



**FIFTEENTH ANNUAL MEETING OF THE  
INTERGOVERNMENTAL COMMISSION TRACECA**  
Sofia, Bulgaria, October 21, 2021

**ПЯТНАДЦАТОЕ ЕЖЕГОДНОЕ ЗАСЕДАНИЕ  
МЕЖПРАВИТЕЛЬСТВЕННОЙ КОМИССИИ ТРАСЕКА**  
г. София, Болгария, 21 октября 2021

## **METHODOLOGY OF EVALUATING CHECK POINTS**

### **General Provisions**

1. The present Methodology of evaluating check points (hereinafter referred to as the Methodology) was elaborated by the Permanent Secretariat of the Intergovernmental Commission TRACECA (hereinafter referred to as the Permanent Secretariat) with the view of evaluating road check points between the countries of the Basic Multilateral Agreement (hereinafter referred to as the countries) for further formation of the country recommendations on facilitation of border crossing procedures. Check points, which do not lie on the TRACECA routes, are not covered by the present Methodology. This Methodology is approved by the Intergovernmental Commission TRACECA.

2. Evaluation of the check points' operation in the countries is performed annually in the following 5 areas:

1. Infrastructure (11 issues, 35 points);
2. Information technologies (8 issues, 24 points);
3. Processes and procedures (12 issues, 27 points);
4. Positions in international ratings (2 issues, 8 points);
5. Opinion of carriers (2 issues, 7 points).

Each area has a definite number of points (in accordance with Appendix 1), which totally make one hundred points.

3. The source for the data is the information provided by the authorized bodies and national carriers of the countries to the Permanent Secretariat. The information from the carriers may be received both in written form on a letter headed paper, and through social networks by means by completing the questionnaires. The deadline for provision of the information is 1 April of the year following the evaluated year. In the event that the countries conveyed the information after the deadline given in this item of the present Methodology, the Permanent Secretariat is entitled not to include it in the annual evaluation if there is not sufficient time to meet the deadline given in item 5 of the present Methodology.

4. The Permanent Secretariat, no more than once in two years, may carry out together with international organizations an inspection of the road check points' state, and, in case of necessity, makes appropriate modifications if there are inconsistencies with the information provided earlier.

5. The Permanent Secretariat based on the received information forms an annual evaluation of the check points' operation with the country recommendations on improving their activities and sends it to the countries no later than 1 July of the year following the evaluated year. The Permanent Secretariat also publishes the rating of the check points on its website within the time specified in this item of the present Methodology.

6. The rating of the check points is formed according to the points which were determined for each check point. The total evaluation is determined by the following gradation:

- 90 points and over – excellent;
  - 75-89 points – good;
  - 60-74 points – satisfactory;
  - 59 points and less – unsatisfactory
- Each check point is evaluated individually.

### **Calculation of characteristics within “Infrastructure”**

7. The area of “Infrastructure” includes 11 characteristics, which in the aggregate equal 35 points.

8. The characteristic “State of approach roads to the check point” assesses the quality of approach roads as “excellent” (3 points), “good” (2 points) and “satisfactory” (1 point). With the view of determining the state of approach roads the zero defects characteristic for each area is calculated for each section by the following formula:

$$D = \frac{D_{overall} - D_{def}}{D_{overall}} * 100\%,$$

where,

D – zero defects characteristics, in percentage terms,

$D_{overall}$  – overall length of the road (no less than 20 km from/to a check point), in km,

$D_{def}$  – length of the road with defects (no less than 20 km from/to a check point), in km.

The inspected road section (kilometre) is considered without defects, if along the whole kilometre there were not found any defects such as improper road surface, breaks in the road surface, failures of the roadsides and carriageways, which is the reason of impossibility to observe the maximum permissible speed rate.

If the zero defects characteristic makes 90% and over, the characteristic is evaluated as “excellent”. In the range of 70-89% the characteristic is evaluated as “good”. If a zero defects characteristic makes less than 70% (but no less than 50%), the characteristic is evaluated as “satisfactory”.

9. Characteristic “Organization of traffic lanes segregation” evaluates the available traffic segregation as the “green truck lane” (3 points), “specially designated truck lane” (2 points) and “not provided for” (0 points).

10. Characteristic “State of check points’ facilities” evaluates the number of vehicles’ control lanes and standing places for cargo vehicles. The evaluation “Sufficient number of vehicles’ control lanes” (5 points) is determined when the capacity of the vehicles’ control lanes corresponds to the actual flow of traffic, including peak hours. In the event that the capacity of the vehicles’ control lanes does not correspond to the actual flow of traffic, including peak hours, this characteristic is evaluated as “Insufficient number of the vehicles’ control lanes” (2 points). In case of absence of the vehicles’ control lanes the characteristic is evaluated as “Absence of the vehicles’ control lanes” (0 points).

The evaluation of the sufficient space for cargo vehicles’ standings is calculated in a similar manner to that of the sufficient number of the vehicles’ control lanes.

11. Characteristic “State of infrastructure” evaluates the capacity and its conformity with the actual characteristics. The determination gradation is classified into the following types:

“there are unused capacities” (6 points), if the actual characteristics are below the check point capacity (to 95%);

“conforms to the capacity” (5 points) if the actual characteristics are slightly below the check point capacity (95-99%);

“minimum, requires re-equipment, increase of traffic lanes, etc.” (3 points), if the actual characteristics slightly conform to the check point capacity or slightly exceed it (100-105%);

“became obsolete, requires construction (reconstruction)” (1 point), if the actual characteristics slightly conform to the check point capacity or slightly exceed it (100-105%).

12. Characteristic “System of vehicles’ treatment and disinfection” evaluates the availability of this system consisting of devices providing for mechanical treatment, washing and disinfection of vehicles, collection of surface special solutions for further disinfection. Where available 1 point is conferred.

13. Characteristic “System of decontamination of quarantine products” evaluates the availability of this system, which consists of technical facilities and premises providing for decontamination of quarantine products imported through the check points from quarantine objects (quarantine hazardous organisms). Where available 1 point is conferred.

14. Characteristic “Customs control technologies for inspection of goods (customs inspection complexes)” evaluates the availability of advanced facilities allowing to perform inspection of a vehicle and bulk cargo in a short time for the examination of their contents. Where available 1 point is conferred.

15. Characteristic “Logistic centres” evaluates the availability of the transport infrastructure installation consisting of a specially allotted place with the installations, located in this place, designed to perform accompanying preparatory, distributing and finalizing technological operations with cargo and vehicles, which is constructed at the check points or in a proximity to the territory of the check points. Where available, 2 points are conferred.

16. Characteristic “Designated areas for auxiliary services” evaluates the availability of the service facilities (food services area, teller terminals, exchange services, post and other facilities). Where available, 2 points are conferred.

17. Characteristic “Warehouses for temporary storage” evaluates the availability of a specially allotted and organized premises or other place where goods and vehicles are stored temporarily to be moved across the state border of the countries (temporary storage warehouse, where the goods and vehicles are placed for temporary storage from the date of presented at the customs to their exit under relevant customs procedure). Where available, 2 points are conferred.

18. Characteristic “Approved plan on check points’ improvement” evaluates the availability of the approved plan on check points’ improvement by the relevant authorized body or the government of the country for a specified time. Where available, 2 points are conferred.

### **Calculation of characteristics within “Information Technologies”**

19. The area of “Information Technologies” includes 8 characteristics which in the aggregate make 24 points.

20. Characteristic “System of electronic booking of a check point entry” evaluates the availability of the functioning system of electronic queue of the vehicles for entry to road check points across the state border of the country, booking the time of vehicles entry to these road check points, as well as operation of waiting areas. Where available, 2 points are conferred.

21. Characteristic “Implementation of advance notification” evaluates the availability of the functioning advance notification system, which allows to present and share advance

information on goods and vehicles transported across the state border of the country. Where available, 4 points are conferred.

22. Characteristic "Implementation of advance declaration" evaluates the availability of the functioning advance declaration system, which allows declaring the information, subject to indication in the customs declaration, except for the information that by its nature may not be known to the declarant at the time of submission of the customs declaration. Where available, 4 points are conferred.

23. Characteristic "System of automatic identification of weight and size specifications" evaluates the availability of the system, which allows automatic identification and recording of vehicles, permissible axle load, total weight and sizes. Where available, 3 points are conferred.

24. Characteristic "System of radiation control" evaluates the availability of the system enabling to exercise control over observance of radiation safety standards and main sanitary regulations of radiation protection and other sources of ionizing radiation, as well as acquisition of the information on the radiation environment of a vehicle. Where available, 3 points are conferred.

25. Characteristic "System of detection of goods and cargo forbidden to be carried" evaluates the availability of the system which allows detecting goods and cargo forbidden to be imported/exported or carried in transit according to the national legislation of the country and/or its international agreements, pursuant to which the country assumed international legal obligations. Where available, 3 points are conferred.

26. Characteristic "System of electronic payment" evaluates the availability of the system which allows electronic payments. Where available, 1 point is conferred.

27. Characteristic «Risks assessment system before the arrival of goods to the physical border" evaluates the availability of the system, which allows arranging the activity of customs authorities in collection and study of the information on the activities of the persons and results of the customs operations, risks assessment, defining measures on risks mitigation and ways of their application, risks identification, risk treatment, as well as monitoring and analysis of the impact. Where available, 4 points are conferred.

### **Calculation of the characteristics within "Processes and procedures"**

28. The area of "Processes and procedures" includes 12 characteristics which in the aggregate make 27 points

29. Characteristic "Status of a check point" evaluates the status of a check point as "two-way" (1 point) or "multi-way" (0,5 point).

30. Characteristic "Hours of operation" determines the hours of operation in accordance with the following grading, subject to the operating hours:

"up to 8 hours" corresponds to 0,5 points;

"from 8 to 12 hours" corresponds to 1 point;

"from 12 to 18 hours" corresponds to 1,5 points;

"from 18 to 24 hours" corresponds to 2 points;

"twenty-four-hour 24/5 (24/6)" corresponds to 2,5 points;

"twenty-four-hour 24/7" corresponds to 3 points.

31. Characteristic "Main direction of cargo transfer" evaluates the main direction of cargo transfer covering no less than 34% from the total volume of cargo through the evaluated check point. In the event, that export and import of goods and cargo exceeds 34% each, this characteristic is evaluated as "export and import" (1 point). If the main direction of cargo transfer is "export" or "import", 0,5 point is conferred. In evaluating the main direction of cargo transfer as "transit", 2 points are conferred.

32. Characteristic “Customs operations time” evaluates the time spent on the customs operations on a per vehicle basis, measured in hours. In the event, that customs operations do not exceed 1 hour, this characteristic is evaluated as “to 1” (3 points). If customs operations require from 1 to 2 hours, the characteristic is evaluated as “from 1 to 2”, and 2 points are conferred. In customs processing, which takes from 2 to 3 hours, this characteristic is evaluated as “from 2 to 3”, which corresponds to 1 point. All customs operations taking more than 3 hours are evaluated as “more than 3” and 0,5 point is conferred. In order to calculate this characteristic it is needed to measure time from the beginning of the customs operations to their finalizing for 5 vehicles at the least, after which the mean time spent for customs operations is measured in accordance with the following formula:

$$B_{mean} = \frac{B(n1) + B(n2) + B(n3) + B(n4) + B(n5)}{n5};$$

where,

$B_{mean}$  – mean time of customs operations;

$B(nX)$  – time measurement from the beginning of customs operations till their finalizing per each vehicle individually;

$nX$  – number of vehicles processed by customs with their time measured.

Time measurement from the beginning till finalizing customs operations is permitted for more than 5 vehicles.

33. Characteristic “Time spent on specific control operations” evaluates the time spent on specific control operations, like examination, inspection applying technical means of verification, sensor monitoring, documentary control, etc. The calculation of this characteristic is performed similar to the formula, indicated in item 32 of the present Methodology.

34. Characteristic “Waiting time (queuing) before entry to the check point (only export/import)” evaluates the time spent by a vehicle from the time of arrival at the check point or exit from the adjacent check point of another country till its entry to the check point. The calculation of this characteristic is performed similar to the formula indicated in point 32 of the present Methodology.

In the event, that the waiting period does not exceed 1 hour, this characteristic is evaluated as “to 1” (2 points). If the waiting period makes from 1 to 2 hours, the characteristic is evaluated as “from 1 to 2”, and 1 point is conferred. If the waiting time makes from 2 to 3 hours, this characteristic is evaluated as “from 2 to 3”, which corresponds to 0,5 points. The waiting time taking more than 3 hours is evaluated as “over 3” and 0 point is conferred.

35. Characteristic “Waiting time (at berth, on the roadstead of the sea port) for registration of the ship’s arrival at the check point or departure from the check point” evaluates the time spent at berth or on the roadstead of a sea port waiting the officials of the controlling authorities for registration of the ship’s arrival to the check point or departure from there. The calculation of this characteristic is performed similar to the formula indicated in item 32 of the present Methodology (excluding tankers).

In the event that the waiting period does not exceed 1 hour, this characteristic is evaluated as “to 1” (2 points). If the waiting period makes from 1 to 2 hours, the characteristic is evaluated as “from 1 to 2” and 1 point is conferred. If the waiting period makes from 2 to 3 hours, this characteristic is evaluated as “from 2 to 3”, which corresponds to 0,5 point. The waiting period taking more than 3 hours is evaluated as “over 3 hours” and 0 point is conferred.

36. Characteristic “Overall time spent at the check point (from gate to gate)” evaluates the time spent by a vehicle from the time of entry to the time of exit. The calculation of this characteristic is performed similar to the formula indicated in item 32 of the present Methodology.

In the event that the time spent at the check point does not exceed 1 hour, this characteristic is evaluated as “to 1” (3 points). If the time spent at the check point makes from 1 to 2 hours, the characteristic is evaluated as “from 1 to 2” and 2 points are conferred. If the time spent at the check point makes from 2 to 3 hours, this characteristic is evaluated as “from 2 to 3”, which corresponds to 1 point. The waiting time taking over 3 hours is evaluated as “over 3”, and 0 point is conferred.

37. Characteristic “Overall time of crossing the border” evaluates the overall time needed for crossing the border taking into account the time of crossing through the adjacent check point. The calculation of this characteristic is performed similar to the formula indicated in item 32 of the present Methodology (The Permanent Secretariat combines information on the time required to cross the border provided by neighbouring countries to determine the overall time of crossing the border).

In the event that the time of crossing the border does not exceed 1 hour, this characteristic is evaluated as “to 1” (2 points). If the time of crossing the border makes from 1 to 2 hours, the characteristic is evaluated as “from 1 to 2” and 1 point is conferred. If the time of crossing the border makes from 2 to 3 hours, this characteristic is evaluated as “from 2 to 3”, which corresponds to 0,5 point. The time of crossing the border taking more than 3 hours is evaluated as “over 3” and 0 point is conferred.

38. Characteristic “Dynamics of cargo handling” evaluates the number of vehicles. The calculation of this characteristic is performed according to the following formula:

$$D = (Dx/Dy) * 100\%,$$

где,

D – dynamics of cargo handling,

Dx – number of vehicles for the reporting period;

Dy – number of vehicles for the year, preceding to the reporting year.

At positive dynamics or  $D \geq 100\%$ , 1 point is conferred. At negative dynamics points are not conferred.

39. Characteristic “Veterinary, phytosanitary, sanitary-epidemiology control” evaluates the time spent on performing the given types of control. The calculation of this characteristic is performed similar to the formula given in item 32 of the present Methodology.

In the event, that the time of control does not exceed 30 minutes, this characteristic is evaluated as “to 30” (3 points). If the time of control makes from 30 to 60 minutes, the characteristic is evaluated as “from 30 to 60” and 2 points are conferred. If control takes from 60 to 90 minutes, this characteristic is evaluated as “from 60 to 90”, which corresponds to 1 point. The time of control taking over 90 minutes is evaluated as “over 90”. and 0 point is conferred.

40. Characteristic “Implementation of a “Single Window” evaluates the availability of the functioning unified system of interdepartmental automatic collection, storage and processing of the information in all types of foreign trade operations on the border. If this system is available, 2 points are conferred.

### **Calculation of the characteristics within “Positions in international ratings”**

41. The area of “Positions in international ratings” includes 2 characteristics, which in the aggregate make 8 points.

42. Characteristic “Position in Logistics Performance Index (only “Customs” and “Infrastructure”) evaluates the rank of the country in the rating and the dynamics of change of positions in it. In case the country ranks up to the 26<sup>th</sup> position in the rating, 2 points are conferred. From the 26<sup>th</sup> position to the 51<sup>st</sup> one 1 point is conferred.

If the country improved its rank compared with the previous rating, 1 point is conferred for the improvement by 1 position, 2 points – for the improvement by 2 positions and more. In other cases points are not conferred. In the event, that the country is not represented in the rating, 2 points are added instead of 4 points.

This characteristic is calculated in the aggregate within “Customs” and “Infrastructure”, which means that the positions within these areas are summed up and the average value is defined. In case, that there is an improvement within one of the areas, and within the other – the deterioration is observed, the result is evaluated as “Without changes” without conferring points.

The information on this characteristic is not provided by the countries, and the Permanent Secretariat calculates the points according to the World Bank data.

43. Characteristic “Position in Doing Business” (only “International Trade”) evaluates the rank of the country in the rating and the dynamics of change of positions in it. The calculation of this characteristic is made in the order given in item 42 of the present Methodology.

### **Calculation of the characteristics within “Opinion of Carriers”**

44. The “Opinion of Carriers” includes 2 characteristics, which in the aggregate makes 7 points.

45. Characteristic “Negative feedback available” evaluates the number of received negative reports from carriers via social networks, where the Permanent Secretariat is presented. The list of questions for the inquiry is defined in Appendix 2 to the present Methodology. Measurement gradation is determined in the following way:

- 0 response – 7 points;
- to 2 responses – 6 points;
- from 2 to 4 responses – 5 points;
- from 4 to 6 responses – 4 points;
- from 6 to 10 responses – 3 points;
- from 10 to 15 responses – 2 points;
- from 15 responses and over – 1 point.

If 7 points are conferred for the “Negative feedback available”, in case of a positive response points are not conferred. In the event, that a country provided the information on the given sections and it does not correspond with the carriers’ feedback, 1 point is subtracted on this characteristic.

46. In case of positive feedback available, 1 point is added, irrespective of the number of feedback responses.

## Check Points Evaluation System

No	Name of characteristic	Unit of measure	Measure gradation	Points	Source of information	Remarks
1	2	3	4	5	6	7
<b>1. INFRASTRUCTURE (35 points)</b>						
1	State of approach roads to the checkpoint	According to the Methodology	excellent	3	Data provided by countries	
			good	2		
			satisfactory	1		
2	Organization of traffic lanes segregation	Availability or unavailability	green lane for cargo transport	3	Data provided by countries	
			especially designated lane for cargo transport	2		
			n.p.f.	0		
3	State of the checkpoint's facilities	According to the Methodology	sufficient number of vehicle control lanes	5	Data provided by countries	
			insufficient number of vehicle control lanes	2		
			unavailability of the vehicle control lanes	0		
			sufficient parking space for cargo vehicles	5		
			insufficient parking space for cargo vehicles	2		
			unavailability of the parking space for cargo vehicles	0		
4	State of infrastructure	According to the Methodology	there is unused capacities	6	Data provided by countries	
			corresponds to the capacity	5		
			minimal, requires re-equipment, increasing the traffic lanes, etc.	3		
			outdated, requires the construction (reconstruction)	1		
5	System of vehicles' treatment and disinfection	Availability or unavailability	available	1	Data provided by countries	
			unavailable	0		
6	System of quarantine products decontamination	Availability or unavailability	available	1	Data provided by countries	
			unavailable	0		
7	Technical means of customs control for inspection of goods (inspective complexes)	Availability or unavailability	available	3	Data provided by countries	
			unavailable	0		
8	Logistics centres	Availability or unavailability	available	2	Data provided by countries	
			unavailable	0		



9	Designated areas for auxiliary services	Availability or unavailability	available unavailable	2 0	Data provided by countries	
10	Temporary storage warehouses	Availability or unavailability	available unavailable	2 0	Data provided by countries	
11	Approved plan for modernization	Availability or unavailability	available unavailable	2 0	Data provided by countries	
<b>2. INFORMATION TECHNOLOGIES (24 points)</b>						
1	Electronic entry booking system to the checkpoint	Availability or unavailability	available unavailable	2 0	Data provided by countries	
2	Implementation of advance notification	Availability or unavailability	available unavailable	4 0	Data provided by countries	
3	Implementation of advance declaration	Availability or unavailability	available unavailable	4 0	Data provided by countries	
4	System of automatic identification of weight and size specifications	Availability or unavailability	available unavailable	3 0	Data provided by countries	
5	System of radiation control	Availability or unavailability	available unavailable	3 0	Data provided by countries	
6	System of detection of goods and cargo forbidden to be carried	Availability or unavailability	available unavailable	3 0	Data provided by countries	
7	Systems of electronic payment	Availability or unavailability	available unavailable	1 0	Data provided by countries	
8	Risk assessment system before arrival of goods at the physical border	Availability or unavailability	available unavailable	4 0	Data provided by countries	
<b>3. PROCESSES AND PROCEDURES (27 points)</b>						
1	Status of the checkpoint	Availability or unavailability	bilateral multilateral	1 0,5	Data provided by countries	
2	Hours of operation	Hours	up to 8 from 8 to 12 from 12 to 18 from 18 to 24 full day 24/5 (24/6) full day 24/7	0,5 1 1,5 2 2,5 3	Data provided by countries	
3	Main direction of the cargo transfer	Transportation	export import export and import transit	0,5 0,5 1 2	Data provided by countries	The main direction of cargo movement should take up no less than 34% of the total cargo volume
4	Customs' operations time	Hours	Up to 1 from 1 to 2 from 2 to 3	3 2 1	Data provided by countries	

			over 3	0,5			
5	Time spent on the specific control operations	Hours	Up to 1	3	Data provided by countries		
			from 1 to 2	2			
			from 2 to 3	1			
			over 3	0,5			
6	Waiting time (in queue) before entry to the checkpoint	Hours	Up to 1	2	Data provided by countries	Calculated only for import/export transportations	
			from 1 to 2	1			
			from 2 to 3	0,5			
			over 3	0			
7	Waiting time (at the berth, on the roadstead of the seaport) for registration of the ship's arrival at the checkpoint or its departure from the checkpoint	Hours	Up to 1	2	Data provided by countries		
			from 1 to 2	1			
			from 2 to 3	0,5			
			over 3	0			
8	Overall time spent at the checkpoint (from gate to gate)	Hours	Up to 1	3	Data provided by countries		
			from 1 to 2	2			
			from 2 to 3	1			
			over 3	0			
9	Overall time of crossing the border	Hours	Up to 1	2	Data provided by countries	This indicator is calculated based on the passage time of the adjacent checkpoint	
			from 1 to 2	0,5			
			from 2 to 3	1			
			over 3	0			
10	Dynamics of cargo handling	Number of vehicles	Positive dynamics compared to the previous year	1	Data provided by countries		
			Negative dynamics compared to the previous year	0			
11	Conducting veterinary, phytosanitary, and sanitary-epidemiological types of control	Minutes	to 30	3	Data provided by countries		
			from 30 to 60	2			
			from 60 to 90	1			
			over 90	0			
12	Implementation of a Single Window	Availability or unavailability	available	2	Data provided by countries		
			unavailable	0			
<b>3. POSITIONS IN THE INTERNATIONAL RATINGS (8 points)</b>							
1	Position in Logistics Performance Index (only for "Customs" and "Infrastructure»)	Rank in the rating	From 1 to 26	2	The World Bank	This indicator is calculated cumulatively ("Customs" + "Infrastructure"). If the country is not represented in the rating, 2 points are added instead of 4.	
				From 26 to 51			1
				From 51 and higher			0
		Positions in the rating compared to the previous rating	Without changes	0			
				Improvement by 1 position			1
				Improvement by 2 or more positions			2
2	Position in Doing business (only for "International trade»)	Rank in the rating	From 1 to 26	2	The World Bank	If the country is not represented in the rating, 2 points are added instead of 4.	
				From 26 to 51			1
				From 51 and higher			0
		Positions in the rating compared to the previous rating	Without changes	0			
				Improvement by 1 position			1
				Improvement by 2 or more positions			2

4. VIEW OF CARRIERS (7 points)						
1	Availability of negative feedback	Unit of feedback	0	7	Social networks of the Permanent Secretariat	
			Up to 2	6		
			from 2 to 4	5		
			from 4 to 6	4		
			from 6 to 10	3		
			from 10 to 15	2		
			from 15 and more	1		
2	Availability of positive feedback	Unit of feedback	1 and more	1	Social networks of the Permanent Secretariat	If 7 points are assessed for the "Availability of negative feedback", then in case of a positive feedback, no points are added. If the country provided information on the above sections and it does not correspond to the feedback of carriers, then 1 point is deducted for this indicator.

Questionnaire on the checkpoints' activity<sup>1</sup>

№	Question	Response options
1.	State of approach roads to the checkpoint	<input type="checkbox"/> excellent <input type="checkbox"/> good <input type="checkbox"/> satisfactory
2.	Organization of traffic lanes segregation	<input type="checkbox"/> green truck lane <input type="checkbox"/> specially designated truck lane <input type="checkbox"/> n.p.f.
3.	State of the checkpoint's facilities	<input type="checkbox"/> sufficient number of vehicle control lanes <input type="checkbox"/> insufficient number of vehicle control lanes <input type="checkbox"/> unavailability of the vehicle control lanes <input type="checkbox"/> sufficient parking space for cargo vehicles <input type="checkbox"/> insufficient parking space for cargo vehicles <input type="checkbox"/> unavailability of the parking space for cargo vehicles
4.	State of infrastructure	<input type="checkbox"/> there are unused capacities <input type="checkbox"/> corresponds to the capacity <input type="checkbox"/> minimal, requires re-equipment, increasing the traffic lanes, etc. <input type="checkbox"/> outdated, requires the construction (reconstruction)
5.	Technical means of customs control for inspection of goods (inspection complexes)	<input type="checkbox"/> available <input type="checkbox"/> unavailable
6.	Logistics centres	<input type="checkbox"/> available <input type="checkbox"/> unavailable
7.	Designated areas for auxiliary services	<input type="checkbox"/> available <input type="checkbox"/> unavailable
8.	Temporary storage warehouses	<input type="checkbox"/> available <input type="checkbox"/> unavailable
9.	System of electronic booking of a check point entry	<input type="checkbox"/> available <input type="checkbox"/> unavailable
10.	Implementation of advance notification	<input type="checkbox"/> available <input type="checkbox"/> unavailable
11.	Implementation of advance declaration	<input type="checkbox"/> available <input type="checkbox"/> unavailable
12.	System of automatic identification of weight and size specifications	<input type="checkbox"/> available <input type="checkbox"/> unavailable
13.	Systems of electronic payment	<input type="checkbox"/> available <input type="checkbox"/> unavailable
14.	Customs operations time	<input type="checkbox"/> up to 1 <input type="checkbox"/> from 1 to 2 <input type="checkbox"/> from 2 to 3 <input type="checkbox"/> over 3
15.	Time spent on the specific control operations	<input type="checkbox"/> up to 1 <input type="checkbox"/> from 1 to 2 <input type="checkbox"/> from 2 to 3 <input type="checkbox"/> over 3
16.		<input type="checkbox"/> up to 1

<sup>1</sup> Responses may be supplemented by clarifying or open-ended response options by the Permanent Secretariat

	Waiting time (in queue) before entering the checkpoint	<input type="checkbox"/> from 1 to 2
		<input type="checkbox"/> from 2 to 3
		<input type="checkbox"/> over 3
17.	Waiting time (at the berth, on the roadstead of the seaport) for registration of the ship's arrival at the checkpoint or its departure from the checkpoint	<input type="checkbox"/> up to 1
		<input type="checkbox"/> from 1 to 2
		<input type="checkbox"/> from 2 to 3
		<input type="checkbox"/> over 3
18.	Overall time spent at the checkpoint (from gate to gate)	<input type="checkbox"/> up to 1
		<input type="checkbox"/> from 1 to 2
		<input type="checkbox"/> from 2 to 3
		<input type="checkbox"/> over 3
19.	Overall time of crossing the border	<input type="checkbox"/> up to 1
		<input type="checkbox"/> from 1 to 2
		<input type="checkbox"/> from 2 to 3
		<input type="checkbox"/> over 3
20.	Conducting veterinary, phytosanitary, and sanitary-epidemiological types of control	<input type="checkbox"/> up to 30
		<input type="checkbox"/> from 30 to 60
		<input type="checkbox"/> from 60 to 90
		<input type="checkbox"/> over 90
21.	Implementation of a Single Window	<input type="checkbox"/> available
		<input type="checkbox"/> unavailable