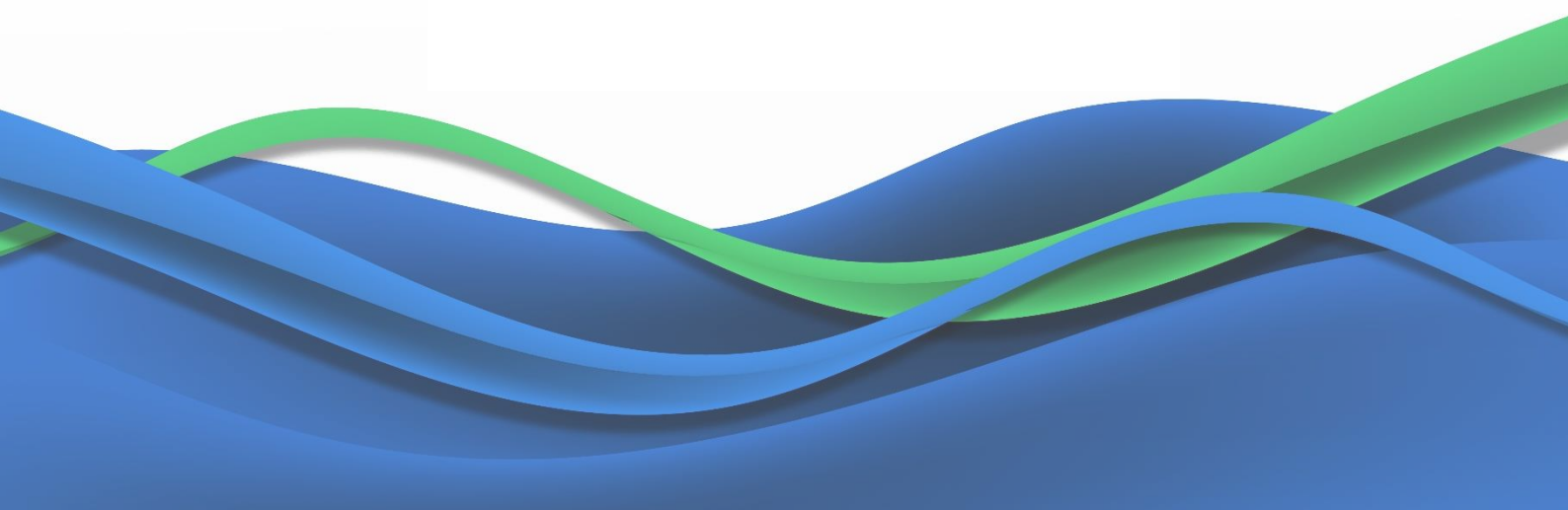


REVIEW OF HARMONIZATION AND SIMPLIFICATION OF BORDER CROSSING PROCEDURES



The Permanent Secretariat of the Intergovernmental Commission TRACECA (hereinafter referred to as - the Permanent Secretariat), in accordance with point 6, Article 8 of the Basic Multilateral Agreement on International Transport for the Development of the Europe-the Caucasus-Asia corridor (hereinafter referred to as - the Basic Agreement), Action Plan for 2018-2021 for implementation of the Strategy of the Intergovernmental Commission TRACECA for development of the international transport corridor Europe-the Caucasus-Asia for 2016-2026, elaborated on the basis of the TRACECA Master Plan and the Parties' proposals (TRACECA 2016 Strategy), major goals of the development of Europe-the Caucasus-Asia corridor as defined by the Strategy of the Intergovernmental Commission TRACECA for development of the international transport corridor Europe-the Caucasus-Asia for 2016-2026, elaborated on the basis of the TRACECA Master Plan and the Parties' proposals, as well as the Baku Declaration adopted at the XIV Meeting of the Intergovernmental Commission TRACECA, based on the information provided by the Parties to the Basic Agreement as well as publicly available information, has prepared the present Review of harmonization and simplification of border crossing procedures (hereinafter referred to as - the Review).

In this Review, the Permanent Secretariat has paid attention to the brief description of the legal basis of cargo crossing procedures across the border, current situation at the borders between the countries, which are Parties to the Basic Agreement, as well as the best practices used in the world. Information regarding the situation in the TRACECA corridor member states will be covered in more details in the Appendix to the present Review.

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INTRODUCTION

Transport is one of the major drivers of economic and trade relationships between countries. At the same time, border crossing is the most difficult component of international trade process.

Maximum simplification of transportation process and quick crossing of international borders enable to improve the efficiency of transportation, which plays a positive role for enlarging the volumes of mutual trade and attracting additional traffic flow.

Share of TRACECA member states in international trade constituted 2.7%

According to the data provided by the World Bank¹, **global volume of goods and services exports** in 2018 had increased by 9%, reaching USD 25.1 trillion. At the same

time, the volume of TRACECA member states² exports constituted USD 671.1 billion, or just 2.7% of the global.

It is important to note that the TOP 5 of global exporters (China, US, Germany, Japan and South Korea) do not include the TRACECA countries. These 5 countries taken together account for 37.9% of the global exports.

China is the world's number one exporter of goods and services, whose total volume amounts to USD 2.7 trillion, 4 times exceeding the appropriate figure for the TRACECA countries combined. Hence, in order to attract additional freight flows to the TRACECA routes and expand the volume of trade, it is important to maintain the maximally simplified freight transportation process.

Logistics efficiency index of the World Bank³ also assesses the transportation process based on 6 criteria. In the 2018 report, TRACECA member

states took places from the 47th to the 150th, which attests to significant divergences in the organization of transportation process (Appendix 1).

Leading positions on all the assessment criteria are shared by Turkey, Romania and Bulgaria, while Moldova, Georgia, Azerbaijan⁴ and Tajikistan lag significantly behind.

It must be noted that the TRACECA member states, which share common

Infrastructure and customs procedures of the neighboring TRACECA member states significantly differ from each other

In the 2018 Logistics Efficiency Index, TRACECA member states take places between the 47th and the 150th

border, are ranked very differently from each other, particularly when it comes to customs clearance, infrastructure and international traffic. For example, Ukraine is ranked 89th for its customs clearance, while Moldova takes

the 124th position. To further maintain the simplified transportation process between the TRACECA member states as well as on transit routes passing through them, it is necessary to take both institutional and infrastructural measures for border crossing procedure harmonization.

Existing international treaties have established a legal basis sufficient for securing harmonized flows of goods through interstate borders. Based on the United Nations data⁵, the Permanent Secretariat has considered the status of countries' signing/joining international conventions adopted between 1952 and 2019 which regulate border crossing procedures (Appendix 2).

¹<https://wits.worldbank.org/CountryProfile/en/Country/USA/Year/LTST/Summary>

² Armenia – 4,7 billion, Azerbaijan – 25,4 billion., Bulgaria – 43,6 billion., Georgia – 8,8 billion., Iran – 113,2 billion (for 2017 only), Kazakhstan – 67,3 billion, Kyrgyzstan – 2,6 billion, Moldova – 3,3 billion, Romania – 99,7 billion, Turkey – 227,7 billion, Ukraine – 59,1 billion, Uzbekistan – 14,7 billion, Tajikistan – 1,0 billion).

³<https://lpi.worldbank.org/international/global>

⁴ The data are available for 2014 only

⁵<https://www.unece.org/trans/international-agreements/transconventnlegalinst/list-of-agreements-for-tabs/border-crossing-facilitation-agreements-and-conventions.html>

There are two out of seven international treaties on simplification of border crossing procedures to be adopted by all the TRACECA member states

All the TRACECA member states are signatories to the International Convention on the Harmonization of Frontier Controls of Goods and the Convention on International Transport of Goods Under Cover of TIR Carnets. Besides, 11 out of 13 countries of the Basic Agreement have also adopted the Customs Convention on

Containers. The norms of International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage Carried by Rail, Convention on International Customs Transit Procedures for the Carriage of Goods by Rail under Cover of SMGS Consignment Notes etc. are practically not being implemented.

According to the UN experts' opinion, the Convention on International Transport of Goods Under Cover of TIR Carnets is the most efficient one that is being implemented in many countries of the world.

Today, participant countries to this Convention have adopted guidelines which provide legal basis for its paperless implementation (eTIR).

The TIR system is being used by more than 34 000 transport and logistical companies in 76 countries

This customs transit system facilitates trade and enables secure and constraint-free transportation of goods through borders.

The use of the TIR carnets reduces the timing and costs of trans-boundary traffic by up to 80% and 38%, respectively⁶.

Computerization of procedures, instead of paperwork maintenance, will help to enable further efficiency improvements.

Since 2017, a series of eTIR pilot projects has been implemented between such countries of the TRACECA corridor as

the Islamic Republic of Iran, Turkey, Azerbaijan, Kazakhstan, Uzbekistan and Tajikistan.

With these purposes, the TIR Administrative Committee has agreed on a number of amendments to be included in the TIR Convention, as well as a new Appendix 11 on TIR which will provide the basis for the digitalized TIR system.

This long-awaited TIR system revolution will also enable a simplified procedure for transport companies.

In total, the TIR Convention provides basis for up to 3.5 million truck journeys per year, maintaining maximally fast and efficient border crossing.

The adoption of eTIR crowned more than 20 years of negotiations

BEST PRACTICES IMPLEMENTED IN THE WORLD

Introduction and implementation of information technologies plays an important role in the simplification of cross-border procedures.⁷⁸

The revised Kyoto Convention defines minimum elements of the implementation of informational technologies for customs administrations. Since 2004, the World Customs Organization has also been working on the simplification of border documentation and crossing procedures. Many developed and developing countries have already started to implement different customs documentation systems aimed at facilitating work at the border control points (BCP).

ASYCUDA has already been or is being implemented in more than 90 countries

At the same time, most countries currently implement the computerized customs management system - **ASYCUDA⁹**, which covers the majority of foreign trade-related

⁶ <http://www.unece.org/?id=53693>

⁷ https://www.unescap.org/sites/default/files/MICBC-fulltext_0.pdf

⁸ <https://www.osce.org/secretariat/88238?download=true>

⁹ <https://asycuda.org/ru/about-ru/>

procedures. The system processes manifests and customs declarations, accounting, transit and waiting procedures, and also generates trade data that can be used for analytical purposes. The ASYCUDA software was developed by the UNCTAD office in Geneva, respective works having started in the 1980's.

The system has been already implemented or is now being introduced in more than 90 countries¹⁰, territories and regions. Out of the 13 TRACECA member states, only 3 ones currently use this system.

Taking into account the fact that border crossing process requires coordination between many government agencies upon banking services, insurance, logistics and transportation, veterinary, phytosanitary and sanitary-epidemiological control, migration etc., integration of all the services at one point with the purpose of border crossing procedure simplification was established as "single window" by the UN in 2004, and later provided the basis for Recommendations for establishing legal conditions for the single window of international trade.

Later on, information systems were completed by risk management systems and sustained by continuous infrastructural development.

Currently, different modifications of X-ray scanners (mobile, stationary etc.), scanners checking the presence of chemical, biological, radiological and nuclear materials and other non-intrusive control technologies are being widely used.

Among other automated and digitalized technologies used across the world, one can note automated systems of weighing vehicles and measuring their sizes, systems for identifying vehicles based on their number plates and other features, video observation, health checking systems, smartcards for payments, passport data scanning systems, including portable ones, electronic seals and real-time cargo tracking systems, modern equipment for laboratory analysis, systems of electronic declaration

and clearance, as well as preliminary information, transit control systems, electronic queue systems, joint border controls etc.

From the point of view of infrastructural efficiency, it is important to envisage expansion opportunities, separate traffic lanes, designated spaces for laboratory tests and all other operations related to border crossing.

CROSSING OF BORDERS OF THE TRACECA MEMBER STATES

Time taken by border crossing significantly differs among the TRACECA member states. According to the country-provided information, border crossing, taking into account waiting time, takes around 2

According to the CAREC research, average border crossing time is 12 hours

hours in the majority of countries. However, in some of them this may take up to 72 hours due to their low processing capacity. The research made by CAREC¹¹ in 2016-2018, indicates that the average border crossing time constitutes no less than 12 hours.

So, the country survey conducted by CAREC describes the situation in the TRACECA member countries as follows:

Azerbaijan. Trans-Caspian traffic from and to the Central Asian countries face long waiting times in the Baku port, which results in the significant volatility of carriage terms. Due to a limited frequency of ferry voyages and unfavorable weather conditions, time required to cross the Caspian Sea was quite unpredictable in 2018.

Georgia. Implementation of the integrated structure and procedure simplification have resulted in quick border crossing at the Sarpi BCP on the border with Turkey and Tsiteli Khidi on the border with

¹⁰ Moldova from 2006, Georgia from 2007, Kazakhstan from 2016.

¹¹ CAREC includes 11 countries, 6, or more than half, of which are TRACECA member states.
<https://www.carecprogram.org/uploads/CAREC-Corridor-Performance-Measurement-Monitoring-Annual-Report-2018-ru.pdf>

Azerbaijan. Thanks to the risk assessment-based system in use, most goods quickly pass through the green channel, minimizing the necessity of additional document checks or physical examination.

Kazakhstan. Average border crossing time decreased, despite a significant increase in delays at the major BCP in Kazakhstan, such as Khorgos, Konysbaeva and Tajen, mostly due to the time spent on waiting in the queues and load-unload operations. At the same time, the lack of coaches remains a problem for railway transport while crossing borders.

Kyrgyzstan. When the Republic of Kyrgyzstan joined the Eurasian Economic Union in 2015, it withdrew from its borders customs control and many kinds of checks it required. Only border security service and phytosanitary inspection currently function at the BCP's, and at many of them a significant decline in the average time of border crossing has been observed.

Tajikistan. The costs of road transportation in Tajikistan are usually high due to its mountainous terrain and perilous weather conditions, but the situation improved in 2018. Unrestricted crossing patterns were observed at the border with the Republic of Kyrgyzstan and Uzbekistan, but crossing the borders with Afghanistan or PRC required more time.

Uzbekistan. Despite the improvement in road and transport conditions within the country, significant delays during border crossing persisted. Meanwhile, indicators related to railway transportation continued to improve.

Most conclusions of the CAREC research are corroborated by the evidence provided by the TRACECA member states. In Azerbaijan, time of passage through the International Sea Trade Port of Baku during unfavorable weather conditions reaches 2-3 days, while the number of automobiles delayed may exceed 100.

Reconstruction of the border control points at the Georgian-Turkish borders has also brought positive results from the point of view of border crossing procedure simplification, which is also mentioned in the UN committee reports. Besides, according

to the CAREC research border crossing in Georgia doesn't take more than 5 minutes.

Kazakhstan also acknowledges the facts of delays at the borders with Uzbekistan, where border crossing takes up to 72 hours (3 days).

Meanwhile, according to the observations of the Asian Development Bank, carriages through the Caspian Sea on average take 3-5 days, due to unstable ferry schedule and congestions at the Baku port. This increases the timing of cargo transportation from Georgia (Poti) to Kyrgyzstan (Bishkek) up to 9 days, whereas the net time spent on transit trip does not exceed 5 days.

Along with this, a number of countries are taking measures to simplify transport procedures through the development of infrastructure. For example, in September 2018, the construction of a new automobile checkpoint "Nur Zholy" on the Kazakh-Chinese border, which is the largest in Central Asia, was implemented. The capacity is 2.5 thousand vehicles per day, the number of traffic lanes at the entrance of the checkpoint is 8 lanes, at the exit there are 4 lanes, inside the checkpoint there are 7 lanes.

From July 2019 to December 2020, the checkpoint on the Kazakh-Uzbek section of the border – Konysbayev was also reconstructed. As a result, the territory was expanded from 3 to 6 hectares, traffic lanes were increased from 2 to 6, 3 integrated complexes were installed for non-stop measurement of mass and dimensions parameters and scanning of vehicles, sanitary parkings were created to isolate vehicles with cargo in case of detection of epidemiological objects.

Despite active efforts made by some countries to modernize border control points, some other countries do not pay due attention to this issue, which minimizes efficiency gains from border crossing procedure simplification.

Tajikistan managed to make significant improvements in border crossing parameters thanks to modernization of the

**32% of
checkpoint
s have
minimal
equipment**

majority of its border control points within the framework of investment project implementation, which helped to ensure sufficient capacity.

At the same time, according to the evidence provided by Tajikistan, de-facto time taken by border crossing procedures at the control point Karamyk-Karamyk on the border between Tajikistan and Kyrgyzstan, amounts to up to 5 hours.

Moldova reports insufficient capacity at the control points of Otaci-Mohyliv Podilskiy (Moldova-Ukraine), Skuleni-Skuleni (Moldova-Romania), Kostesti-Stanca (Moldova-Romania). This leads to the congestion of vehicles, which have to cross the borders through other nearby control points.

Another important issue is the requirement for harmonization both within countries as well as in between them. For example, the Unguri-Bronnytsya and the Lipcani-Radauti Prut control points have weight limits of 5 tons and 7.5 tons respectively due to weak infrastructural capacity. Similar conditions can be observed at the other countries' borders as well, which requires harmonization on international level.

According to carriers of the countries, border crossing procedures also require improvement and elimination of barriers.

According to the responses provided by the national carriers of Azerbaijan, Armenia, Georgia, Kazakhstan, Moldova and Tajikistan, the situation at the checkpoints is significantly different (summary Information- Appendix 3)¹²:

- 48% of the checkpoints have a good condition of access roads, while 40% are in a satisfactory condition;

- only 12% of checkpoints have green lanes, while 30% of checkpoints do not provide for the separation of lanes by mode of transport;

- 40% of checkpoints have an insufficient number of traffic lanes, 46%

have insufficient parking spaces for cargo vehicles;

- 32% of checkpoints have minimal equipment, 21% require construction or reconstruction;

- 30% of checkpoints do not have technical means of cargo inspection;

- 71% of checkpoints do not have temporary storage warehouses;

- 85% of checkpoints do not have electronic entry booking systems;

- 39% of checkpoints do not work through an advance declaration;

- in 42% of checkpoints, customs operations take up to 3 hours, in 15% - more than 3 hours;

- in 54% of checkpoints, the waiting time before entering the checkpoint takes from 2 hours;

- in 61% of checkpoints, the time spent at the checkpoint takes more than 2 hours;

- in 49% of cases, it was noted that there is no simple and transparent system for issuing and applying entry/exit and transit permits.

Georgian carriers also noted that there is a congestion of vehicles at the Sarpi checkpoint, and the launch of regular sea communication between Georgia and Bulgaria and Romania (2 times a week) would reduce the waiting time.

According to the Moldovan carriers, the waiting time at the border with Romania reaches 72 hours, one checkpoint needs improvement of parking and access roads. Also, there are no lanes on the Romanian side for vehicles with perishable cargo or without cargo.

According to the responses received to the request of the Permanent Secretariat № 02/20/111 dated May 20, 2020, the International Vehicle Weight Certificate within implementation of Annex 8 to the International Convention on the Harmonization of Frontier Controls of Goods of 1982 is recognized in Moldova. In addition, according to carriers of the countries, they face repeated weighing, and information about the lists of all weighing stations existing in countries authorized in accordance with international principles is not always available.

¹² according to the information on 39 checkpoints (Azerbaijan-6, Armenia-8, Georgia-2, Kazakhstan-2, Moldova-18, Tajikistan-3).

Overall, taking into account the information provided by the TRACECA member states as well as research conducted by international organizations, a conclusion can be made that border crossing procedures require simplification and harmonization.

The reduction of border crossing time can be achieved by setting target indicators and developing priority tasks to reduce the time of customs operations at the checkpoints of the TRACECA member-states in order to achieve it. Such tasks, in addition to the modernization of

checkpoints, can also be the optimization of the measures applied within the framework of the risk management system, agreements on mutual recognition of customs control results, on organization of the exchange of preliminary information about the goods and vehicles being transported, etc. between the customs administrations of the TRACECA member-states.

Recommendations for simplifying border crossing procedures

- intensification of cooperation and exchange of experience between customs authorities within TRACECA;
- conducting consultations on Single Window Concept, advance information and declaration for TRACECA member states;
- ensuring the implementation of the provisions of Annex 8 to the Convention on the Harmonization of Frontier Controls of Goods, including in terms of the application of the International Vehicle Weight Certificate;
- taking measures to reduce the border crossing time (including sea checkpoints);
- adoption of the concept of a phased transition to "electronic checkpoints";
- ensuring mutual recognition of the control results and considering the possibility of creating a "single (combined)" checkpoint;
- improving the quality of infrastructure and retrofitting checkpoints;
- introduction of electronic queues for entry to checkpoints.

**Positions of the TRACECA corridor countries
in 2018 World Bank's Logistics Performance Index**

No	Country	Ranking Position	Customs	Infrastructure	International Shipments	Logistics Competence	Tracking And Tracing	Timelines
1	Turkey	47	58	33	53	51	42	44
2	Romania	48	80	51	48	47	41	39
3	Bulgaria	52	42	64	41	55	59	65
4	Iran	64	71	63	79	62	85	60
5	Ukraine	66	89	119	68	61	52	56
6	Kazakhstan	71	65	81	84	90	83	50
7	Armenia	92	81	86	95	97	113	111
8	Uzbekistan	99	140	77	120	88	90	91
9	Kyrgyz Republic	108	55	103	138	114	99	106
10	Moldova	116	124	141	90	122	142	82
11	Georgia	119	95	102	124	132	139	105
12	Azerbaijan ¹³	125	82	68	113	149	148	143
13	Tajikistan	134	150	127	133	116	131	104

¹³ Data for 2014

**TRACECA corridor countries' participation status
in international treaties regulating border crossing procedures¹⁴**

No	Convention	Azerbaijan	Armenia	Bulgaria	Georgia	Iran	Kazakhstan	Kyrgyzstan	Moldova	Romania	Tajikistan	Turkey	Ukraine	Uzbekistan
1	Convention on the facilitation of border crossing procedures for passengers, luggage and load-luggage carried in international traffic by rail, of 22 February 2019													
2	Convention on International Customs Transit Procedures for the Carriage of Goods by Rail under Cover of SMGS Consignment Notes Geneva, 9 February 2006													
3	Convention on Customs Treatment of Pool Containers Used in International Transport, 21 January 1994													
4	International Convention on the Harmonization of Frontier Controls of Goods, 21 October 1982													
5	Customs Convention on Containers, of 2 December 1972													
6	International Convention to Facilitate the Crossing of Frontiers for Goods Carried by Rail, of 10 January 1952													
7	Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention), of 14 November 1975													

¹⁴ According to UN information

**Applicable practices for elimination
of bottlenecks and restrictions
that prevents the acceleration of border crossing procedures along the TRACECA corridor**

№	DESCRIPTION	AVAILABILITY / UN AVAILABILITY													SIMILARITY OF PRACTICES	SHORT DESCRIPTION
		AZERBAIJAN	ARMENIA	BULGARIA	GEORGIA	IRAN	KAZAKHSTAN	KYRGYZSTAN	MOLDOVA	ROMANIA	TAJIKISTAN	TURKEY	UKRAINE	UZBEKISTAN		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
<i>Applicable practices for elimination of restrictions to border crossing procedures</i>																
1.	Adoption of advance notification of arrival (<i>FAL Form 2 on cargo</i>)	15														
2.	Provision of the information (<i>AIS, SafeSeaNet etc.</i>)	16														
3.	Electronic submission of the entry summary declaration (ESD), data compatibility										17					
4.	"Single window" concept at customs				18				19							
5.	Use of electronic cargo risks assessment by customs															
6.	Right to appeal (ad loco) the decisions	20														

¹⁵ Cargo Declaration (IMO) applies

¹⁶ A network is used to exchange basic information available on ships (under all flags) and information about their cargo.

¹⁷ In relation to Russia and Afghanistan

¹⁸ A unified electronic system for recognizing and exchanging information about permits and licenses between institutions.

¹⁹ Data exchange with the Border Police and other border control services.

²⁰ Importers have the opportunity to appeal the decisions of the customs authority in a higher state authority

	of the customs authorities															
7.	Access to customs services (<i>free services, exclusions, customs working hours</i>)	21						22								
8.	Harmonized customs nomenclature							23	24							
9.	Granting financial provisions exceeding customs duties															
10.	Dealing with formalities in other customs departments (<i>customs clearance, customs debt</i>)															
11.	Release of goods immediately upon granting a provision															
12.	Availability of the simplified procedure for the authorized entities/economic operators															
13.	Capacities of the border crossing points															
14.	Harmonized requirements to acceptable parameters (<i>mass, dimensions</i>)															
15.	Implementation of "One Stop Border Posts"															
<i>Bottlenecks at checkpoints</i>																
1	Insufficient capacity due to lack of the possibility of its further expansion*								1							
2	Insufficient capacity due to infrastructure constraints*					11	25	2		1						
3	Insufficient capacity due to lack of harmonization of legal regulations and technical requirements															

²¹ Available at «e-Növbə», «e - GÖÖEN», «e - Gömrük Ekspertizası», «<https://customs.gov.az/az/>»

²² Information is available on the official website of the customs service www.customs.gov.md. Information point for international trade. Payment online. Schedule of international checkpoints 24 hours.

²³ Application of the Harmonized WTO System.

²⁴ TARIC

²⁵ It is noted that at the checkpoint Ak-Tilek - KaraSuu, Chon-Kapka - Aisha-Bibi (Kyrgyzstan), an artificial congestion of vehicles is being created, which leads to an increase in border crossing time up to 48 hours.

4	Average border crossing time does not exceed 1 hour															
5	Average border crossing time takes from 1 to 2 hours	26														
6	Average border crossing time takes from 2 to 4 hours	27								28						
7	Average border crossing time is 5 hours or more.						29									

* *this section indicates the number of checkpoints that match the description*

²⁶ The checkpoint of Azerbaijan with Georgia (Sinig Korpu, Red Bridge) - up to 1 hour for transit vehicles passing through green transit corridors and up to 3 hours for other freight vehicles. The checkpoint of Azerbaijan with Iran (Astara) - up to 4 hours, taking into account the transshipment of goods (at the terminal in Iranian Astara) from Iranian vehicles to Azerbaijan for transportation to points of Azerbaijan, up to 2 hours for transit carriers.

²⁷ Baku International Sea Trade Port - several hours, depending on the number of vehicles loaded into ferries or RO-RO, TIR. In addition, according to JSC "ASCO", ferries and ships of the RO-RO type of the Azerbaijan Caspian Shipping Company make about 2-3 voyages daily in the direction of Kazakhstan (Alyat-Kuryk/Aktau-Alyat) and Turkmenistan (Alyat-Turkmenbashi-Alyat). The travel time to Kazakhstan is 24 hours, to Turkmenistan-16 hours. This, in its turn, indicates a daily ship call and constant communication between the specified ports. The long waiting time in ports is exclusively related to weather conditions, or to the inability of port and railway operators to make timely delivery of wagons and trucks located in the port and on railway lines.

²⁸ Although in the CAREC cross-border agreement, this corridor is the main one, since from the Kyrgyz side it functions as a two-way, transit passage through this checkpoint is impossible.

²⁹ Basically, at the Kazakh-Uzbek border, the actual time required to complete procedures at checkpoints reaches up to 72 hours due to insufficient throughput.

**Evaluation of border crossing procedures
along the TRACECA corridor by national carriers**

	Issue	Response options	Azerbaijan	Armenia	Georgia	Kazakhstan	Moldova	Tajikistan
1.	State of access roads to the checkpoint	excellent	50%	37%	0%	50%	0%	0%
		good	33%	25%	100%	0%	44%	66%
		satisfactory	17%	0%	0%	0%	56%	34%
2.	Organization of division of lanes by mode of transport	green lane for cargo transport	66%	0%	0%	0%	5%	0%
		pecially designated lane for cargo transport	100%	50%	100%	50%	56%	0%
		n.p.f.	0%	12%	0%	0%	44%	100%
3.	State of the checkpoint's settlement	sufficient number of vehicle control lanes	100%	50%	50%	50%	38%	0%
		insufficient number of vehicle control lanes	0%	12%	0%	0%	61%	66%
		unavailability of the vehicle control lanes	0%	0%	50%	0%	0%	34%
		sufficient parking space for cargo vehicles	83%	37%	0%	50%	16%	100%
		insufficient parking space for cargo vehicles	0%	12%	0%	0%	72%	0%
		unavailability of the parking space for cargo vehicles	0%	0%	0%	0%	5%	0%
4.	State of infrastructure	there is unused capacities	17%	0%	0%	50%	0%	0%
		corresponds to the capacity	83%	25%	100%	0%	33%	0%
		minimal, requires re-equipment, increasing the traffic lanes, etc.	0%	25%	0%	0%	44%	66%
		outdated, requires the construction (reconstruction)	0%	12%	0%	0%	33%	34%
5.	Technical means of	available	100%	87%	100%	50%	38%	100%

	customs control for inspection of goods (inspection complexes)	unavailable	0%	0%	0%	0%	62%	0%0%
6.	Logistics centres	available	67%	0%	0%	0%	11%	100%
		unavailable	33%	62%	100%	50%	89%	0%
7.	Designated areas for auxiliary services	available	100%	37%	50%	0%	0%	66%
		unavailable	0%	25%	50%	50%	0%	34%
8.	Temporary storage warehouses	available	100%	12%	0%	0%	11%	34%
		unavailable	0%	50%	100%	50%	89%	66%
9.	System of electronic booking of a check point entry	available	83%	0%	0%	0%	0%	0%
		unavailable	0%	62%	100%	50%	100%	100%
10.	Implementation of advance notification	available	100%	37%	0%	0%	0%	66%
		unavailable	0%	50%	100%	50%	0%	0%
11.	Implementation of advance declaration	available	100%	87%	50%	0%	0%	100%
		unavailable	0%	12%	50%	50%	0%	0%
12.	System of automatic identification of weight and size specifications	available	67%	25%	0%	50%	0%	66%
		unavailable	33%	50%	100%	0%	100%	34%
13.	Systems of electronic payment	available	100%	50%	0%	0%	100%	0%
		unavailable	0%	25%	0%	100%	0%	100%
14.	Time spent for customs operations	up to 1	83%	50%	100%	50%	0%	0%
		from 1 to 2	17%	25%	0%	50%	0%	0%
		from 2 to 3	100%	12%	0%	0%	72%	66%
		over 3	0%	0%	0%	0%	28%	34%
15.	Time spent on the specific control operations	up to 1	100%	50%	0%	100%	0%	0%
		from 1 to 2	0%	37%	100%	0%	0%	0%
		from 2 to 3	0%	0%	0%	0%	72%	100%
		over 3	0%	0%	0%	0%	28%	0%
16.	Waiting time (in queue) before entering the checkpoint	up to 1	67%	75%	0%	0%	0%	0%
		from 1 to 2	33%	0%	100%	50%	0%	100%
		from 2 to 3	0%	0%	0%	0%	62%	0%
		over 3	0%	0%	0%	50%	38%	0%
17.	Waiting time (at the berth, on the roadstead of the seaport) for registration of the ship's	up to 1	0%	0%	0%	0%	0%	0%
		from 1 to 2	100%	0%	0%	0%	0%	0%
		from 2 to 3	0%	0%	0%	0%	0%	0%
		over 3	0%	0%	50%	0%	0%	0%

	arrival at the checkpoint or its departure from the checkpoint							
18.	Overall time spent at the checkpoint (from gate to gate)	up to 1	83%	12%	50%	0%	0%	100%
		from 1 to 2	17%	25%	0%	50%	0%	0%
		from 2 to 3	0%	25%	0%	0%	72%	0%
		over 3	0%	0%	50%	50%	28%	0%
19.	Overall time of border crossing	up to 1	83%	62%	0%	0%	0%	0%
		from 1 to 2	17%	25%	0%	0%	0%	0%
		from 2 to 3	0%	0%	0%	0%	72%	0%
		over 3	0%	0%	50%	100%	28%	100%
20.	Conducting veterinary, phytosanitary, and sanitary-epidemiological types of control	up to 30	100%	25%	100%	100%	0%	0%
		from 30 to 60	0%	50%	0%	0%	0%	100%
		from 60 to 90	0%	0%	0%	0%	27%	0%
		over 90	0%	0%	0%	0%	27%	0%
21.	Implementation of a Single Window	available	100%	63%	100%	0%	100%	100%
		unavailable	0%	37%	0%	100%	0%	0%
22.	Availability of harmonized customs nomenclature	available	100%	100%	0%	50%	100%	100%
		unavailable	0%	0%	50%	50%	0%	0%
23.	Availability of harmonized requirements for acceptable parameters (<i>mass, dimensions</i>)	available	83%	53%	100%	100%	100%	100%
		unavailable	0%	0%	0%	0%	0%	0%
24.	Availability of convenient and timely sea communication	available	100%	0%	0%	0%	0%	0%
		unavailable	0%	0%	50%	50%	27%	0%
25.	Availability of a simple and transparent system for issuing and applying permits for entry/exit, transit	available	100%	100%	100%	100%	0%	100%
		unavailable	0%	0%	0%	0%	100%	0%
26.	Other (problematic issues that carriers face during border crossing)	-			Long waiting time at the border	Unavailability of electronic queue		

					booking		
27.	Proposals to eliminate "bottlenecks" during border crossing			Launching of sea communication with Bulgaria and Romania at least 2 times a week	Construction of a storage device (parking)	Improvement of the parking and access roads at the Giurgiulesti-Reni checkpoint is required	