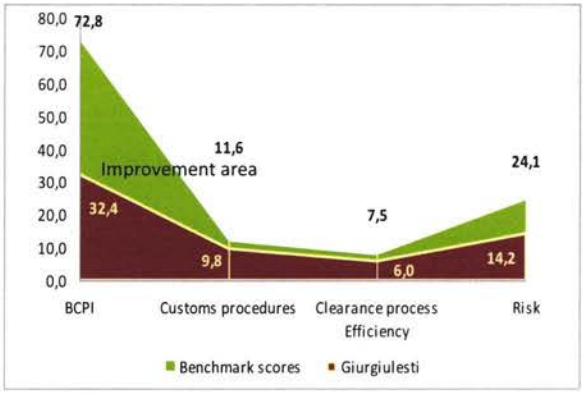
The main weaknesses reported were high cost including formal and informal payments; needed more time to cross the border compared to other BCPs analysed in the country; customs procedures were not effective; high degree of risk at the border.

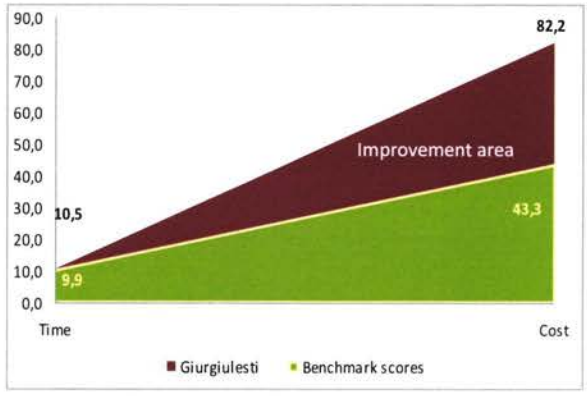
Reforms need to be focused on time and cost reduction measures, including targeted actions to remove incidences of corruption reported by users **at the local level**. Customs procedures need to be improved: online processing, online submission of customs declaration. Need to be supported risk reduction actions: reduction cargo loss and damage.

«Giurgiulesti» (MD) Moldovan-Ukrainian Border



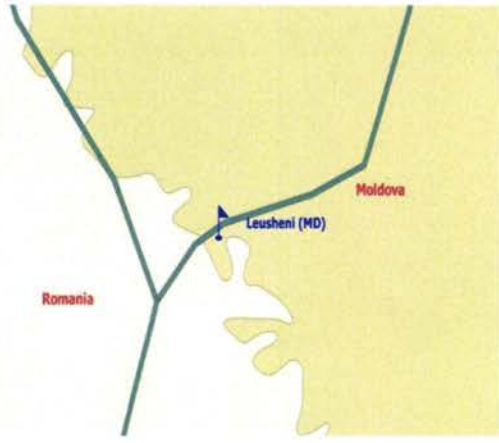
BCP Score Card



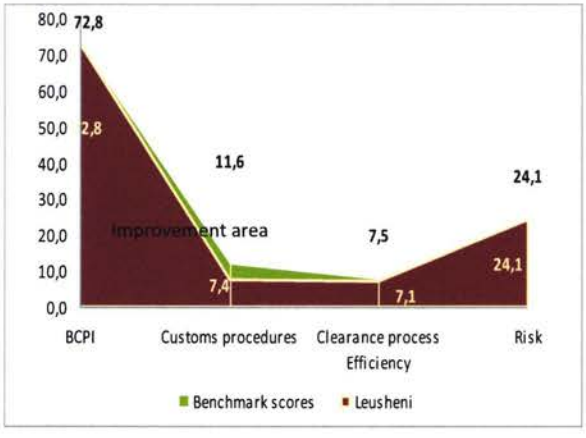


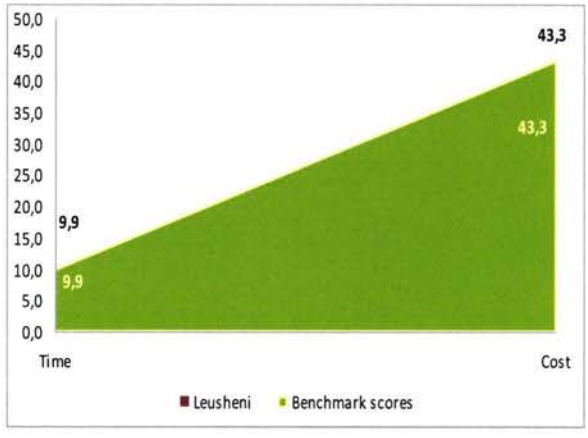
«Giurgiulesti» received the last rank among BCPs analysed in Moldova. The main weaknesses reported by the users were higher cost for crossing the border including formal and informal payments (almost 50 per cent worse as a benchmark) and inefficient organisation of clearance process. The users also outlined a much higher degree of risk at the border. Reforms need to be focused on cost reduction measures, including targeted actions to remove incidences of corruption reported by users at the local level, services improvement and risk reduction actions.

«Leusheni» (MD) Moldovan – Romanian Border



BCP Score Card





«Leusheni» ranked first out of four BCPs analysed in Moldova. Still there is further potential for improvement in further advancement of implementation of customs procedures at post.

Ukraine

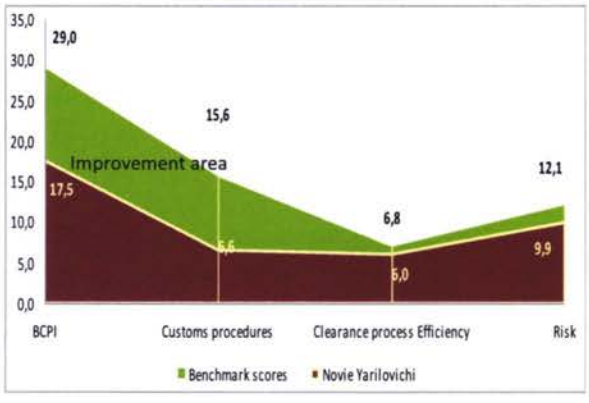
The following BCPs were considered:

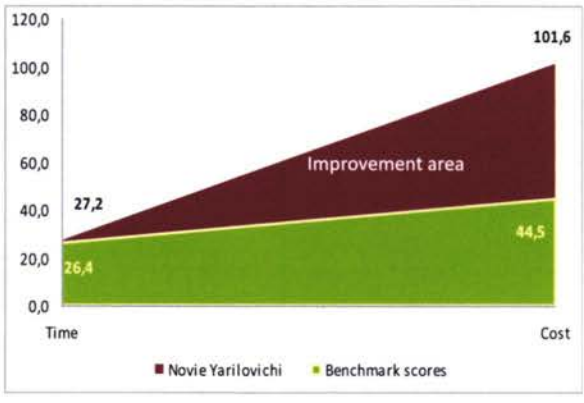
Figure 6: Map of considered BCPs analysed in Ukraine

1. Novie Yarilovichi
2. Bachevsk
3. Goptovka
4. Dolzhansky
5. Novoazovsk
6. Reni
7. Platonovoe
8. Mamaliga
9. Porubnoe
10. Dyakovoe
11. Chop (Tisa)
12. Uzhgorod
13. Shegini
14. Rava-Russ
15. Yagodin

«Novie Yarilovichi»(UA): Ukrainian – Belarussian Border

BCP Score Card





«Novie Yarilovichi» ranked nine out of fifteen BCPs analysed in Ukraine. The users reported high costs for crossing this border resulting from formal charges and incidences of informal payments. Other weaknesses reported were inefficiency of clearance process and customs procedures organisation. Reforms need to be focused on these domains.

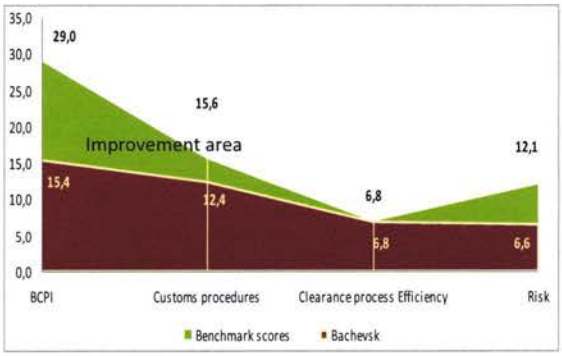
«Bachevsk» (UA) Ukrainian- Russian Border

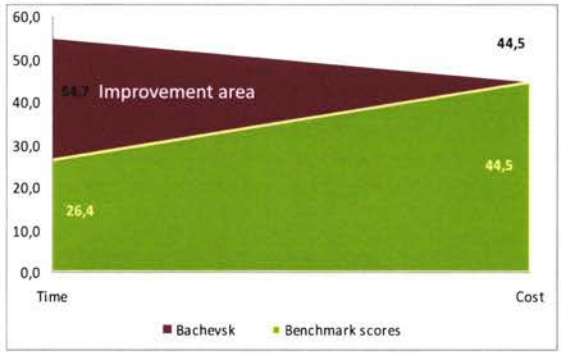
Currently the movement is generally suspended through the Ukrainian- Russian BCPs because of the political situation in Eastern Ukraine.

Russia from January 1, 2016 officially introduced the food embargo against Ukraine. In addition, Russia has suspended the contract for Ukraine CIS free trade zone.

January 10, 2016 entered into force on the disposal of the Cabinet of Ministers of Ukraine, which introduces a response embargo on Russian products and goods. Restrictions introduced before August 5, 2016.

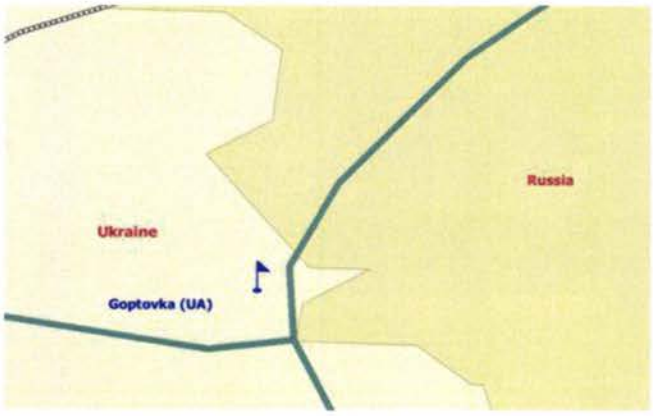
BCP Score Card



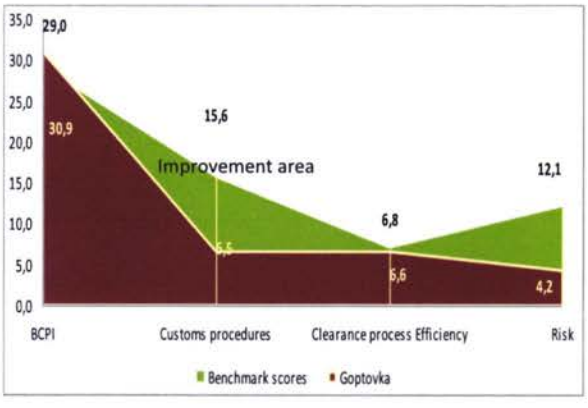


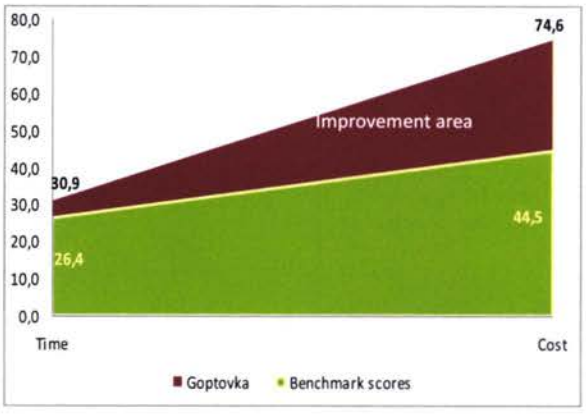
«Bachevsk » ranked fourteen out of fifteen BCPs analysed in Ukraine. The main weaknesses reported were high loss of time to cross the border compared to other BCPs analysed in the country and high degree of risk at the border. Reforms need to be focused on actions improving cargo security situation within the border post, reducing time spent for document processing and time needed for control.

«Goptovka» (UA) Ukrainian – Russian Border



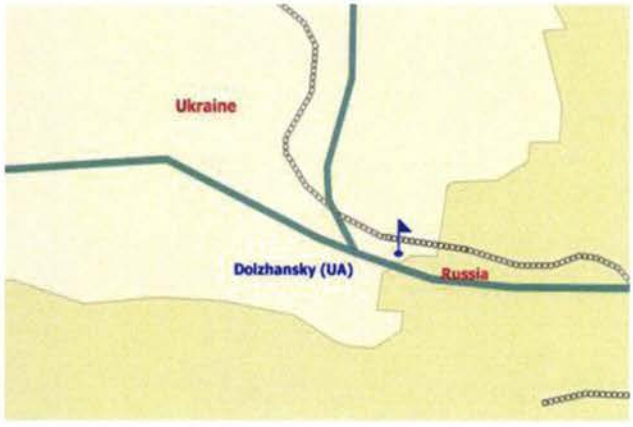
BCP Score Card



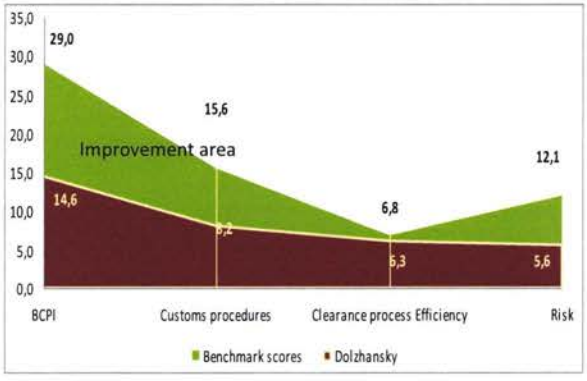


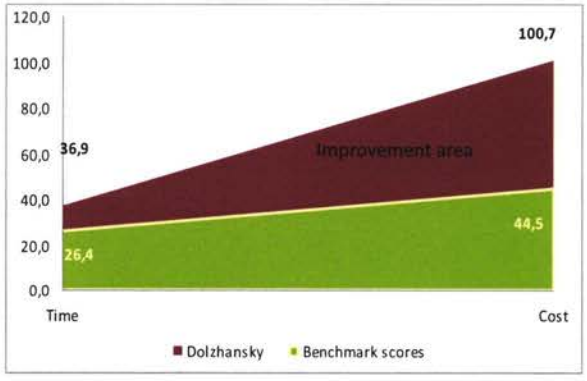
«Goptovka» was number twelve out of fifteen BCPs analysed in Ukraine. The main weaknesses reported were: inefficient implementation of customs procedures and high degree of cargo security risk at the border.

«Dolzhansky» (UA): Ukrainian-Russian Border



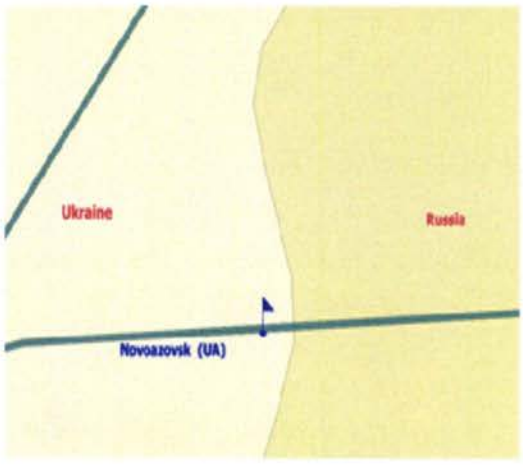
BCP Score Card



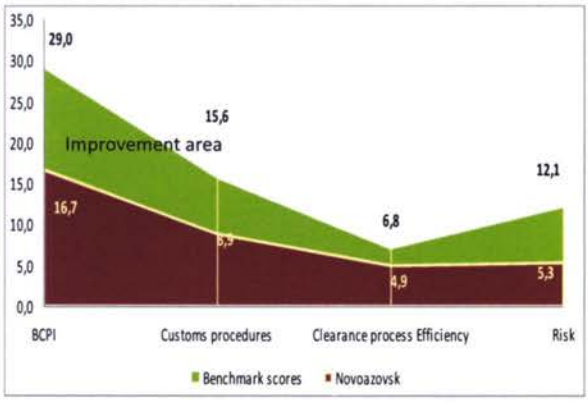


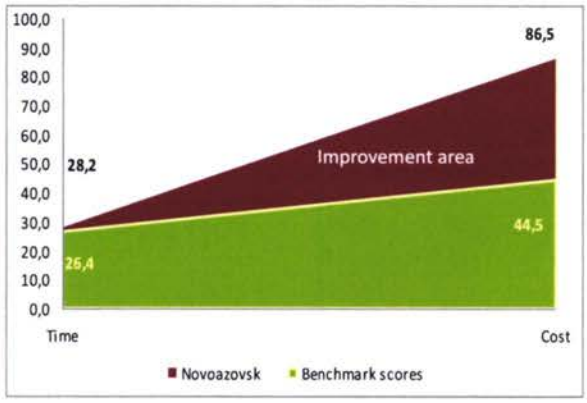
«Dolzhansky» obtained the last rank out of fifteen BCPs analysed in Ukraine. The main weaknesses reported were: high cost including formal and informal payments; inefficiency of customs procedures and high degree of cargo security risk at the border.

«Novoazovsk» (UA) Ukrainian- Russian Border



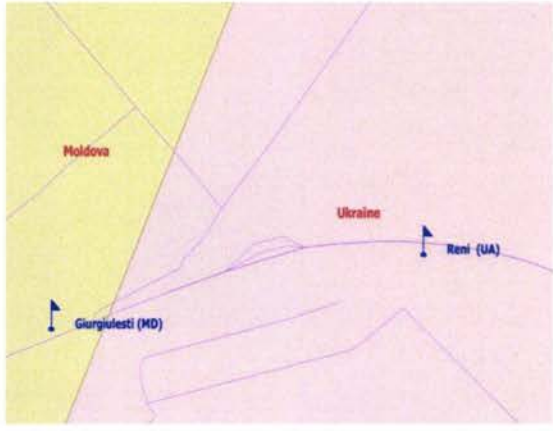
BCP Score Card



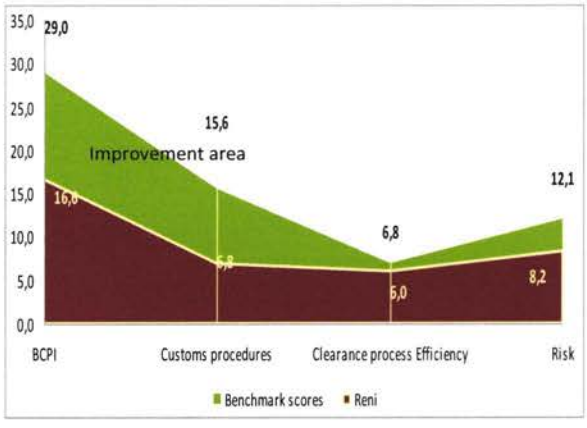


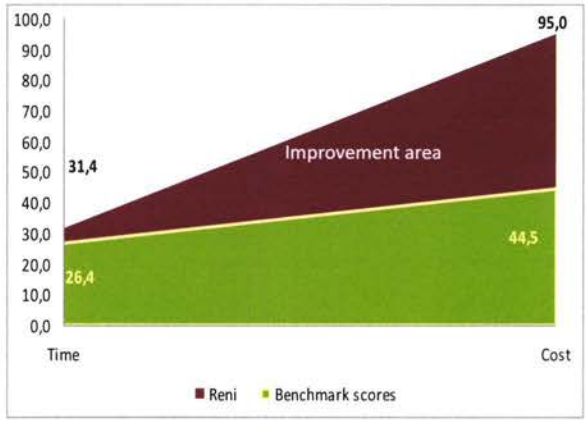
«Novoazovsk» ranked ten out of fifteen BCPs analysed in Ukraine. The main weaknesses reported were: inefficiency of clearance process and customs procedures implementation; high degree of cargo security risk at the border.

«Reni» (UA) Ukrainian-Moldovan Border



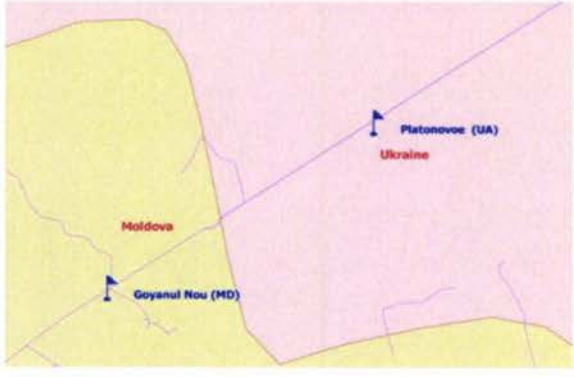
BCP Score Card



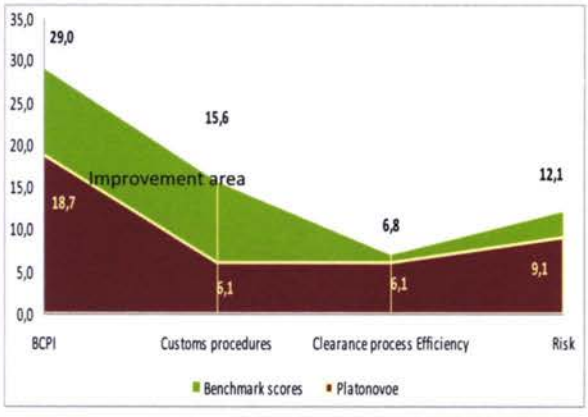


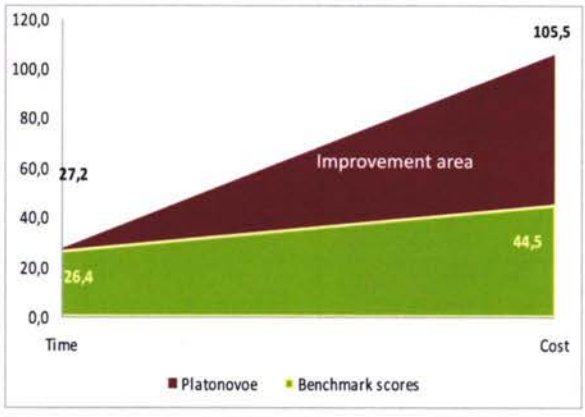
«Reni» ranked eleven out of fifteen BCPs analysed in Ukraine. The main weaknesses reported by the users were high cost associated with formal fees and informally occurring payments; inefficient clearance process and implementation of customs procedures. Reforms need to be focused on focused on those areas, including targeted actions to remove incidences of corruption reported by users at the local level; services reforms need to be supported.

«Platonovoe» (UA) Ukrainian-Moldovan



BCP Score Card



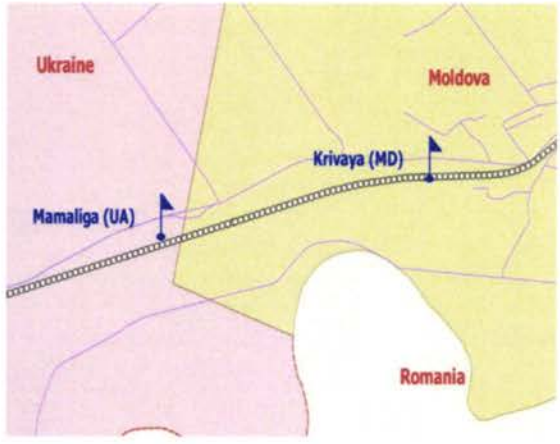


«Platonovoe» ranked eight out of fifteen BCPs analyzed in Ukraine.

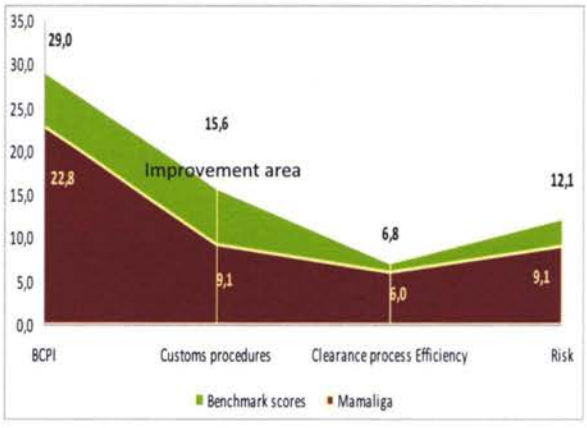
The main weaknesses reported were high cost resulted from both applicable formal fees and incidences of informal payments. The inefficient organization of clearance process was also noted as a limitation of this border post.

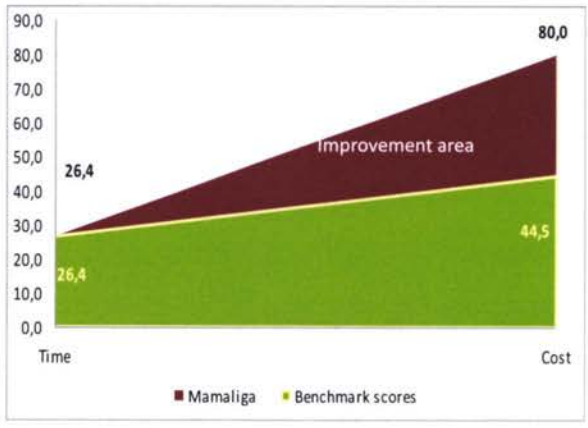
Reforms need to be focused on cost reduction measures, including targeted actions to remove incidences of corruption reported by users at the local level. The improvement of service organization targeting optimization of customs control and capacity building of the employees are among the areas to be reformed.

«Mamaliga» (UA): Ukrainian- Moldovan Border



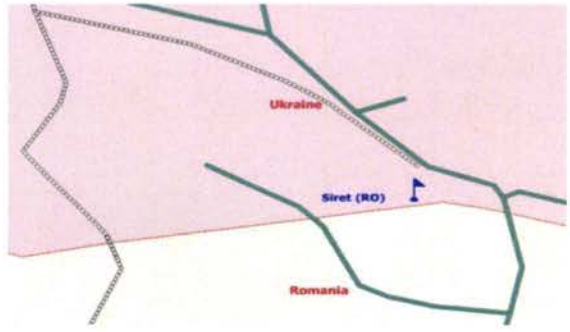
BCP Score Card



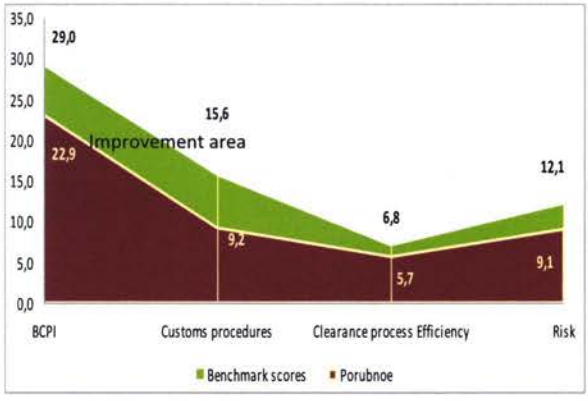


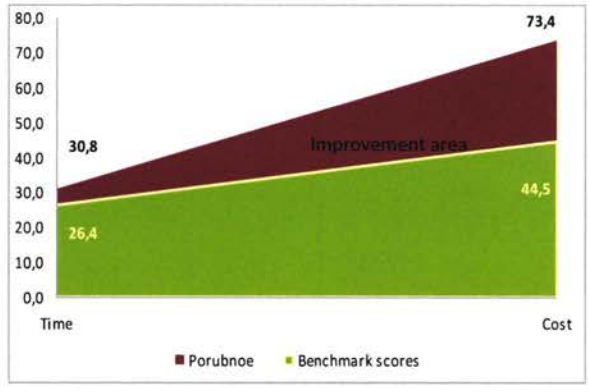
«Mamaliga» ranked five out of fifteen BCPs analyzed in Ukraine. The main weaknesses reported were inefficient clearance process and customs procedures. Reforms need to be focused service improvements, including efficiency and capacity building of employees. Application of the online tools for document submission and clearance were also mentioned as areas that potentially improve attractiveness of this border post.

«Porubnoe» (UA) Ukrainian- Romanian Border



BCP Score Card



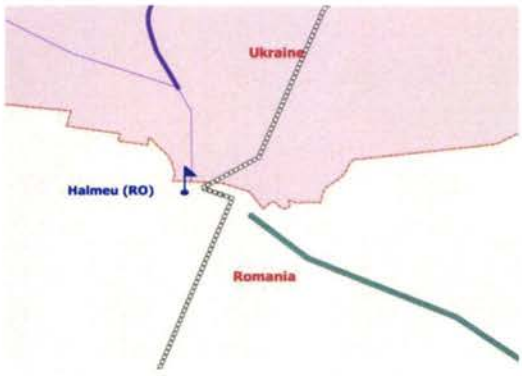


«Porubnoe» ranked fourth out of fifteen BCPs analysed in Ukraine.

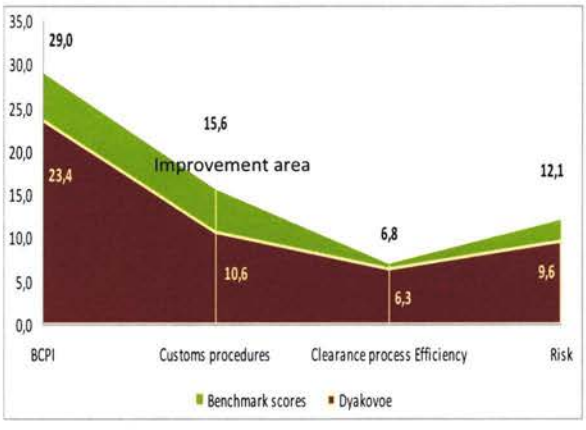
The main weaknesses reported were inefficient organisation of clearance process and customs procedures. Reforms need to be focused on services improvements, capacity building targeting efficiency and competence of employees. Application of modern tools as online processing, online submission of customs declaration would also add to attractiveness of this border post.

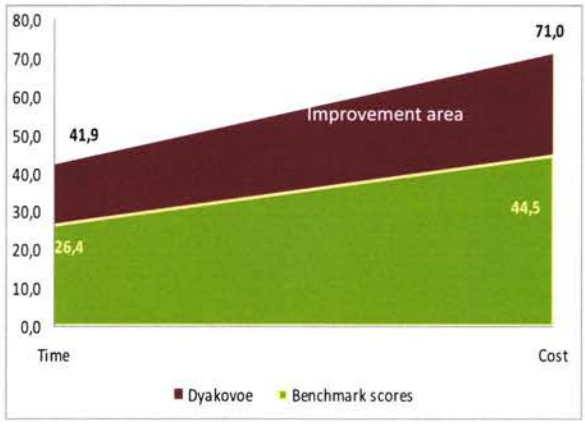
«Dyakovoe» (UA)

«Dyakovoe - Halmeu» - BCP between Ukraine and Romania.



BCP Score Card

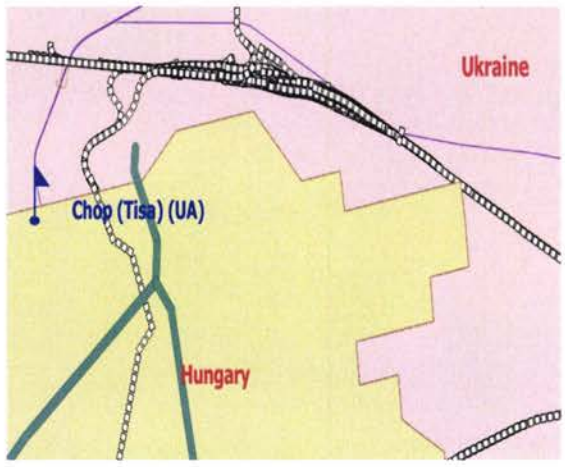




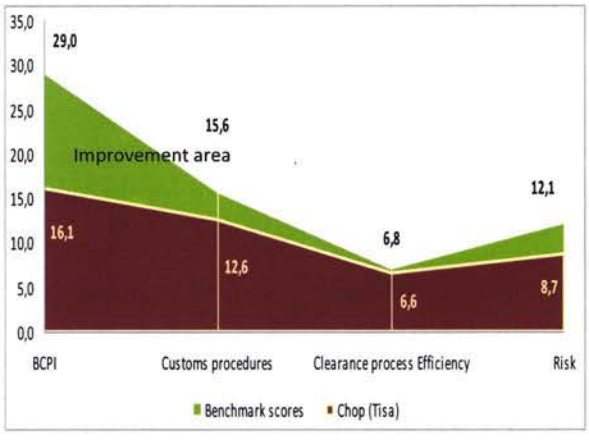
«Dyakovoe» ranked three out of fifteen BCPs analysed in Ukraine. The main weakness reported comprised significant loss of time to cross the border compared to other BCPs analysed in the country. Reforms need to be focused on time reducing actions, including improvement of time spent for preparation of the documents and time needed for control.

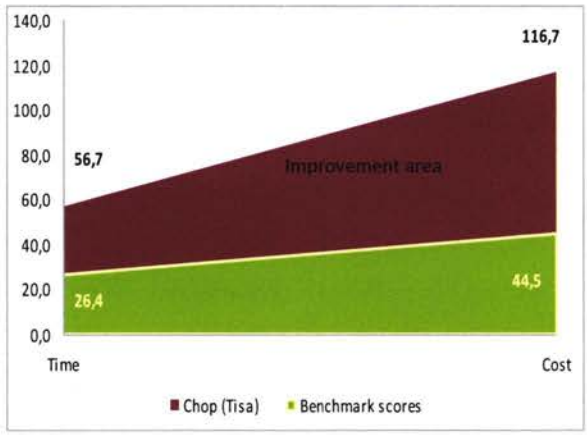
Ukraine will receive in 2016 from the European Union EUR 30 million grant aid for cross-border cooperation programs. The program includes BCP on the Ukrainian-Romanian border «Dyakovoe - Halmeu». Part of the grant provided for the development of modern IT-infrastructure, departments of border and customs services, reducing the vulnerability of border areas against the risk of flooding, to improve the situation with chemical pollution from landfills and sewage treatment and so on.

«Chop (Tisa)» (UA) Ukrainian-Hungarian Border



BCP Score Card

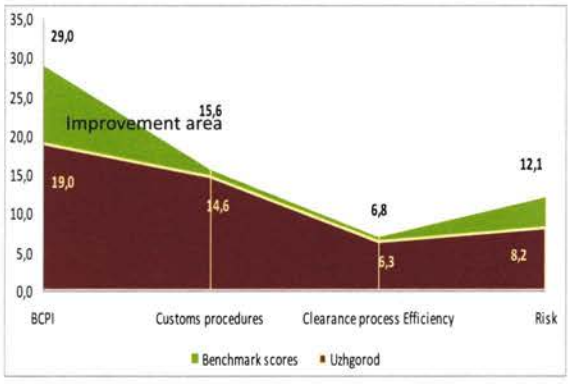


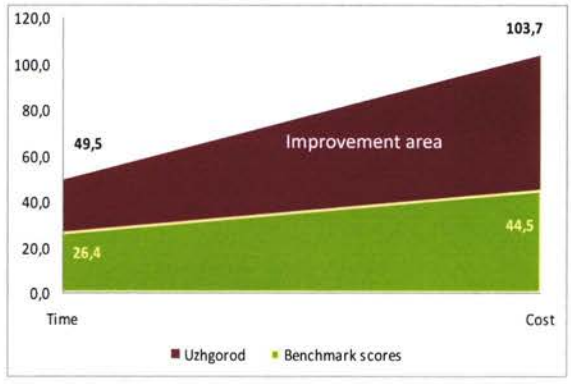


«Chop (Tisa)» ranked thirteen out of fifteen BCPs analysed in Ukraine. The main weaknesses reported by the users comprised high cost occurring at border crossing, resulting for a composition of formal fees and incidences of informal payments. The users also point out higher loss of time to cross the border compared to other BCPs analysed in the country. Reforms need to be focused on cost reduction measures, including targeted actions to remove incidences of corruption reported by users at the local level. The border management authority should also address time reducing actions, including improvement of implementation procedures for document processing and time needed for control.

«Uzhgorod» (UA) Ukrainian-Slovak Border

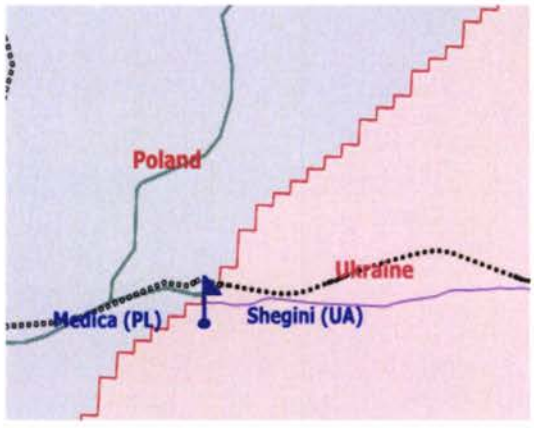
BCP Score Card



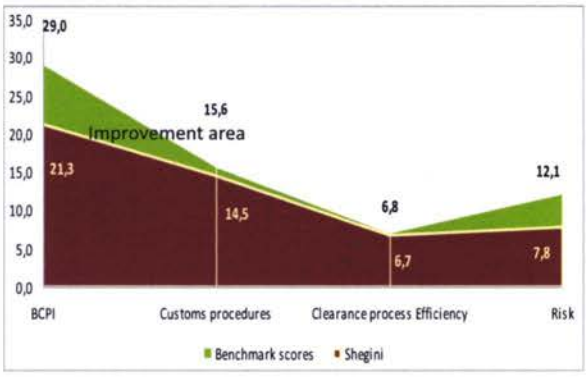


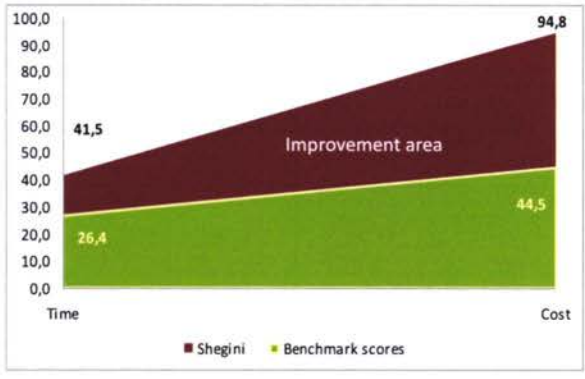
«Uzhgorod» ranked seven out of fifteen BCPs analysed in Ukraine. The main weaknesses by users comprised high cost for border crossing, resulting from a combination of formal fees and incidences of informal payments. Other bottlenecks entailed loss of time at border and high degree of cargo security risks. Reforms need to be focused on these domains, including targeted actions to remove incidences of corruption reported by users at the local level. The organisation of the border post as far as cargo security and safety at control is concerned needs to be improved too.
Within European Union EUR 30 million grant aid for cross-border cooperation programs in Ukraine, BCP on the Ukrainian- Slovak border «Uzhgorod-Vysne-Nyemetske» included. Part of the grant provided for the development of modern IT-infrastructure, departments of border and customs services, reducing the vulnerability of border areas against the risk of flooding, to improve the situation with chemical pollution from landfills and sewage treatment and so on.

«Shegini» (UA) Ukrainian-Polish Border



BCP Score Card



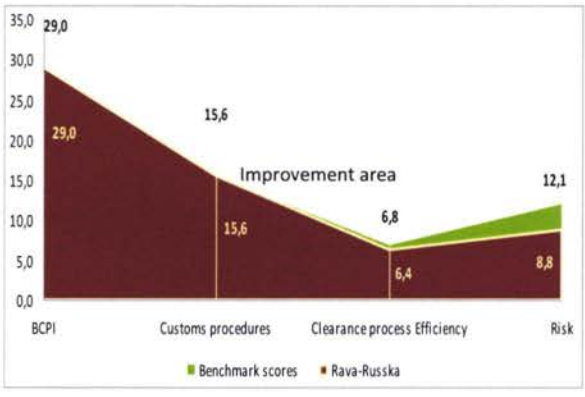


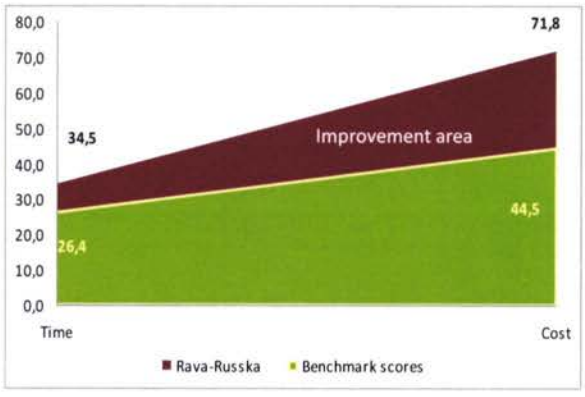
«Shegini» ranked six out of fifteen BCPs analysed in Ukraine. The main weaknesses reported by users were high cost for crossing the border resulting from a combination of formal fees and incidences of informal payments. The users also pointed out higher degree of risk at the border compared to other border crossing points. Reforms need to be focused on these areas, including targeted actions to remove incidences of corruption reported by users at the local level. There is a need to review the incidences of cargo loss and damage at border during implementation of the control.

Within European Union EUR 30 million grant aid for cross-border cooperation programs in Ukraine, BCP on the Ukrainian- Polish border «Shegini- Medica» included. Part of the grant provided for the development of modern IT-infrastructure, departments of border and customs services, reducing the vulnerability of border areas against the risk of flooding, to improve the situation with chemical pollution from landfills and sewage treatment and so on.

«Rava-Russka» (UA): Ukrainian – Polish Border

BCP Score Card



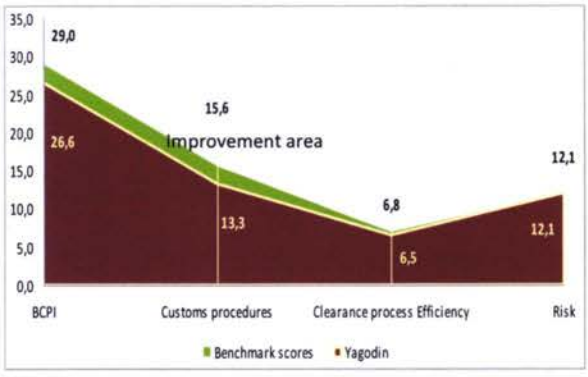


«Rava-Russka» ranked first out of fifteen BCPs analysed in Ukraine and is considered a benchmark for this country. Still there is a potential for improvement in terms of further reduction of time spent at border, and to address the incidences of unofficial payments occurring reportedly from time to time.

Within European Union EUR 30 million grant aid for cross-border cooperation programs in Ukraine, BCP on the Ukrainian- Polish border «Rava-Russka-Hrebenne» included. Part of the grant provided for the development of modern IT-infrastructure, departments of border and customs services, reducing the vulnerability of border areas against the risk of flooding, to improve the situation with chemical pollution from landfills and sewage treatment and so on.

«Yagodin» (UA) Ukrainian – Polish Border

BCP Score Card



«Yagodin» ranked second out of fifteen BCPs analysed in Ukraine. Weak points reported by the users comprised time spent at border as well as higher costs associated with official fees and incidences of unofficial payments. Reforms need to be focused on these areas, including targeted actions to remove incidences of corruption reported by users at the local level. In terms of cargo associated risk indicators Yagodin is a benchmark. Within European Union EUR 30 million grant aid for cross-border cooperation programs in Ukraine, BCP on the Ukrainian- Polish border «Yagodin-Dorogusk» included. Part of the grant provided for the development of modern IT-infrastructure, departments of border and customs services, reducing the vulnerability of border areas against the risk of flooding, to improve the situation with chemical pollution from landfills and sewage treatment and so on.

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