Development of measures on facilitation of border crossing procedures in international traffic between Europe and Asia

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1. A universal aspect of the reforms is the separation of operational and commercial functions from social and political functions that shall be implemented by the government.

2. Common to most reforms is the distribution of management and financial accounting by mode of transportation.

3. The separation of functions concerning the infrastructure management and transportation process is more complex. There are three approaches: integrated system, infrastructure manager is carrier, separation of functions. Each approach is applicable under specific circumstances.

4. Promising within the framework of reforms is the development of vertically integrated multifunctional railway corporate structures in the form of efficient holdings.

5. The withdrawal of non-core activities from railway enterprises produces positive results by creating enterprises for which this type of activity is the main one.

6. In the main types of activity, the introduction of competition in the once monopoly sector produces positive economic results by creating a powerful incentive for reducing costs and improving the quality of services.
Development of measures on facilitation of border crossing procedures in international traffic between Europe and Asia

The main reasons affecting the delays of passenger trains:
- technical and technological reasons;
- non-compliance by passengers with the requirements related to border crossing procedures;
- lack of effective interaction of carriers with regulatory authorities in the implementation of control procedures on peak days, taking into account the increase in passenger traffic.

The main reasons affecting the delays of freight wagons (uncoupling):
- failure to comply with customs and other legislation of the country of import of goods by business entities;
- technical malfunction of wagons;
- business failures:
due to the fault of the consignor;
due to the fault of the carrier;
- non-acceptance in connection with excess of daily requirement of receiving wagons by the contiguous side;
- disadvantages related to the organization of train traffic and the development of infrastructure;
- forwarding reasons (lack of forwarder's code or its wrong indication, lack or insufficient amount of money on the account, etc.)
- poor quality registration of transport and shipping documents or lack of such documents.
The UN Secretary General, acting as depository, published on 1 September 2011 the depository notification C.N.534.2011.TREATIES-1, in which he informs on coming into force from 30 November 2011 of the new Annex 9 to the Convention on Harmonization, related to the border crossing by rail.
Unified CIM/SMGS Consignment Note

Advantages of using the Unified Consignment Note

✓ Reduction of delays at border crossing points (up to 10-12 hours)
✓ Reduction of freight costs for the sum of documents re-issuing process
✓ Simplification of customs procedures due to acceptance of CIM/SMGS consignment note as a transit customs and bank document
✓ Provision of strong legal guarantees (the route is clearly defined, the transport costs are divided, compensation provided in case of freight loss or damage)
✓ Absence of system errors in documents re-issuing process
✓ Overall reduction in document flow due to the possibility of using electronic version of the consignment note
• In OSJD we have expert group on the topic "Development of measures aimed at facilitating the crossing of borders in international rail transport in the Eurasian space "

The following issues are considered at the meeting:

- Reasons for the delays of passenger trains and idle freight cars at border (transfer) stations

- The development of measures aimed at facilitating border crossing

- Exchange of best practices in organizing of border crossing process

• Every 2-4 years we hold the International Interdepartmental Meeting of OSJD Member Countries "The Practice of Border Crossing by Rail“. The last VIII Meeting has hold in Gdansk (2015)
ESCAPE/OSJD

FRAMEWORK FOR ENHANCING EFFICIENCY
OF RAILWAY BORDER CROSSINGS ALONG
THE TRANS-ASIAN RAILWAY NETWORK
AND BEYOND

The Regional Cooperation Framework underscored the importance for member countries to work together to develop efficient international railway transport by addressing fundamental issues identified and working cooperatively on the suggested areas for strengthening railway transport in the region. Therefore, many of the fundamental issues and suggested areas of cooperation identified in the Regional Cooperation Framework focus on enhancing the efficiency of railway border crossings.
**Recommendations:**

- To ensure the interaction of carrier with regulatory authorities in order to fully inform the passengers about the border crossing procedures;
- The parties of the transportation process shall draw attention to irregular supply of trains and, accordingly, agreed volumes of goods to the border (transfer) stations. In order to avoid the accumulation of wagons, countries are invited to consider the possibility of increasing the daily rate of reception of wagons, while ensuring the agreed delivery of trains taking into account the carrying capacity border (transfer) stations;
- To consider, if necessary, the improving of bilateral agreements between the participants of the transport process in order to synchronize joint actions when moving goods and vehicles through border (transfer) stations;
- To draw attention of owners of wagons and participants of the transportation process to the need to take measures that would guarantee reliable and safe operation of the rolling stock and safety of goods in international traffic;
- To carry out necessary events (seminars, workshops, etc.) to ensure smooth transportation of goods in order to reduce delays of freight cars due to improper processing of documents at border (transfer) stations in the OSJD member countries;
- To carry out coordinated activities on developing the border infrastructure and railway tracks connected to it in order to increase the carrying capacity.
Recommendations:

The international rail transport requires more active implementation and use of advanced control technologies (scanners and others). It is also necessary to facilitate the creation of a single information space for the transport systems of OSJD member countries, including customs and border structures, by combining telecommunication networks Companies of these countries with the purpose of allocation along the international transport corridors of the necessary information and telecommunication resources for speeding up the passage through the borders and reducing and optimizing the time for conducting control procedures.
Equipment of the station Kiana

Radiation and X-ray inspection devices;

Static and dynamic electronic rail scales;

Veterinary and phytosanitary posts;

Automated system of commercial inspection, etc.
Railway – transcontinental land bridge between Asia and Europe!
OSJD IS OPEN FOR COOPERATION