European Commission

A Study on Common Border Crossing Points Management between Schengen Area and Russia/Belarus

Draft Study Report - Appendices

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A. GEOGRAPHICAL COVERAGE AND TRANSPORTATION NETWORK

GEOGRAPHICAL COVERAGE

Outlook for the world economy shows that U.S. - Europe - Asia serve as nodes of a huge network of financial flows of the world. In a more detail, a part of transit between the EU and Russia, Kazakhstan and China is carried out on the territory of Belarus, Ukraine and the Baltic States. State borders should develop infrastructure that facilitates the forwarding of value within these financial networks. Border-crossing points should be developed in the view of easing mobility of people and goods between countries and act by reducing further delays. As such, geographical deployment of Border-Crossing Points (BCPs) plays an important role on the effectiveness of mobility, cargo and cash flows.

In the strategic planning phase of a BCP, many parameters define the location of the future BCP infrastructure. The economic area which is directly or indirectly influenced by operations of a BCP could define its geographical coverage. As a matter of fact, EC highlights the importance of the proper location of a BCP especially under the umbrella of Integrated Transport Management (IBM): 'geographical characteristics' is one of the most indicative fields that determine a national IBM strategy. In particular, two of the most common geographical futures that outline a strategic level approach on a BCP location include

a) Length of the borderline and correlation with existing BCPs and
b) Border traffic flows (European Commission, 2009).

In the 'Study on Integrated Border Crossing Points Management between Schengen Area and Russia/Belarus' the study covers the geographical area of border-crossing points cover of Poland, Belarus, Lithuania, Latvia, Estonia and partly, areas in Finland, Russia and Norway and reaches over 800 000 m2.

The study area encompasses border-crossing points between Russia-Belarus and the rest Schengen countries neighbouring Russia and Belarus. Countries are located in Northern-East Europe and Baltic Sea region. This area is of high interest due to some specific characteristics:

- Norwegian / Russian border crossings connect ports and areas of high logistics importance
- Finnish BCPs facilitate major inland flows between St. Petersburg and Moscow to Sweden and Norway
- Baltic countries share common interests on channelling freight and passenger flows to/from Moscow. In particular, special attention should be paid on efficiency of flows between Russia-Belarus and Baltic EU countries
- Significant road transport corridors cross these states providing logistics interface, both for goods and passengers. Such crucial route links Berlin via Warsaw, Minsk to Moscow (Study Report on Common Border Crossing Points Management between Schengen Area and Russia/Belarus, 2012).

The study area comprises the BCP presented in Figures 1-4 and Table 1.

Figures 1-2. Road BCPs

Figure 3. BCP Storkog (NOR) – Borisoglebsk (RU)

Figure 4. Rail BCPs

Table 4 shows a categorization between road and rail BCPs of the study area. In some cases road and rail BCPs are co-located.

Table 1: Categorization of BCPs to road/rail

Border section	Name of BCP	Road	Rail
Norwegian-Russian	Storskog-Kirkenes	√	
Finish-Russian	Niurala-Viartsilia		√
	Vartius-Liuttia		√
	Vaalimaa-Torfianovka	√	
	Nujamaa-Brusnichnoe	√	
	Imatra-Svetogorsk	√	√
	Vainikkala-Buslovskaya (Vyborg)		√
Estonian-Russian	Narva-Ivangorod	√	√
	Koidulla-Kunichina Gora	√	
	Luhamaa-Shumilkino	√	
	Koidula-Pechory Pskovskiye		√
Latvian-Russian	Karsava-Skangali		√
	Terehova-Burachki	√	
	Grebneva-Ubylinka	√	
	Zilupe-Posin'		√
Latvian-Belarusian	Silene-Urbany	√	
	Indra-Bigosovo		√
Lithuanian-Belarusian	Kena-Gudogay		√
	Medininkai-Kammeny Log	√	
	Salchininkai-Benyakoni	√	
	Stasylos-Benyakone		√
	Lavorishkes-Kotlovka	√	
	Reigardas-Privalka	√	
	Adutishkis-Moldevichy[1]	√	
	Tverechius-Vydzy[2]	√	
Lithuanian-Russian	Panemune-Sovietsk	√	
	Kybartu -Chernyshevskoe	√	
	Kybartai-Nesterov		√
	Pagegiay-Sovetsk		√
	Nida-Morskoe	√	
Polish-Russian	Braniewo-Mamonovo		√
	Gronowo-Mamonovo	√	
	Grzhechotki-Mamonovo 2	√	

[1] Bilateral BCP agreed to become international one
[2] Bilateral BCP agreed to become international one

	Glomno-Bagrationovsk		√
	Bezledy-Bagrationovsk	√	
	Skandawa- Zheleznodorozhny		√
Polish- Belarusian	Kuznitsa-Grodno		√
	Zubki-Bierestovitsa		√
	Slawaticze-Dolmachevo	√	
	Kukuryki-Kozlovichi	√	
	Kuznitsa Bialostoka-Bruzgi	√	
	Siemianuwka-Svislach		√
	Czeremcha - VisokoLitovsk		√
	Terespol - Brest	√	√
	Bobrowniki-Berestovtica	√	

Belarus. The total length of the state border of the Republic of Belarus is more than 3617 km, including:

- with Russia - about 1283 km
- Ukraine - 1084 km
- Poland - 398.6 km
- Lithuania - 678.8 km
- Latvia - 172.9 km.

Surrounded by members of the European Union (Latvia, Lithuania, Poland), Belarus could significantly contribute to collaboration and cooperation initiatives and – thanks to its strategically geopolitical location - consensus on the regulatory framework on border and customs controls with European standards.

The level of development of the road network in Belarus ranks among the first ib the ex-CIS countries. Over the past 10 years, the road network has increased by more than 30 thousand kilometres. Road capacity allows the movements of significant volumes of freight transportation through the territory of Belarus. Usable road is 74 thousand kilometres, or 86 percent of the length of public roads. Recent projects by EU funds include the construction of highway "Brest - Moscow" (Council of Ministers, Republic of Belarus, 2010).

Poland. Freight routes of high importance pass also through Poland. As noticed before from the East, the Paris-Berlin-Moscow route connects Russia, Belarus and the Ukraine to Western Europe. North-south axis and waterborne transport link the Scandinavian and Baltic countries to Southern Europe through Poland transport networks. Country's external border is the external border of the EU, which in the north-east runs along the region of Kaliningrad, in the east-borders connect with Belarus and Ukraine. In total, the external EU border is 1,185 km long, and more than fifty freight and passenger border-crossing checkpoints (road and railway) are pinpointed (Center for Study of Democracy, 2011).

Poland's road infrastructure is underdeveloped, particularly in the eastern part of the country. The three most modern and most congested passenger crossing points are Medyka (with Ukraine), Terespol (with Belarus) and Bazledy (with Russia). It should be noted that the main trans-border traffic routes are also used as channels for irregular migration and smuggling.

The length of each country borderline is shown in figure 5:

- Czech Republic-Poland border: 790km
- Slovakia-Poland border: 541km
- Ukraine-Poland border: 529km
- Germany-Poland border: 467km
- Belarus-Poland border: 416km
- Russia-Poland border (Kaliningrad Oblast): 210km
- Lithuania-Poland border: 103km

- Sea (Baltic Sea): 528km (http://en.wikipedia.org/wiki/Borders_of_Poland)

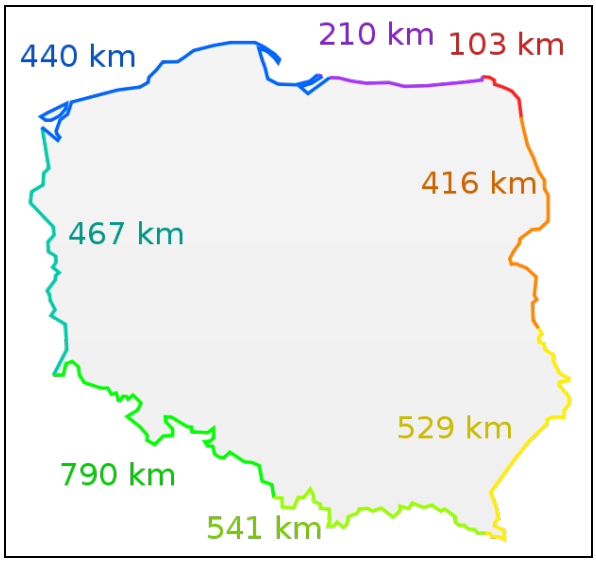

Figure 5. Polish border line. (http://en.wikipedia.org/wiki/Borders_of_Poland)

Lithuania and Belarus share 14 border-crossing points – 10 road and 4 rail. Latvia and Belarus share 6 border crossing points – 5 road and 1 rail. Latvia and Lithuania have received much Schengen assistance to support the development of border infrastructure and training of staff. However, many Belarusian border-crossing points lack modern facilities to facilitate cross-border mobility.

Lithuania. Lithuania is located across the south-eastern shore of the Baltic Sea and shares borders with Latvia to the north, Belarus to the southeast, Poland, and the Russian district of Kaliningrad to the southwest. A particular agreement between EU and Russia adopted a transit procedure allowing Russian citizens to go through Lithuania in order to reach mainland Russia without the need of a proper Schengen visa by 2003.

One-tenth of the whole EU external land border applies to Lithuania, a total of 1,043 km. This includes Belarus in the east – with a 678.8 km border – and Russia in the west with a 249.3 km land border, and with a further 18.5 km in the Curonian Lagoon and 22.2 km in the Baltic Sea.

There are also forty-one designated BCPs, of which the most important of them are:
- 8 road points and 7 railway points
- 4 airport points (Vilnius, Kaunas, Palanga and Šiauliai) and
- 4 seaport points and 4 river points (European Neighbourhood and Partnership Instrument).

Latvia. Latvia lies in Northern Europe, on the eastern shores of the Baltic Sea. The total length of Latvia's boundary is 1,866 km and the total length of its land boundary is 1,368 km, of which 343 km is shared with Estonia to the north, 276 km with Russia to the east, 161 km with Belarus to the southeast and 588 km with Lithuania to the south. The total length of its maritime boundary is 498 km, which is shared with Estonia, Sweden and Lithuania as sea boundaries.

Indicatively, all Latvian BCPs with the neighbouring countries are presented in figure 6. However, the current study examines most of area's BCPs but not all BCPs of Finland, Estonia, Lithuania, Latvia, Poland, Russia and Belorussia.

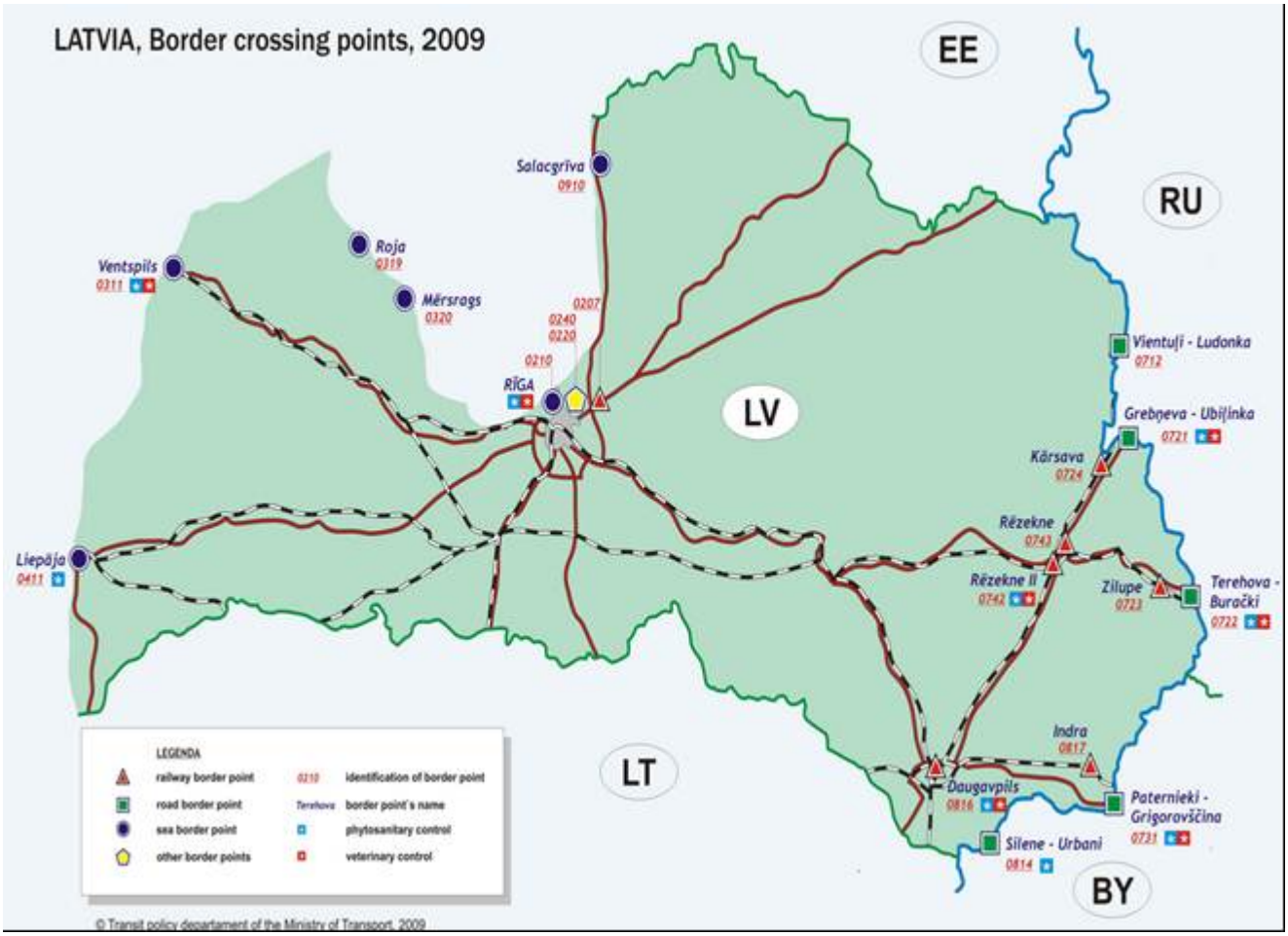

Figure 6. Map of Latvian Border-crossing points. (www.transport.lv)

Estonia. Estonia lies on the eastern shores of the Baltic Sea on the level north-western part of the rising east European platform. It borders the Gulf of Finland, between Latvia and Russia. Estonia's land border with Latvia runs 267 km and with Russia, it runs 290 km (http://en.wikipedia.org/wiki/Estonia).

TRANSPORTATION NETWORKS

Major transport corridors service the area assisting to freight forwarding and passenger mobility. Trans-European transport corridors contribute to the integration of European market and to establishment of an adequate, sound transport system for Western and Eastern Europe. The Pan-European Corridors that cross the study area are the following:

- # 2, direction “West-East” – Paris - Berlin - Warsaw - Minsk – Moscow - Novgorod
- # 9, direction “North-South” – Helsinki - S. Petersburg - Vitebsk - Orsha - Gomel - Kiev – Lubashevka - Kishinev - Bucharest – Alexandroypoli
- # 9A, direction Gomel - Minsk - Vilnius – Klaipeda (see Fig.7).

Development of the joint European international trans-European transport corridor #5 Triest - Lubliana – Budapesht – Uzhgorod - Lvov (see Fig. 7, red dashed line) is anticipated in the National Plan of Spatial Development of the Republic of Belarus (connection to the 2nd corridor) (COMMIN, The Baltic spatial Conceptshare).

There are also other international transport links which provide international links for Belarus with Baltic countries, Poland, Ukraine and Russia. These links are:

- South regions of Russia – Brjansk - Gomel - Mozyr – Pinsk – Brest - Warsaw
- Moscow – Smolensk - Vitebsk - Polotsk - Daugavpils - Riga
- Warsaw - Belostok – Grodno – Lida – Molodechno – Polotsk - St.Petersburg.

Another project of utmost importance is the "*VIA BALTICA*" project, and covers a distance of 1000 km between Warsaw and Tallinn. Via Baltica is a part of E67 road route connecting Prague and Helsinki by way of Poland, Lithuania, Latvia, and Estonia including a ferry transport between Tallinn and Helsinki. This road is mostly ordinary but faced a lot of controversy within the context of its transformation into expressway or motorway. The reason was that road constructions would affect a significant part of natural environment (protected by EU law). This road transformation has not finished yet.

Lithuanian and Belarus border regions are linked via two motorways Vilnius-Minsk and Vilnius-Lyda and Lithuanian and Latvian – by Daugavpils – Zarasai – Ukmerge - Kaunas. These motorways are well interconnected with TEN corridors via Baltic and via branch A of Crete Corridor No 1. The international motorway Riga-Daugavpils-Verkhnedvinsk-Polotsk-Vitebsk-Moscow and the local road Riga-Daugavpils-Braslav-Glubokoe-Minsk connect Latvia and Belarus. In 2012, the total length of state roads of Lithuania was 21300 km, 20100 km on Latvian side (2011) and around 85700 (2012) km on Belarusian (Lithuanian road administration data, Latvian state roads data, Belavtodor-Ministry of Transport and Communications of Belarus).

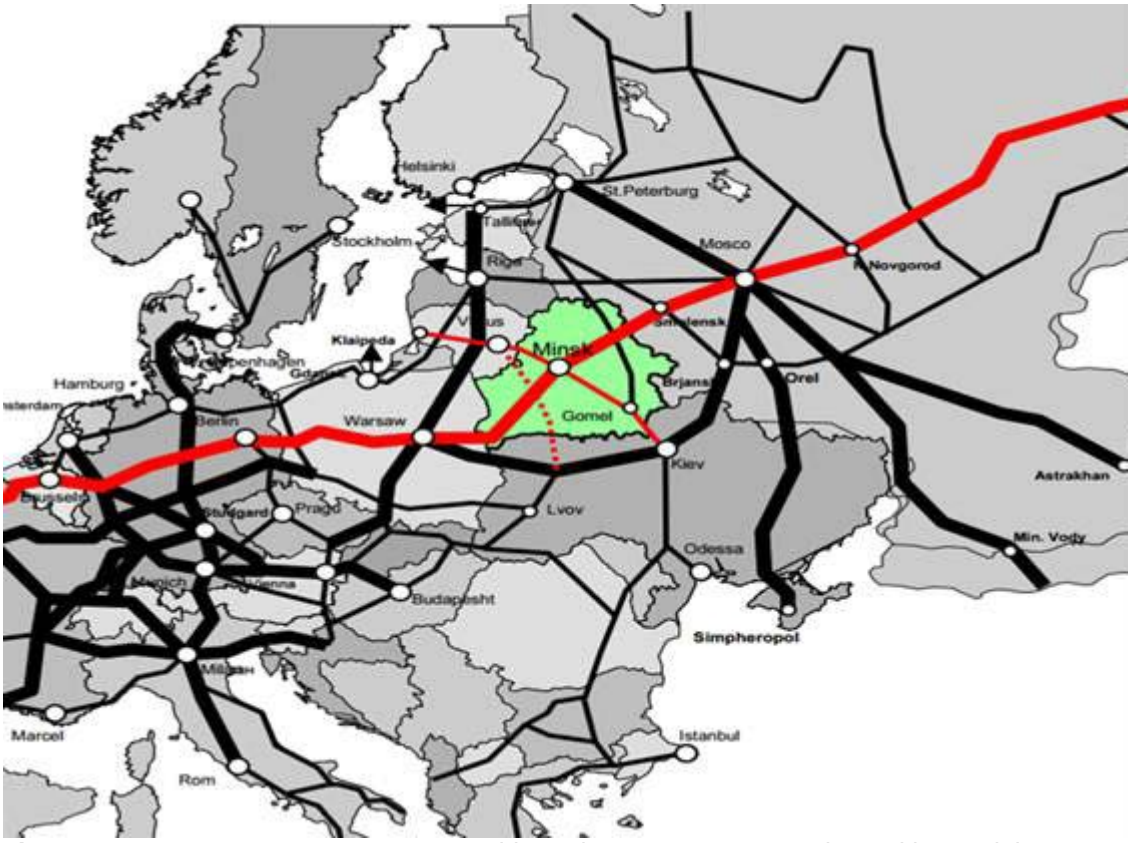

Figure 7. Trans-European transport corridors. (source COMMIN, The Baltic spatial Conceptshare. "Planning System of Belarus." Interreg III B Project)

The study area is connected by railway network. However, the railway system is inefficient. The main reason for that is the obsolete infrastructure, where speed limits are relatively low (average train speed is approx. 60km/h) and long waiting times at the border-crossings which makes travelling by train unattractive. The Lithuanian rail transport network is 1767 km long according with 2011 data of Lithuanian railways administration and rail wagons transported 52.3 million tons of cargo, 7 % more than in 2010 (JSC Lithuanian Railways). However, new rail gauges are being constructed in Lithuania (standard gauge of 1435 mm width) aiming at the expanding and modernizing the railway network.

"RAIL BALTICA" is a promising project expected to be accomplished by 2020. It is one of the priority project of EU: TEN-T. The project will connect Finland through Baltic States with Poland and Germany, starting from Tallinn crossing Warsaw, Riga and Kaunas. Total railway length of the part Tallinn to Warsaw will be around 1000 km. This project will contain modernization of existing

infrastructure and construction works for new railways. Rail Baltica could be a more sustainable alternative to the planned Via Baltica motorway. Rail Baltica may contribute to shift the major freight transport in the region from road to rail achieving energy and environmental emission savings.

B. LEGAL AND INSTITUTIONAL FRAMEWORK

The importance of legal and regulatory frameworks to the operation and effectiveness of a border-crossing point is very high. They provide a sound basis on which operations, interactions, responsibilities and cooperation schemes are defined. Types of regulatory frameworks that govern BCP's operations could be distinguished in the following categories:

1) National laws, decrees, legal provisions and internal agreements
2) Regional agreements in line with national legal framework
3) Bilateral agreements

These kinds of agreements do not contravene national legal frameworks of each country but they have an added-value in terms of supporting policies that work towards improving economic relations.

The main scope of this kind of frameworks is to ensure that each agency involved in border management is legally enforced to accomplish the tasks that are delegated to. All border management agencies need to act within a tailored legal framework, (including laws, decrees, orders, regulations, instructions and agreements), that fits the operational needs of the agency and clearly defines:

- Fields of responsibilities
- Authorities and their tasks
- Databases of agencies
- Delegated responsibilities: tasks which are carried out by other agencies on their behalf (or vice versa)

Matters related more directly to procedures and organization should also be regulated:

- Operational and institutional procedures
- Information gathering and exchange
- Documentation, i.e. standardization of forms that should be used
- Other standardized procedures that should be pursued and imposed by the national legislation

It is essential that legislation is implemented and enforced coherently and assessed regularly to ensure that it remains in force. Legal review should aim at identifying overlapping issues or gaps in relation to other national legislation or in relation to internal and multilateral agreements. Special heed should be paid to ensure that amendments are compliant with superior legislation (e.g. international conventions).

The purpose of an institutional framework is to ensure that the managing agency follows the necessary organizational structures to allow an effective implementation of the agency's tasks as they are defined in the regulatory acts.

When setting up a border management agency, the following needs to be taken into account:

- The current situation at the border in the field of border management
- The specific tasks of the border management agency
- The means and tools through which these tasks could be achieved

Most countries distinguish between tasks at the central, regional and local levels:

- The central level is where highest management level is placed, which is responsible for policy development, legislation and high level communication.
- The regional level has the responsibility over all border management activities in a specific area. Special unit operations, border surveillance activities may be organized at this level.
- The local level refers to BCPs and the practical work done there regarding border-crossing checkpoints operations.

Each agency should ensure that a clear chain of hierarchy exists. Each member of the staff should perceive is own tasks and responsibilities and understand the position of its corresponding unit in the institutional structure (European Commission, 2009).

Legal framework of Schengen countries

Schengen Area. The legal basis for the conduction of border controls for passenger, vehicles, goods and animals in the Schengen area is laid down in the Convention implementing the Schengen

Agreement of 14 June 1985 between the Governments of the States of the Benelux Economic Union, the Federal Republic of Germany and the French Republic on the gradual abolition of checks at their common borders (Official Journal L 239, 22/09/2000 P. 0019 – 0062). The provisions of the Schengen Treaty must be incorporated into national laws to the necessary degree within the deadlines laid down in those provisions. Schengen cooperation has been incorporated into the European Union (EU) legal framework by the Treaty of Amsterdam of 1997. Key rules adopted within the Schengen framework include:

- abolishment of checks on persons at the internal borders
- a common set of rules incurring to people crossing the external borders of the EU Member States
- harmonization and standardization of the conditions of entry and of the rules on visas
- enhanced police enforcement and cooperation between Schengen nations
- development of the Schengen Information System (SIS) and SIS II.

Schengen Treaty raises mainly procedural subjects that affect the free movement of persons and their corresponding controls within border crossing areas. The concept of the regulation No 562/2006 of the European Council (15/6/2006) steps on this beaten track establishing a Community Code on the rules governing the movement of persons across border (Schengen Borders Code). Within this framework it is stipulated, among else, the possibility of providing special control channels associated with infrastructure measures to persons enjoying the rights of free movement. These infrastructure facilities (i.e. special lanes) should be clearly signposted. Such marking is suggested within the Law. Special focus is made on joint controls that should be carried out in the regard of free movement of persons and faster border controls in Schengen area. Finally, the procedures of border controls of rail border crossing points are defined clarifying the checks that should be conducted on board or in the rail station (http://en.wikipedia.org/wiki/Schengen_Area).

A list of regulatory provisions between customs and border guards and agreements between States in states that are included in study area are:

- **Estonia.** Two MOUs, one at central level, and one at regional level (Center for the Study of Democracy, 2011).
  Electronic border-crossing registration is regulated by the following legal acts:
  - Section 8 of the State Borders Act
  - Statutes of Border-crossing Queue Database
  - Subsection 591(2) of the Customs Act
  - List of Time-sensitive Goods

  Estonia is a member of the Schengen Area members since 21 December 2007. Estonia having joined the Schengen visa area implements the border control compensation measures (http://soderkoping.org.ua).
- **Latvia.** Latvia's first implementation of Schengen Treaty was on 21st December of 2007.
  The State Border Law of the Republic of Latvia (November 12, 2009) determines a system of State borders and border guarding, as well as ensures the inviolability of the State border on the land, in the sea and in the air space. Provisions that were repealed eight months after introduction of The State Border Law of Republic of Latvia are:
  - Cabinet Regulation No. 6 of 13 January 1998, *Regulations Regarding State Border Signs*;
  - Cabinet Regulation No. 503 of 29 December 1998, *On the Determination of the State Border Zone of the Republic of Latvia and the Russian Federation*;
  - Cabinet Regulation No. 43 of 30 January 2001, *On the Determination of the State Border Zone of the Republic of Latvia and the Republic of Byelorussia*;
  - Cabinet Regulation No. 310 of 10 July 2001, *Procedures by which Persons Cross the State Border of the Republic of Latvia*;
  - Cabinet Regulation No. 195 of 21 May 2002, *Regulations Regarding Equipment and Technical Facilities Necessary for Performance of Border Control*;
  - Cabinet Regulation No. 296 of 9 July 2002, *Regulations Regarding the Border Control Point Regime*;
  - Cabinet Regulation No. 499 of 4 November 2002, *Regulations Regarding Border Area Regime and Borderland Regime of the Republic of Latvia*

  The issues that are determined by these regulatory frameworks fall under the umbrella

of The State Border Law of the Republic of Latvia (http://soderkoping.org.ua).
Interagency agreements signed between customs and guard agencies are (2006) of the State Border Guard, the State Revenue Service and the Food and Veterinary Service on operational technology at border points, and inter-agency Agreement No 16.1.4/22848 (2006) of the State Revenue Service (Center for the Study of Democracy, 2011).

- **Poland.** Poland has signed and initially implemented Schengen conditions on December, 21 of 2007.
  Regulations on customs and border crossing checkpoints regard on the following level of regulations levels:
  - National laws, decrees, and agreements between the Head of the Customs Service and the Commander-in-Chief of the Border Guard
  - Regional agreements between the directors of the Customs Chambers and Border Guard Division Commanders
  - Ad hoc agreements resulting from specific situations at the border crossing points, which are not to contravene the existing law.

  The framework for cooperation between the Border Guard and Customs Service is laid down in agreements between the Head of the Customs Service and the Border Guard Commander-in-Chief. The most recent of these agreements was signed on 7 May 2010.
- **Lithuania.** Lithuania is a member of Schengen Area by December 21st, 2007 together with Latvia, Poland and Estonia.
  Legal framework and internal agreements are listed below:
  - Protocol of 29 October 2000 on cooperation between Customs, Border Guards and the Police, Cooperation of Operational Services and Coordination of Operations (2001),
  - Government Decision No.126 of 2 February 2001, regulating activities at BCP,
  - Interagency Cooperation Agreement (2002),
  - Bilateral agreement on cooperation no.11B-154/8-10 of 7 October 2005, as well as other BCPs Working Regulations.

  Also, an order that established cooperation at central, regional and local levels, and listed contact points of the four main authorities at BCPs: SBGS, Customs, the Veterinary Service and the Phytosanitary Service was Order №397 of the Border Guard Service of 12 October 2002 (Center for the Study of Democracy, 2011).

Legal framework of Belarus and Russia

- **Belarus.** General frameworks that determine operations on the border of the customs authorities and the border service provided by the Customs Code of the Customs Union are the agreement of the Republic of Belarus in the framework of the Customs Union, the laws of the Republic of Belarus "On the State Border of the Republic of Belarus", "On the border service of the Republic of Belarus", etc.
  The legal framework that outlines main regulations on the procedure of construction (reconstruction), equipment, and equipment, and maintenance of checkpoints across the state border of the Republic of Belarus is the “Regulation on the procedure of construction (reconstruction), equipment, and equipment, and maintenance of checkpoints across the state border of the Republic of Belarus, 175/2009”.

  Fundamentals synergy of control functions at checkpoints established by the decree of the State Customs Committee and State Border Committee 14.12.2004g, № 91/13 "On approval of the Instruction on the procedure of crossing the state border of the Republic of Belarus of individuals, vehicles and goods at the checkpoints," and the Decree of the State Border Committee, and State of 17.09.2009, Number 23/28 "On Approval of the order of interaction of the Border Service of the Republic of Belarus and the customs authorities of the Republic of Belarus."

  Integrated border management is a strategic direction that is fostered by interagency units that are regulated by the following legal and regulatory framework:
  1. Law of the Republic of Belarus "On the State Border of the Republic of Belarus."
  2. Law of the Republic of Belarus "On operative-search activity."
  3. Joint decision of the State Border Committee, the Ministry of Interior of the Republic of

Belarus of 10.12.2007g. № 128/9/329 «On Approval of the order of registration and transfer of the customs authorities of goods and means of transport are the subject matter, instruments or means of committing ATP or smuggling, and document them."

4. Model Regulations on the procedure of interaction of border guards and customs officials in cases of illegal exit of vehicles exit (exit) of individuals or a threat of such exit from the territory of points through the border of the Republic of Belarus, approved by decree of the State Border Committee of Belarus and the State Customs Committee of the Republic of Belarus of 23.02.2009g. № 8/12.
5. Joint Action of the SCC, the Interior Ministry, the KGB, the SCC, MHC, GIC Belarus to combat smuggling and crime in the area of foreign trade in 2012 (The concept of integrated management of the state border of Belarus).

Force of customs Code of Belarus ceases after the introduction of the law on customs regulation. In accordance with the schedule of legislative activity in Belarus in 2012 this Act will replace the Customs Code of Belarus. This law will address the issues relating to customs representatives, transporters, owners of temporary storage of authorized economic operators. To this end, Belarusian customs legislation moves towards improving the business environment.

- **Russia.** 'Rosgranitsa' (the Federal Agency for the Development of the State Border of the Russian Federation) is in charge of the development of the State Border of the Russian Federation. The State Border is a line and a vertical plane going along the line determining the limits of the state territory (land, water, mineral resources and airspace) of the Russian Federation, i.e., the spatial limit of the effect of state sovereignty of the Russian Federation.

  The Agency was created by the Decree of the President of the Russian Federation № 1359 issued on October, 11th, 2007. Rosgranitsa is responsible for developing and implementing the state policy, legal regulation, managing the state property and rendering of the state services in the area of arrangement of the border crossing checkpoints of the Russian Federation. The Agency establishes, develops and maintains of border-crossing checkpoints at the state border of the Russian Federation and places of its crossing (www.rosgranitsa.ru).

  The fundamental principles of the state policy in the given area are (approved by the Order of the Government of the Russian Federation from September, 11th, 2008 № 1309-r):
  - tailored approach on the management of border facilities in accordance with the region/district
  - development of the logistics base: design, construction, reconstruction, equipping and providing technical support for border infrastructure and transport and the information and telecommunication systems
  - structuring the appropriate conditions, necessary for ensuring of boundary, customs and other kinds of control within border-crossing checkpoints by fostering measures for optimization of the crossing status in checkpoints
  - efficiency increase in interagency cooperation
  - legal basis improvement
  - adoption and implementation of modern standards in the administration of the checkpoints
  - optimization of the federal funding and expenditure channelled to the arrangement of the state border of the Russian Federation
  - international cooperation (www.rosgranitsa.ru).

  Rules of establishment, opening, functioning (maintenance), reconstruction and shutting-down of the border-crossing checkpoints are stipulated in the Legal Act of 26 June 2008 No 482 (www.rosgranitsa.ru).

  The Federal Law No 4730-I of April 1, 1993 on the State Border regards the conditions and terms under which incoming and outward flows of people, goods, animals and vehicles are being held. Besides this, guidelines that affect the procedures carried out in border checkpoints are outlined in the Law. Also, the Law makes a reference on the institutions that participate in border checkpoints and controls. The Federal Law No. 15-FZ of March 7, 2005 amended many provisions of this Law (Law of The Russian Federation, April 1, 1993, On the State Border of The Russian Federation).

The methods of border controls at the State borders, as well as the legal basis to establish, open, function (operate), reconstruct and shut-down the operation of State border crossing points, the general requirements of construction, reconstruction, equipment and technical features of the facilities, buildings and structures, indispensible for organizing border-crossing, customs and other types of control are set by the Russian government through the respective legislation. The provision No. 50 of the Government on 02.02.2005 'on the procedure of applications of means and methods of control during the RF State Border crossing by persons, transport vehicles, cargoes, goods and animals' defines ways and methods to control (particularly inspection of documents, observation, oral enquiry, body search, etc) which are used by federal authorities when executing border controls such as border-guard, immigration, quarantine and sanitary, veterinary, phyto-sanitary and transport control at state border-crossing points (http://soclab.volny.edu).

The necessary types of state control (border-guard, sanitary and quarantine, customs, veterinary, and quarantine phyto-sanitary) in the respect of persons, vehicles, goods and animals crossing the State border on the international railways is regulated by the Decree of the Ministry of Communications no. 26 of 29.05.2002 (Ministry of Justice ref. of August 14, 2002 no. 3691) 'On establishment of typical RF State border-crossing arrangement patterns for persons, vehicles, cargoes, goods and animals on the international railways' (http://soclab.volny.edu).

The Decree of the Federal Customs Service of 22.11.2006 no. 1208 (Ministry of Justice ref. of 20.12.2006 no. 8642) on the 'Routine of tacit declaration of goods by persons' stipulates peculiarities of declaration of goods subject to oral and written declaration. This routine is the keystone of the type of declaration chosen by a person through the use of two channels: 'declare' and 'non-declare'. At the State border-crossing points human transit passageways are provided - the 'red' and the 'green' channels (two-channel system) (http://soclab.volny.edu).

The Decision of the Commission of the Customs Union of 09.12.2011 № 899 "On the introduction of compulsory prior information on the goods imported into the customs territory of the Customs Union of Road Transport" sets the capability to provide advance information of goods transported by road prior to their arrival into the border crossing control area.

The Federal Law of 28.12.2010 № 394-FZ 'On Amendments to Certain Legislative Acts of the Russian Federation in connection with the transfer of authority for certain types of state control to the customs authorities of the Russian Federation' predefines conditions for the implementation of the principle of "single window". Customs authorities (Federal Law of 28.12.2010 № 394-FF) have been delegated to implement other types of State controls that stick to the principle of one-stop-shop in the road BCP.

The standards for information exchange between Russian Railways and the Russian Federal Customs Service were shaped in 2004 under an agreement on information cooperation. Data transmitted by 'Russian Railways' is mainly used by the customs authorities for customs operations. Further development of information exchange in order to speed up customs control procedures of goods and vehicles crossing by rail is possible through the expansion of data transmitted.

Finally, Russia has signed many agreements with neighboring countries to underpin interagency cooperation on border management between adjacent BCPs. These agreements are based on information exchange between BCPs' management agencies.

Bilateral and multi-lateral state agreements

A wide range of international Conventions provide for the regulation of the movements of passengers, goods and – among else - commercial and private vehicles.

By accepting these Conventions, countries committed themselves to undertake a number of commitments, some of them are:

- to ensure sufficient staff allocation and infrastructure at BCP's, taking into consideration traffic

demands,

- to undertake multiple controls simultaneously with minimum delay,
- to perform customs clearance away from the border as much as possible,
- to promote information sharing between agencies that facilitates the processes at the border

Sometimes there might be an overlapping between the terms that are included in a convention and the national legislation. This usually does not cause any problem between planning and implementation processes. It should be stressed out that, in general the conventions are superseding domestic legislation and are applicable for the signatory countries without further legislation and prevail when domestic legislation would contradict any of the provisions.

Conventions that are agreed and affect spatial consumption of infrastructure and services in border-crossing points are listed below:

“International Convention to Facilitate the Crossing of Frontiers for Goods carried by rail.”
The aim is to facilitate the process of crossing and to reduce double checks. To this end, the convention envisages joint controls at designated border stations along main railway lines. The number and location of stations is to be agreed bilaterally, but in general the aim should be to have a similar number of stations at each side.

“International Convention on the Harmonization of Frontier Controls of Goods.”
The most important convention for freight transport is the convention on the harmonization of border controls of goods. It is also the agreement that has the widest possible impact on the cargo flows through BCP's. This agreement relies on the efficient customs control, both in BCPs but also at inland areas to alleviate BCP traffic congestion. Also, the inspection points should be significantly limited to a number that ensures local and international security. Efficient cooperation and interactivity between several customs agencies, if fostered, could augment BCPs level of service (“Study on Common Border Crossings Management between Schengen and Russia / Belarus”, 2009-2011).

C. IBM-ICT DEVELOPMENT BY COUNTRY

Belarus

Belarus has embarked on establishing e-government services[3]. The present "Information Society Strategy" of Belarus covers the period 2010 – 2015, and is under development and expansion[4]. The program includes both public and private users' development throughout the country, and thus "e-customs" is included in the national program for the accelerated development of electronic services. It is expected that this extensive program will enable business entities, individuals, and government institutions to work in a single information field. The government strategy corner stones are:

- The Ministry of Communications and Information shall ensure functioning of e-services, before May 1, 2013
- The Ministry of Justice and the Ministry of Communications and Information together with the Operational and Analytical Centre shall ensure functioning of the "One window" program until January 1, 2015
- All state authorities and related organizations provide full electronic services until January 1, 2016
- Electronic services shall be provided by the newly created Republican Enterprise "National Centre for Electronic Services" [5].

Customs operate the *National Electronic Declaration System* (NEDS), the Subsystem of *Automatic Registration of Statistics and Periodical Statistics Declarations*, the *Automated System of Control Procedures Management at Road Checkpoints* (ASCPMRC) and the *Customs Transit Control System*. Similar to other government agencies Customs is committed to the e-program and has subsequently prepared the *Bill on Customs Regulation* which reflects the modern requirements including functions of the *Authorized Economic Operator* (AEO). It is expected that the Bill will pass the Parliament in 2012. This Bill will then replace the present Customs Code of Belarus.

In accordance with the Draft *Concept of Integrated State Border Management* (ISBM) of the Republic of Belarus Strategy[6] the following main players are identified:

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3 Belarus ranks at position no. 61 out of 190 in 2012, according to the UN e-government database

4 Presidential Decree No. 60

5 Services shall be in compliance with annual plans, approved by the Council of Ministries, Government Ordinance No. 509 dated May 31, 2012; see: "Belarusian profile of E-Government", presented at Chisinau 14 June 2012

6 The ISBM concept refers to various legal sources which also provide for electronic data exchange, mainly these are:
The Law of the Republic of Belarus dated July 21, 2008, "On the State border of the Republic of Belarus»;
The Concept of National Security of the Republic of Belarus, approved by the Decree of the President of the Republic of Belarus dated November 9, 2010 No. 575;
Guidelines of the President of the Republic of Belarus dated December 31, 2010 # 4 "On the Development of Entrepreneurship and Promotion of Business Activity in the Republic of Belarus";
International Convention on the simplification and harmonization of customs procedures dated May 18, 1973;
Information Society Development Strategy in the Republic of Belarus for the period up to 2015, approved by the Resolution of the Council of Ministers of the Republic of Belarus dated August 9, 2010 # 1174;
National program on facilitating the development of services in the field of information and communication technologies for the period of 2011-2015, approved by Resolution of the Council of Ministers of the Republic of Belarus of March 28, 2011 # 384
Customs Convention on the International Transport of Goods under cover of TIR Carnets dated November 14, 1975 is one of the most efficient international transport conventions, while respecting its norms the goods carried under the TIR procedure, as a rule, are exempt from customs inspection en route;
International Convention on the simplification and harmonization of customs procedures dated May 18, 1973, as modified by the Protocol of June 26, 1999;
Transit Potential Development Strategy of the Republic of Belarus for the 2011-2015 approved by Resolution of the Council of Ministers of the Republic of Belarus dated August 9, # 1181;
Agreement between the State Customs Committee of the Republic of Belarus and the Customs Department of the Republic of Lithuania on the mutual recognition of customs documents and customs provisions dated October 16, 1992;

- State Border Committee
- State Customs Committee
- The Ministry of Agriculture and Food
- The Ministry of Transport and Communications
- The Ministry of Health

The ISBM of Belarus is based on the three pillars: intra-agency, inter-agency and international information exchange. Information exchange is prepared to be operated by means of ICT[7]. Information shall be routed automatically among the authorized stakeholders in order to acquire high efficiency and to contribute to transparency of data exchange.

It is worth noting that electronic data exchange is already practiced for links between: Border Guards-Border Guards, Border Guards – Government bodies, Customs-Customs, Customs-Business, and Customs-Government bodies. Progress gained in this direction revealed: by end of 2011, approximately 82% of all exports and 50% of imports were executed through electronic customs declarations. This represents 24% growth over the previous year. Progress is ongoing:

- Exchange of data on goods and vehicles crossing the border between Belarus and Latvia is practiced.
- The data exchange between Belarus Railways, Lithuanian and Kaliningrad Railways (Russian Federation) are carried out through automated information system between the countries ASOUP. With these messages there is an exchange of consignment note data, train list data, time of the border crossing, etc. ASOUP provides the data of the consignment note without an electronic signature[8]. Collection of data of travellers through a railways related API is under preparation. In this context Belarus authorities are prepared to cooperating with western neighbouring countries.
- The State Customs Committee follows international cooperation on TIR carnet transport issues, and also the regional communication centre for law enforcement work of the World Trade Organization (WTO) by participating in the WTO regional meetings and seminars. In so far Customs is involved in international working group tasks[9].
- A particular stimulus of ICT activities is the implementation of the system "Mandatory preliminary information on goods imported into the Customs Union of products"[10] This electronic pre-arrival information about goods affects imports into the customs territory of the Customs Union of Belarus, Russia and Kazakhstan by road.
- It is expected that this information system in place contributes to increasing the capacity of BCP on the external border of the Customs Union. Capacity increase shall be achieved by deciding on control measures prior to the vehicle arrives at the checkpoint, and the decision to

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Agreement between the State Customs Committee of the Republic of Belarus and the Customs Department of the Republic of Lithuania on the customs clearance of transit goods dated October 16, 1992;

Agreement between the State Customs Committee of the Republic of Belarus, the State Committee on border forces of the Republic of Belarus and the Public Service of the Republic of Latvia, the State border guard of the Republic of Latvia on the transfer of certain types of goods and vehicles the goods move on as well as the accompanying documents - April 21, 2001;

Agreement between the State Customs Committee of the Republic of Belarus and State revenue service of the Republic of Latvia on the exchange of information on the goods and vehicles transported via the Belarusian-Latvian state border - March 31, 2003;

Agreement between the State Customs Committee of the Republic of Belarus and the Customs Department under the Ministry of Finance of the Republic of Lithuania on information exchange on the goods and vehicles the goods move on across the Belarusian-Lithuanian border - December 22, 2005.

[7] see ISBM chapters 3-5

[8] *East West Transport Corridor II" (EWTC II) WP 4 – Business Opportunities in Railway Transport Task 4A – EWTC Joint Railway Concept; Report on Legacy Information Systems and Identification of Related Interfaces*, Vilnius, revised 30-09-2011, p. 10

[9] Customs informed that in accordance with the Resolution of the Council of Ministers of the Republic of Belarus, dated October 30, 2002 No. 1504, the State Customs Committee of the Republic of Belarus is responsible for the implementation of the cooperation with the WCO and the Administrative Committee of the Customs Convention on the international transport of goods under cover of the Carnets (TIR), the international road transport of the UNECE Inland Transport Committee, and other working bodies of the Inland Transport Committee of the UN Economic Commission for Europe. Related tasks are executed in the Working Group WP. 30.

[10] introduced on June 17, 2012

direct arriving cargoes through the “green channel” where applicable. Preliminary information on the goods are to be submitted by the AEOs, carriers (including customs carriers), customs agents or other interested persons through the official sites of the customs services of the Customs Union.

- It has been stated that preliminary information will not apply to
  - goods and means of transport operated by individuals for personal use,
  - goods sent by international mail,
  - goods and means of transport intended to render support in case of natural disasters, accidents,
  - as well as for military cargo.

- It is planned that the preliminary information system will also be implemented for goods imported by rail, sea and air transport functioning cross border[11].
- Within the Customs Union Belarus Customs is to be provided with a list of information on any goods imported by road transport into the Customs Union territory at least two hours before they enter the territory[12].

As for the border guards various agreements of cooperation are in place:

- In addition to concluded bilateral protocols/memoranda on cooperation and understanding the State Border Forces Committee practices signing one and two-year plans to conduct joint activities of the border agencies. The plan includes a number of activities in the form of visits, working meetings, seminars on various aspects of border pattern operational activities. Fruitful in this respect is the interaction with the border services of, i. a., Finland and Estonia.
- International legal framework on cooperation is in force and implemented:
  - Memorandum on practical cooperation between the State Border Forces Committee and the Agency FRONTEX “On bilateral regular exchange of statistical information on illicit migration” is signed and functions as well as a plan of joint activities for the years 2011-2012.
  - Cooperation with international organizations (European Commission, UNHCR, IOM, OSCE) are based on memoranda of understanding.

Border authorities expressed their interest in introducing a modern queue management system for road BCP.

Belarus intends to become a WTO member in the long run. It is expected that this ambition will generate further ICT development in the country.

Belarus is ranked 152 for trading across border[13].

[11] Cooperation with railways is on voluntary basis. Source: Belarus Customs, 28 September 2012

[12] Items of information are: consignor, consignee; country of departure, country of destination; declarant; carrier; vehicle; name, quantity and value of goods as per commercial and transportation documents; the Harmonized Description and Coding System Commodity Code or the Customs Union Foreign Economic Activity Commodity Nomenclature level (at least the first six signs); gross weight or volume of goods, quantity of goods, identification of storage; destination of goods as per transportation documents; documents confirming that required restrictions are observed; any planned transhipments or other cargo operations on the way; date and place of goods arrival in the customs territory of the Customs Union

[13] Doing Business, The World Bank 2012

Estonia
Similarly to other NDPTL countries, Estonia has embarked on the e-government development[14]. This approach includes, among many others, the Customs Board, Central Register, Banks, Police, transport issues, various kinds of doing business, and forming enterprises, etc.

Estonia, among other EU MS, is implementing the IBM system. In this context the *National Entry/Exit System* (EES) shall provide law enforcement authorities with routine system access. Estonia favours that the EES should be used by all law enforcement authorities or fighting the smuggling, illegal immigration and cross border crime. This implies closely practiced ICT data exchange in the frame of EU "Smart Borders"[15]. Estonia, along with various other EU MS processes personal data. This information can be included in their national situational picture that could be included in a range of scenarios where illegal activities affecting the BCP, could be traced.

Data exchange, to this end is being practiced regionally within the *Baltic Sea Regional Border Control*[16]. A police database is in operation[17].

Estonian authorities have acknowledged added value of implementing further the *Advanced Passenger Information* system (API). In order to receive API concerning bus and train passengers, the following has been planned:

- change in legislation to be carried out within 2013
- developing technical solutions and providing capacity by December 2014.

The Tax and Customs Board participates in the EU-Russian Customs working group to contribute to more rapid movement of goods across the border[18]. Estonia and Russia are supporting the use of fast-track customs schemes for AEOs, thereby following a growing trend among customs administrations worldwide. This pilot requires close cooperation among services concerned and the exchange of data.

TIR online information is forwarded to the Russian Customs via the SPEED system. SPEED has been worked out in collaboration with the Commission and the Russian Customs. Further information exchange is under review within the EUC based working group[19].

The submission of data is regulated in the *Police and Border Guard Act*[20]. Border authorities shared the observation to use *Automatic Number Plate Recognition* (ANPR) systems on national and transnational bases, as a means to tackling cigarette, alcohol and road fuel smuggling into the EU, and to support the effective collection of both Customs duties and Value Added Tax (VAT) on private

14 Estonia ranks on position no. 20 in 2012, out of 190 countries observed by the UN e-government database.

15 "The EES would record the movement of people into and out of the Schengen area and extend biometric ID checks to all non-EU nationals (including those not currently subject to EU visa requirements) with the aim of helping border guards identify "overstayers", i.e. individuals that have overstayed their legal permission to stay. Since such biometric checks at all borders will result in significantly longer waiting lines, the creation of the EES is linked to the establishment of a Registered Traveller Programme that would enable pre-vetted individuals who are deemed not to pose a security risk to cross borders much faster than their unregistered counterparts. This system would rely on the use of automated border gates, which are already installed in some European airports. EU policy-makers and the manufacturers of these gates hope that this will lead to the general roll-out of so-called smart borders across the EU". Source: *Borderline The EU's New Border Surveillance Initiatives*, Heinrich Böll Stiftung, June 2012

16 Baltic Sea Region Border Control Cooperation is a network of Coordination Centres between Estonia, Denmark, Finland, Germany, Latvia, Lithuania, Poland, Sweden, Norway, and Russia.

17 pursuant to Sect.8(1) of the Police and Border Guard Act

18 The Russian-Estonian pilot project is carried out at the Koidula-Kunitshina Gora border point; it is planned to run until the beginning of 2014; further BCP shall be included in the agreement: Narva-Ivangorod and Luhamaa- Šumilkino. Focus will be on implementing the Secure Supply Chain concept allowing for Fast Lanes passing through both BCP. It is expected that implementation of such procedure requires data exchange across borders in order to reach a high standard of efficiency.

19 'Project group on exchange of information between the EU and Eastern neighbours

20 Sect.11

cars imported into the Customs Union (CU). ANPR results are jointly used by the Estonian, Latvian and Lithuanian border agencies.

The queue management system *Go-Swift* is in operation on both sides of the land border. Customs intends to establish a separate identification for the AEOs through internet registration, in order to work towards speedy processing already starting at early times of registration of the vehicle.

The electronic system of the Estonian Tax and Customs Board is accessible **in the Estonian language only**. If needed, Customs offers assistance to the user.

Finally, it is worth noting that Estonia, through development of Customs data exchange has achieved rank seven in the latest international analysis of trading cross border[21].

Finland

E-government has gained further progress in the recent past[22]. Finland submitted a proposal for the introduction of an integrated border management system along the EU borders already in 2009. With this model, the authorities can tackle borderless crime in the country of origin and transit. The model's next level involves cooperation between neighbouring countries and the country's own border control. The final level focuses on seamless cooperation between internal security authorities inside the EU[23].

Nowadays IBM is widely implemented; data exchange among authorities is already on a high level and is valued as “best practice”. This has been achieved through close cooperation of Finnish border authorities as described in various publications. One of the recent documents summarizes ways and means of Finnish cooperative procedures in sufficient detail[24]. Selected findings of the recent Study entered hereunder are:

- The use of common databases and information systems by the Customs, Border Guards and Traffic Police (PCB cooperation) represent a form of cooperation, as information entered by one party is available for everyone who is involved in cooperation among authorities.
- Additionally, communication between the officials by phone and email is effective and makes cooperation possible on a daily basis.
- Cooperation between the authorities takes place also in the form of the so called PCB shock control days[25].
- The use of a common ICT system allows for electronic clearance[26].

Finnish Customs invites business and private persons to submit declarations to Customs electronically. Regular customers can submit their declarations directly from their own information systems[27].

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21 Doing Business, The World Bank 2012

22 Finland reached rank 9 in 2012 statistics out of 190 countries, according to the UN e-government database Program

23 *Finland is developing the European Union's border security*; Jaakko Smolander, Expert article 312 Baltic Rim Economies, 29.4.2009

24 Cooperation between Traffic Police, Customs and Border Guard in Southeast Finland – Key Findings. Published by C.A.S.H. - Connecting Authorities for Safer Heavy Goods Traffic in the Baltic Sea Region, September 2012

25 “These shock controls involve officials from the Traffic Police, Customs and Border Guards, and most of the time representatives of the vehicle inspection centers are also present. These control days are planned on a yearly basis when the dates of the control days for the next year are settled. The shock control days take place once every three weeks and are realized at Nuijamaa border crossing point. Additionally to the shock control days, the Traffic Police comes to Nuijamaa border crossing point at random and stays there for some hours doing checks in cooperation with the Customs and the Border Guards; ibid. p. 3f

26 Ibid. P. 4

27 E-Services of Finnish Customs can be used to submit declarations to Customs electronically. For example, import declarations, export declarations, entry summary declarations and exit summary declarations of goods, and transit declarations. Customers can send *Electronic Data Interchange for Administration, Commerce and Transport* (EDIFACT) and *Extensible Markup Language* (XML) messages from their own systems. Web services are also suitable for customers with occasional declarations.

Cooperation with Russia includes the implementation of the pilot project on the computer-managed data sharing between the Customs services of EU member states and the Russian Customs Authorities[28] as well as the Memorandum about high-priority lines[29].

Further observations, regarded as best practice, are given in the analysis of the MS border guards - customs cooperation[30]. In this context it is worth noting that the National

Bureau of Investigations in Helsinki manages the *Police-Customs-Border Guards National Crime Intelligence and Crime Analysis Centre*. The centre carries out daily monitoring of crime situations; and produces ad hoc memos on targets, threats and trends. The operation and control system of the PCB relies on officers from both Customs and Border Guards (BG) working alongside their Police colleagues.

It is noted that the officer at the BCP has access to both the Customs and BG Risk Management Databases[31].

Concerning further security aspects there is the national *SIREN*E[32] manual in use, which includes instructions on all categories of alerts. In particular there are separate instructions for Art. 99 alerts[33]. The SIRENE office aims at the transfer of all instructions into an electronic platform; at the same time the instructions are to be updated when necessary[34].

Finland, as well as various other MS, is implementing the EES under the heading of the new EU border surveillance initiatives[35].

Finland also participates in the *Baltic Sea Region Border Control Cooperation*, a network of Coordination Centres established among Estonia, Denmark, Finland, Germany, Latvia, Lithuania, Poland, Sweden, Norway, and Russia.

However, a border entry – exit system in Finland is not a new subject. The “old “ system stores information on third country nationals’ crossings to and from Finland, and which is used at all types of borders. The border control system consists of different applications covering the range of border control activities from border checks to sea rescue missions. Besides the Entry-Exit system, which is a part of the border control system, a search system that connects to SIS, Police, Immigration, Border Guard, Visa system and other national databases is used. With the search system the border check officer can launch simultaneous queries to all these systems in a single call and retrieve the results, including photographs, in case of information available. Search through direct access to the various databases enumerated above is available but requires separate loggings and user-IDs. The Entry-Exit system is integrated with the search system, so that once the document (a passport or a visa) is scanned, the information is simultaneously copied to the screen of the Entry-Exit system, which reduces the need of the manual input. Once the information is stored to the Border Guard database, it can be consulted by the Border Guard, Police and Customs through a separate browser interface, which allows searches based on individuals’ biographic information, border crossing points, time, mode of transport etc.[36]

The need of interagency information exchange in order to facilitate safety, security, trade and transport is not only accepted but practised starting from the “maritime leg” of the transport chain.

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28 The project unites 13 EU member states (Austria, Belgium, Hungary, Germany, Slovenia, Italy, Latvia, Lithuania, Poland, Finland, the Czech Republic, Sweden, and Estonia).

29 Signed May 2011

30 *Better Management of EU Borders through Cooperation*; Center for the Study of Democracy, 2011

31 Ibid. p 12 ff

32 Experience and application of the **S**upplementary **I**nformation **Re**quest at the **N**ational **E**ntry (SIRENE) is described further in *SIRENE and FAST joint conference in Prague,* May 2012: conclusions and other activities in the area of searches for wanted persons.

33 Alerts issued pursuant to Article 99 include ‘discreet surveillance’; SIRENE Manual

34 Alerts in the Schengen Information System, Report EU Council, Brussels, 19 September 2012, annex p 6

35 *Borderline* The EU's New Border Surveillance Initiatives; Heinrich Böll Stiftung, June 2012

36 Entry-Exit Feasibility Study 11 Final Report, European Commission DG Justice, Freedom and Security 3 Unit B3 – Large-scale IT systems, 2008

It is obvious that maritime based information being linked to the hinterland for the benefit all modes of transport contribute to an advanced system of IBM.

Finland operates the national vessel traffic information system for in-formation exchange towards authorities. However, this system lacks business-to-business interactions[37]. Examples are given by operating the PortNet system which handles maritime based information on i. a.: goods, vessels, crew, and passengers to be transported by ship[38].

A pilot solution of the Finnish port community systems was implemented in the port of HaminaKotka. The pilot solution includes a *Portconnect* portal for the Finnish port community system and two pilot applications, which are a service for handling the information flows concerning the movements of railway wagons and a service for handling the information flows between Finnish ports and Finland-Russian border from/to Russia[39].

It has been analysed whether network-technical possibilities can be used to transmit data to the hinterland transport vehicles. The solutions that are based on wireless communication and their use for positioning purposes were also developed and tested. In addition, the suitability of these solutions for cross-border queuing between Finland and Russia was analysed[40].

It has been found that such a system would enhance the efficiency cross border, and "in the long run, it could be reasonable to clarify whether there would be possibilities to connect the Finnish port community systems Baltic Sea-wide, European-wide or even worldwide, and exploit such a network to get the best benefit from the system"[41].

Another maritime based security and safety feature is the *Enhanced Navigation Safety Information* system (ENSI)[42].

These selected examples demonstrate the stage and the added value of advanced information exchange. It is well documented that that all stakeholders along the transport chain benefit from this development.

VR Transpoint, a leading railway transport company in Finland, offers its customers various electronic services which can be used, for example, to manage and submit transport documents, share transport order information in real-time and book transport capacity, track and trace the progress of transportations in real-time, and send and receive sale invoices[43].

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37 *E-PORT Improving the efficiency of Finnish ports with intelligent systems*, Final report of the Mobile Port project; Centre for Maritime Studies, University of Turku, A 58, 2012 p. 12

38 Port-Net (mind the typing difference) originally is an Interreg IIIc Network project (2005-2010, followed by the EU project **Port Integration)** with 18 partners from 11 European countries and Russia. Three components group the activities by topics. The first component deals mainly with the application and further development of EU-policies. The second deals mainly with improvements of the multi-modal transport structure while the final component focuses on tourism and urban development from a port perspective. This should not be confused with *PortNet*.
By Finnish initiative *PortNet* has been implemented as an electronic SW platform operated and developed by the Finnish Transport Agency and by Finnish Customs. Information to Customs is compulsory by *PortNet*. *PortNet's* legal background and related SW requirements have been analysed by UN ESCAP, Teemu Puutio, LL.B, et. al; 2012. PortNet; and found very efficiently implemented and operated in Finland.

39 *E-Port* ibid. p. 48. Border-Crossing Service is connected to Lars Krogius Ltd's Border system and to Helpten Ltd's services.

40 *E-Port*, ibid. p. 13

41 *E-Port*, Ibid. p. 7

42 ENSI aims at reducing the risk of major oil tanker accidents in the Gulf of Finland through the introduction of the navigation service. The service will improve communications between vessels and vessel traffic service (VTS), enabling proactive vessel traffic management. Tankers, on the other hand, will be able to obtain navigation information through the ENSI portal. The target is to have the service deployed by the majority of tankers sailing the Gulf of Finland by the end of 2013. The Finnish Transport Agency is the project's main partner. *John Nurminen Foundation Fund Report 2/2012* (27 September 2012).

43 E-Port, ibid. p. 69

It needs to be assessed how and to what extent this complex amount of data should be made available further for the benefit of the cross border traffic for road and rail transport.

The Finnish approach and procedures have recently been mentioned by both the Head of Taxud and the Head of the Finnish Customs: It was unanimously stated that

- Information exchange needs to be extended and supported based on the joint Finnish approach combining authorities;
- Cooperation between Finland and Russia is of utmost interest for both countries and for the EU to fight against illegal activities, viz. smuggling[44].

Finland is placed at rank 6 in trading across border[45].

Latvia

E-government has gained progress in the recent past and is to be continued[46]. Latvia has undergone an impressive transformation process: from being a recipient and beneficiary of IBM related services to a provider of IBM knowhow to others[47]. Still in Latvia, similar to other countries in the Region, the need of further improving processes and efficiency at the BCP has been noted; observations made include i. a.:

- Enhance fast and effective control at BCP
- improve co-operation with foreign customs authorities to fight queuing at the border
- respond to growing traffic
- take measures to stimulate the development of fair competition by focusing on customs control. Recent observations revealed that a considerable number of importers are causing problems in declarations[48]
- Customs performance indicators need to be established to ensure fast, accurate flow of people and goods across the external borders, and to maintain balance between control and trade facilitation
- Customs should work closely with businesses by taking a host role, seek a compromise to satisfy the parties and to avoid over-burden, and to provide quality in executing their work
- need to implement SW and related priority actions by Customs. E-environment allows already operating the SW principle, and thus to provide for simplified customs procedures and modernization. This altogether would contribute to substantial improvements for the national economy
- lack of coordination between government agencies at the border. This lack of coordination leads to poor data sharing, duplicative procedures and a level of inefficiency that result in delays, product deterioration, and overall reduced profitability. Therefore coordination, including data flow (accumulation, sharing, and dissemination) is needed[49].

It is well known by the Latvian side[50] that

- the MS and the EUC agencies are aiming to improving customs control and risk analysis effectiveness, reduce opportunities for fraud and simplify the customs clearance process, reducing customs formalities necessary time and costs for both businesses and public institutions, thus contributing to economic development and legal trade
- the EU strategy is to develop electronic systems that provide data exchange between the customs authorities and economic operators in all EU MS and between customs authorities and other public agencies involved in the clearance of goods and control the process, thus providing an electronic or paperless customs environment.

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44 Press article Kymen Sanomat, 04 October 2012 following the visit of Head of Taxud to Finland 01-02 October 2012

45 Doing Business, The World Bank 2012

46 Latvia is ranked 42 out of 190 countries observed by the UN e-government development database 2012

47 Latvian authorities participate in various international IBM related projects and run seminars on the subject, i. a.: Latvian experts take functions in the South Caucasus IBM Project financed by the EU.

48 Undervaluation is an often observed problem

49 *Integrated Customs Control in Latvia: Lesson Learned; in: Economics and Management* 2012. 17 (2), by Karina Elmane-Helmane, Kārlis Ketners pp 529-530

50 Ibid. pp 531-532

Therefore the Latvian customs launched in 2006 the e-Customs project already; this will be continued in 2013, thus forming a single customs electronic data processing system (EMDA). Currently, Latvian customs clearance process is carried out using the following customs information systems:

- Export Control System, which is formed of export customs procedures, including the exit summary declaration;
- The customs declaration for the automated processing system ASYCUDA + +[51], which is formed of imports (import) customs procedures;
- Import Control System, which are electronically submitted and processed for entry summary declarations for risk analysis before the actual import of goods;
- New Computerized Transit System (NCTS);
- Customs receives advance information provided by a trader or a carrier.

After the e-customs project implementation, work will continue on the SW system to provide the operator the possibility of customs formalities necessary data be submitted electronically only once. Controls by all relevant authorities such as customs, health authorities and the State Border Guard will be ensured. The first SW phase is expected to be completed in 2013.

It is anticipated by the Latvian authorities that the implementation of e-customs and SW will result in increased trade flows, heightened security, increased revenues, greater compliance with laws and regulations, improved competitiveness[52].

It is planned to provide access to ANPRS for other law enforcement agencies, and to link with analogous systems in Lithuania and Estonia.

Latvian authorities participate in the SafeSea net of the EU. This network allows to gather data through the SW. It is known to the Latvian authorities that this data stream potentially allows for extended SW by linking it to the BCP at the Eastern border.

The Law on Operation of the SIS, and Cabinet Regulations[53] stipulate the EU based operations for operational purposes at the BCP. Also, every police officer has the possibility to use the SIS end-users manual which is available on the police intranet. There are guidelines in the manual on procedures and legal conditions to which alerts should correspond[54].

Latvian Customs practices cooperation with the Russian side to exchanging data cross border. This process is at its infancy, and more experience need to be gained to see operational advantages.

Latvia is placed at rank 15 in trading across border[55].

Lithuania

E-government has gained progress in the recent past and is to be continued[56].

Authorities in Lithuania are practicing and/or implementing electronic information systems as follows:

- Lithuania Customs together with its partners: the State Food and Veterinary Service, the National Paying Agency under the Ministry of Agriculture, the Cultural Heritage Department of the Ministry of Culture and the State Enterprise Centre of Registers is implementing a project on electronic submission of customs declarations using the 'one stop shop' electronic service. It is believed that the created information system will be used by the vast majority of people and shorten the processing time for all procedures.
- Import and export declarations are submitted to the Lithuanian customs electronically[57].

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51 Automated SYstem for CUstoms Data; developed and provided by UNCTAD

52 Ibid. p 533

53 No.639 of 18 September 2007

54 Alerts in the Schengen Information System, Report EU Council, Brussels, 19 September 2012, annex p 7

55 Doing Business, The World Bank 2012

56 Lithuania ranks 29 according to the UN *E-Government Survey* 2012

57 The electronic system itself selects and records occasional errors that customs agents can see and fix. Transport operators must first clarify the requirements of the import country, to prepare themselves adequately and correctly complete documents, in order to avoid errors in the declarations.

- Exchange of pre-arrival information is a subject for discussion:
  - information about imported goods to the customs territory of the Community for road transport should be submitted 1 hour prior to its arrival, information on railway transport needs to be available 2 hours in advance.
  - As yet Lithuanian border agencies do not provide pre-arrival information cross border to the neighbouring countries, except through the SPEED system (see below).
  - Lithuanian border agencies do not receive any pre-arrival information cross border from the neighbouring countries.
  - Lithuanian authorities are considering building and operating modernisation by obtaining API for rail transport. The existing national passenger information system is interlinked with railway systems of neighbouring countries. However, legal aspects of information exchange need to clarified. API for coach transport appears realistic in the long term perspective. This means, there are no detailed plans known as yet; still, the authorities have noted the inherited advantage at the BCP[58].
  - So far IT systems of Veterinary and Phyto services are not connected with Customs information system. Lithuanian Customs plan to introduce e-SW, and this system envisages integration of the border control services.
  - Customs intends to simplify the railways documentation by accepting SMGS and CIM bills[59] as Customs Declarations and these may be submitted electronically. Exchange of data between the electronic systems of railways and between electronic information between each country's customs and railway services is acceptable; however, electronic data exchange customs-customs (i. e. cross border) appears not realistic for the time being.

- Exchange of risk assessment results appears fruitful; however, legal grounds need to be prepared first.
- It is felt that international data exchange is to the larger extent within the EU's competence. Subsequently, initiatives are expected from the EUC. However, Lithuanian Customs (among other 13 customs authorities of the EU MS) already participates in the joint EU and the Russian Federation project *SPEED*[60].
- Cargo information can be submitted to Customs electronically. This is done via the road carriers association's *Linava* information systems. As well TIR carnet data can be submitted electronically to Lithuanian customs by using the system IRU TIR-EPD.
- At national level, an ANPR system is installed at all road BCP, 3 railway stations and Klaipeda sea harbour. This national system is under extension to reach international level among MS neighbours[61].
- Information cross border is being exchanged based on the *Cooperation Agreement on Pre-notification of Exceptional Situations at the road BCP* with Belarusian customs services. Lithuania is negotiating a similar agreement to be concluded with Russia.
- Following Estonian practices to optimizing vehicles' access to the road BCP a tender for the acquisition of an electronic queue management information system has been launched. The system should be implemented in Kybartai, Lavorishkes, Medininkai, Panemune, Ramoniskes road BCP until 2015. Implementation shall commence in 2013[62]. Features of the system are:
  - pre-book border crossing time

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58 Passenger lists containing passport data can be received in due time prior to arriving at the BCP and are pre processed upon arrival by screening through the profiling and risk assessment system

59 CIM/SMGS consignment note simplifies cross-border procedures. The CIM/SMGS consignment note has been elaborated as part of a joint project of the International Rail Transport Committee (CIT) and the organisation for the Collaboration between Railways (OSJD) to render interoperable the CIM/SMGS transport norms. The implementation of the CIM/SMGS procedures is the responsibility of different rail goods transport companies. The CIM/SMGS consignment note simplifies and accelerates rail cargo transport on the West-East and East-West axis. It is known as a bank and customs document. Its instructions are included in the CIM/SMGS Consignment Note Guide. Currently, customers are not constrained to use the new document, the classic re-dispatching option being still valid for them. See: *Railway Pro*, 10 Aug. 2010

60 This Pilot project with an objective to provide the Federal Customs Service of the Russian Federation with advance information available on the TIR Carnet by electronic means was launched in 2009

61 A joint project including Lithuanian, Latvian and Estonian customs is under way to connecting national ANPR systems of these countries

62 At Kybartai BCP a waiting site already exists nearby the BCP facilities

- regulate access to the BCP by distinguishing between registered and non registered vehicles

- Procedures for exchange of SIS based information alerts are regulated[63], data are available to all competent authorities, when necessary additional data may be provided.

Lithuania stands at position 24 in the ranking of 184 economies on the ease of trading across borders.

Norway

E-government has gained progress in the recent past[64]. Norway has joined customs and security agreements through side-treaties and MOUs, knowing that its economy and security is closely linked to the European Union.

Norway is proactive in participating in the definition of future development. Insofar the exchange of customs data are under discussion based on the WCO requirements. It is expected that Norway may participate in the GNC model for exchange of customs data between customs administrations.

Norway's membership to the TIR Convention allows for the present discussion with IRU and the UNECE on the use of E-TIR[65].

Pre-arrival information must be sent electronically for all transport of goods (personal belongings are excluded from pre-arrival declaration) to/from Russia one hour prior to entry/exit. Due to the existing agreement with the EU regarding exchange of security data pre-arrival information is neither being received nor sent from/to Schengen states. The same applies for data exchange with Russia due to national regulations.

Imports of goods eligible for preferential treatment are administered in the same way as other goods. All imports are registered in the electronic Customs Clearance System (TVINN[66]). Upon entering a certain code, TVINN will recognise that the goods originate from a Generalised System of Preferences (GSP)-country and preferential treatment is granted[67]. Due to the principle of self-declaration only the information required by the Single Administrative Document (SAD) document is submitted into the TVINN-system. The TVINN-system does currently not allow for submission of any supplementary documents[68]. Customs also operates the EU based NCTS[69]. There is currently no electronic communication between the two systems and after the conclusion of the transit procedure the goods will pass on to national procedures.

Following an enquiry of the EU Norway has identified its future expectations concerning modern border management. Main aspects are summarized:

- e-gates to be established at Storskog, (the only land BCP with Russia) from 2013. The introduction of e-gates in Norway foresees the option to use both fingerprints and facial recognition biometrics.

63 Order no. 5-V-845 of the Police Commissioner General

64 Norway is ranked 8 out of 190 countries observed by the UN e-government development database 2012

65 Electronic TIR, as defined by the International Road Union, IRU

66 TVINN (TollVesenets Informasjonssystem med Næringslivet)

67 The Norwegian GSP scheme is available for all countries on the OECD list of countries eligible for official development assistance – the so-called "DAC-list". In order to implement the GSP system in relation to eligible countries, relevant national authorities will have to provide certain details regarding responsible authorities, official stamps and signature etc. The Directorate of Customs and Excise will confirm and announce implementation of the system as soon as these formalities have been completed. *Trade Policy Review*, Norway, October 2012 p. 22

68 Ibid. p. 25

69 The national TVINN-system handles the submitted Import and Export declarations and calculates the customs and excise duties due. When the declaration is accepted by the TVINN-system, either automatically or after manual control, the goods are released for free circulation. The NCTS handles the transit declarations and other associated messages (for example *Notification of Crossing Frontiers*) during the transit of goods between Norway and other contracting parties of the Transit Convention

- Norway operates a communication and case handling system for visas, linking the Directorate of Immigration, the Embassies/Consulates and the Police (NORVIS). NORVIS is under further development.
- The automation of searches in available systems such as SIS and VIS combined with API and PNR is considered important. This would require more extensive and reliable use of these systems.
- It is expected that the EU-wide EES would contribute to efficiency enhancement at the BCP, but it would not replace border guards' physical presence at the BCP[70].

Norway participates in the main EU working parties on border management, these include, i. a.:
- Working Party for "Schengen Matters" (SIS/SIRENE) – Mixed Committee.
- Baltic Sea Region Border Control Cooperation, a network of Coordination Centres

Norway participates in the request for information for entries of goods and exit of goods (ENS, EXS) into and from the EU territory. The deadline for sending the ENS varies with regard on the means of transport used for the goods travelling. In the case of maritime transport:
- for container cargo: at least 24 hours before the loading at the port of departure;
- for bulk cargo: at least 4 hours before the arrival at first port in the customs territory of the Community;
- for transport between various countries including Norway, Island or Baltic Sea ports, North Sea ports, Black Sea ports or Mediterranean ports, all the ports of the territory of the Community (some exemptions): at least 2 hours before the arrival at first port in the customs territory[71].

The above information exchange is run through ICT systems in place and under further development.

Norway stands at position 9 in the ranking of 184 economies on the ease of trading across borders[72].

70 EU-conference on *Innovation Border Management*, Copenhagen 2-3 February 2012, p. 13f
71 *Survey on ICT Systems in use along TEN-T network*, September 2011, p 84
72 *Doing Busines,* The World Bank 2012

Poland

E-government has gained progress in the recent past[73]. Along with this development Customs will operate within a completely electronic environment and provide its services accordingly. It is anticipated to establish paperless services by 2015. The majority of customs services are already performed electronically, starting with the customs declaration, and electronic delivery is fast becoming the norm[74]. The following e-systems are under implementation:

- ECS/AES – *Export Control System/ Authorised Export System* AES (envisaged date of implementation 2012-13)
- *E-Customs* – final component of the e-Customs initiative. This service is particularly visible at the external borders of the EU (that is, a 'Single Window' concept which is planned for completion in 2012-15)[75]
- ICS/AIS – *Import Control System/Automated Import System* (implementation planned in 2012-13)[76].

Guided by its *Schengen Action Plan 2001* and the *IBM Strategy*, Poland implemented the Schengen requirements in two different stages. The first stage required Polish legal codification of EU standards in five main areas: border management, visas, immigration, asylum, and security.The second stage involved implementation of the SIS, the electronic database used by Schengen countries to maintain and distribute information on individuals and property of interest for border security and law enforcement purposes[77]. In the meantime Poland is active to participating in various IBM workshops whereby international experience and best practice is being exchanged[78].

Data exchange among Polish authorities is in the process of improvement. Presently Customs and BG check passports separately. Customs operates the *Automated Register Plate Recognition System*. As yet Customs officers at border crossings do not have access to the SIS.

However, Polish authorities informed that it is desirable to increase the efficiency of the systems in place and to establish joint risk analysis (interagency cooperation) including vehicle register plates and passports. Future intentions include establishing an "e-booking system" similarly as to the Estonian system in place, see Estonia.

The previous study investigating IBM in the Region recommended to link maritime transport routes with hinterland transport corridors. This linkage would include a number of BCP: the BCP to be effected would be Terespol / Koroszczyn and Brest, together with Gronowo – Mamonovo or Bezledy - Bagrationovsk (both Poland – Kaliningrad). Polish authorities confirmed their agreement to this recommendation. Already traffic increase is being noted contributing to queuing at the BCP.

Though, interesting for both the Russian and the Belarusian neighbour, data on goods, persons and detailed traffic are not submitted cross border. It goes without saying that smooth functioning of those corridors would be positively affected by reliable and secure data exchange cross border[79]. At least interagency data exchange on a national level including all modes of transport would be needed.

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73 Poland is ranked 47 out of 190 countries observed by the UN e-government development database 2012

74 More details are given in: *The Standardisation of Customs Services in the European Union*, *Ewa Gwardzińska,* WCO Journal, Volume 6 No. 1

75 The Council of Ministers published this commitment on 25 July 2012. Inter-ministerial task group is in place for implementation of the SW Concept at international BCP. Customs are the leading agent in this task group.

76 Ibid. p. 96

77 *Border Security in a Time of Transformation*, CENTER FOR STRATEGIC & INTERNATIONAL STUDIES, July 2010

78 6 - 18 January 2012, *Ukraine - Good practices of joint border control at border crossing points*. The event convened representatives from border and customs services, ministry representatives of Armenia, Belarus, Georgia, Moldova and Ukraine, as well as experts from EUBAM and ICMPD (Latvia and Poland). The purpose of the workshop was to promote the EU Integrated Border Management concept among all relevant EaP authorities and agencies involved in border security and customs. In particular, the event aimed to introduce the participants to good practices on the implementation modalities of joint border control. These modalities include topics ranging from legal and operational aspects between neighbouring countries to the necessary requirements of the IBM standards.

79 Recommended by the WCO and UNECE

Poland participates in cooperation with Russia including the implementation of the pilot project on the computer-managed data sharing between the Customs services of EU member states and the Russian Customs Authorities[80].

BG are operating both desk top and mobile units at the BCP and in trains. Data exchange through mobile units, however sometimes interrupted and slowed down, provides provides performing border control inside the vehicles when needed - in buses and trains. Enhanced broad band access allowing speedy information exchange of SIS relevant data is desired by the Border Guards. It is important to have undisturbed SIS/SIRENE net access in case alerts need to be triggered[81].

Data exchange is being practiced regionally within the *Baltic Sea Regional Border Control*[82]*.*

The *Euro Championship 2012* provided some experience to the authorities concerned which is worth being exploited for the future. This includes:

- Provide e-booking of busses
- Establish Green Traffic Lane
- Use web information as "www.granica.gov.pl" as a source of information on the rules and the virtual guide for the border crossings
- Advanced work on the concept of e-booking of truck
- Electronic refund of Value added tax (VAT)
- Electronic LED information boards installed in front of the BCP

Poland is placed at rank 46 in trading across border[83].

Russian Federation

E-government has gained remarkable progress in the recent past[84]. The Russian Federation is continuing to further build the Customs Union[85] as summarised below:

- Related to the building of the Customs Union the Eurasian Economic Commission has presented draft major guidelines for improving customs administration in the Customs Union in 2012-2015[86].
- ICT plays a dominant role in this blue print driven by the Russian Federation. The Guidelines
  - are set with clear goals in the development of legal acts and international treaties speedup and simplification of customs procedures including arrangement of conditions to decrease the goods release time by automated information exchange[87],
  - will also be useful in day-to-day operation,
  - include development of electronic declarations, introduction of automatic release, promotion of information interagency interaction, ways to reduce the time and the number of documents, deeper differentiation of foreign trade participants,
  - outline the development of the institution of the AEO,
  - prepares further development of the "two services" (Customs and Border Guards) principle at the border,

Border management activities beyond the Customs Union are presented in short:

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80 The project unites 13 EU member states (Austria, Belgium, Hungary, Germany, Slovenia, Italy, Latvia, Lithuania, Poland, Finland, the Czech Republic, Sweden, and Estonia).

81 Alerts must be triggered corresponding to the Schengen Information System requirements, Report EU Council, Brussels, 19 September 2012, annex p 7

82 Baltic Sea Region Border Control Cooperation is a network of Coordination Centres between Estonia, Denmark, Finland, Germany, Latvia, Lithuania, Poland, Sweden, Norway, and Russia.

83 Doing Business, The World Bank 2012

84 Russia is ranked 27 out of 190 countries observed by the UN e-government development database 2012. Russia has gained particular progress in comparison to the 2010 measurements: Ranked 59

85 Present members: Russia, Belarus, Kazaksthan

86 Belarusian Telegraph Agency, 1 Oct.2012

87 The Federal Customs Service of Russia informed: In 2011 the quantitative indices of electronic goods declaration have been growing with high speed: 2,85 mln entries have been submitted via the Internet for 11 months, that constitutes 77% of the total number of entries. During the first quarter of 2012, 64% of the goods were released in the e-form, however this index achieved 90% by the end of 2012.

- Preliminary information is an essential element of the system of customs administration, which is one of the most effective mechanisms for minimizing the time required for performance of customs operations at border crossings of the Customs Union, expediting decision-making customs officials of the Customs Union.
- In so far information sharing between the federal law enforcement bodies is in line with the so called *Kargil interagency cooperation* (TC CF). Customs expressed its readiness to extend the system for automated information exchange among the agencies concerned.
- Further, the member states of the Customs Union (Russia, Belarus, Kazakhstan) exchange regularly data of foreign and mutual trade on a strictly defined set of indicators.
- In order to optimize and speed up customs operations, and to increase the efficiency of customs control prior information on the goods imported into the customs territory of the Customs Union by road was introduced[88]. Thereby the *Electronic submission of information* (called: Portal EPS) is in operation. The internet based system allows for e-information on goods and vehicles prior to crossing the border of the Russian Federation.
- Customs and *Eurostat* practice regular exchange of e-data on foreign trade.
- The Russian side has taken notice of the advantages of the electronic queue and storage system to be built close to the road BCP in order to improve the queuing situation at the borders[89]
- Electronic information exchange between JSC "Russian Railways" and Customs is being practiced; however this is focusing on members of the Customs Union. In this regard the joint Risk management System is expected to be in operation by 2013
- Applications for including the AEO into the Customs register are being received and subsequently decided upon[90].
- In 2012 the transition to render the state service for taking of preliminary decisions about the goods classification in electronic form will be finished[91].
- Russia has taken note of the potential advantage of establishing and linking the sea ports' data network, however, still information exchange takes place mainly by paper, fax and telephone and through port operators, and very few SW systems seem to be in use in Russia[92].
- With regard to railways an e-information system is in place: *RailTrace* is an Internet-based consignment and wagon tracking and tracing system for rail freight traffic between Europe and Russia[93].
- Russian customs is experiencing the value of cross border cooperation and subsequent information exchange with neighbours in fighting illegal activities as fraud and smuggling attempts[94].

However, certain remarks on Russia from the EU are being noted:

- the Eurasian Union has become a priority for the Russian leadership. Tremendous effort and resources are being invested[95]
- the EU MEPs have expressed concern that the customs union between Russia, Kazakhstan and Belarus could contravene WTO rules and Russia's commitments insofar as it creates additional barriers to trade with Russia[96].

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88 This decision is effective as from June 17, 2012 for goods imported into the customs territory of the Customs Union by road

89 See Estonian experience

90 *Trade Watch*, Ernst & Young, June 2012, Volume 11, Issue 2, p. 35

91 Federal Customs Service of Russia in 2011: Numbers and Facts

92 E-Port, ibid. p. 25

93 E-Port, ibid. p. 69

94 In March 2012 the Heads of law enforcement departments of Customs services of Belarus, Latvia, Lithuania, Estonia and Poland discussed the questions of law enforcement collaboration and protection of economic interest in Kaliningrad. As the result, the sum of unpaid customs fees for 65 commercial batches comes to more than 20.5 million Russian rubles. Customs initiated a criminal case in May 2012 the criminal case was passed to North-West Transport Investigation Department of the Russian Federation Investigation Committee

95 *The EU-Russia Partnership for Modernisation – key to unfold the full potential of EU-Russia relation;* Introductory statement by Mr. Gunnar Wiegand, Director, European External Action Service EU-Russia Partnership for Modernisation Conference Moscow, 12 October 2012

96 EU Plenary Session External/international trade − 26-10-2012

Russia stands at 162 in the ranking of 184 economies on the ease of trading across borders[97].

[97] *Doing Business*, Trading Across Borders, The World Bank Group 2012

D. RELEVANT INTERNATIONAL PRACTICES

Identified based on an extended literature review
The best practices on the cooperation between border guards and customs administrations working at the external borders of the EU[98] are presented in table 1.

According to the 'Handbook of Best Practices at Border Crossings' (OSCE, 2012) and the U.S. National Institute of Building Sciences (U.S. Port of Entry Design Guide, 2000), a number of components have to be considered while developing a new or upgrading an existing cross border area (Table 2). In table 3 some examples of good practices are listed pointing the spatial solutions given to existing problems that BCPs are addressing.

Table 1: Best practices on IBM and their applicability.

BEST PRACTICES			APPLICABILITY		
FIELD OF BEST PRACTICE	**PRACTICE**	**REGION OF DEVELOPMENT**	**TYPE OF BORDER**	**LEVEL OF APPLICATION**	**COUNTRY OF APPLICATION**
Strategic planning	Criminal Information Analysis Centre (participants: Customs, Border Guards and Police).	Lithuania	Land, sea, air	National	EU27
Information exchange	information system INPOL, where information on persons, property and criminal investigations is stored. INPOL also provides access to the Schengen Information System.	Germany	Land, sea, air	National, regional, local	EU27
Coordination of workflow at BCPS	One-stop control for commercial vehicles	Finland	Land	Local	EU eastern land and Western Balkan land borders (GR, BG, RO, HU, SK, PL, LV, LT, EE, FI)
Risk analysis	Risk analysis cooperation	Finland	Land, sea, air	national	EU27
Criminal investigation	Joint investigations	Sweden	Land, sea, air	National	EU27
Joint operations	Evaluation approach	Germany	Land, sea, air	National, local	EU27
	Planning joint operations. (two levels: national and Regional).	Poland	Land, sea, air	National, regional	EU27
Control outside BCPS	Coordination of joint patrols	Germany	Sea	Local	Member States with open sea borders (UK, IE,

[98] Better management of EU borders through cooperation, 2011. Study to identify best practices on the cooperation between border guards and customs administrations working at the external borders of the EU; Center for the Study of Democracy, Sofia, Bulgaria

BEST PRACTICES				APPLICABILITY	
FIELD OF BEST PRACTICE	**PRACTICE**	**REGION OF DEVELOPMENT**	**TYPE OF BORDER**	**LEVEL OF APPLICATION**	**COUNTRY OF APPLICATION** SE, FI, EE, LV, LT, DE, NL, BE, FR, ES, PT, IT, EL)
Mobile units	Coordinating mobile units	Lithuania	Land, sea, air	Regional, local	EU27
	joint mobile units	Bulgaria	Land	Local	BG, EL, ES, RO,HU, SK, PL, LV, LT, EE, FI
Responding to emergency situations	Responding to airport emergency situations	Italy	Air	National, regional, local	EU27
Infrastructure and equipment sharing	Sharing facilities for one-stop processing	Poland	Land	Local	EU27
	Open sharing equipment. (Equipment at Nuijamaa and Vaalimaa BCPs is shared and each authority has a designated role in its Servicing and maintenance).	Finland	Land, sea, air	Local	EU27
Training and human resources	Joint training programmes. Nuija project.	Finland	Land, sea, air	National, local	EU27
	Training in cooperation management at the maritime boarder	Germany	Sea	National, regional, local	SE, FI, PL,DE, NL, BE, FR, PT, ES, IT, EL, UK, IE, MT, CY, LV, EE, LT

Table 2: Categories of aspects to be considered in the spatial planning of a cross border region.

Main infrastructure	**Additional private infrastructure**	**Passenger Car & Bus Passenger lanes**	**Commercial vehicle lanes**

✓ Public waiting areas ✓ Places for public and staff interface, i.e., booths and/or offices ✓ Areas for customs brokers and freight forwarding agents ✓ Offices for Customs staff ✓ Offices for border guard/police/immigration staff ✓ Offices for senior management of the BCP ✓ Meeting rooms ✓ Toilet facilities ✓ Kitchen facilities ✓ Canteens ✓ Changing and locker facilities ✓ Detention and police cells ✓ Police interview rooms ✓ Interrogation or second-line document inspection offices ✓ IT and communication offices (might be separate for all the services) ✓ Training rooms for personnel	✓ Customs brokers ✓ Banks and money exchange ✓ Duty free shops ✓ Cafeterias ✓ Consular institutions ✓ Hotels ✓ Parking lots ✓ Automobile repair services ✓ Freight forwarding and transport companies.	✓ Number, length and width of primary inspection vehicle lanes ✓ Location and number of multilingual signs ✓ Primary inspection lane exit gates controlled from each primary inspection lane booth, or booths located next to herringbone-style parking areas ✓ Passport and immigration control hall when BCPs do not have several vehicle lanes ✓ Security control in passenger hall ✓ Passenger and luggage inspection X-ray equipment ✓ Exterior lighting ✓ Location and number of security cameras ✓ Building and areas according to the special tasks undertaken at each border crossing point	✓ Number of primary inspection lanes, each with a booth ✓ Automated control gates for each primary inspection lane at each booth ✓ Staff control booths or office buildings ✓ Width and length of primary inspection lanes ✓ Green and red lanes ✓ Vehicle turning circles ✓ Herringbone-type vehicle parking, several primary inspection lanes are not possible ✓ Number and location of multi-

Table 3: Examples of BCPs best practices.

Crossing point	Need	Practice	Spatial aspects
Zamiin Uud (Mongolia) and Erlian (People's Republic of China)	Reduce waiting times	Upgrade physical infrastructure	-Expansion of the inspection area to ease inspections and improve truck circulation -Segregation of commercial truck traffic from passenger traffic -Segregation of truck cargo by load type: uniform truck loads going directly to a fixed tunnel X-ray scanner, non-uniform loads going to an inspection area.
U.S.-Canada border	Serve the fast trucks to reduce queues	Program for fast tracks	Created traffic lanes at BCPs with large signs reading "OPEN TO FAST TRUCKS ONLY" for FAST trucks and drivers.
Russian-Latvian border	Reduce traffic congestion	Creation of a new cross boarder point	The new checkpoint operates four lanes for entry into The Russian Federation, one each for cars, buses, and trucks, and one reserve lane.
Check points of Republic of Belarus	Reduced clearance time at checkpoints, cutting down on border crossing time.	Switchover to a single office system	All clearance services are housed under one roof.
Mokrany BCP: Belarusian-Ukrainian border	The BCP was insufficiently equipped to regularly stop smugglers.	Equipping the BCP with the latest technologies and facilities	New office building (with rooms for truck and passenger clearance).

E. BORDER MANAGEMENT AGENCY QUESTIONNAIRE RESPONSES

Answers of the Belarusian experts to the questionnaire

No.	Issue	Question	Answer
1	Solving the problem of customs traffic delays while ensuring the security of physical and financial borders	Which measures are you taking to reduce delays? Please specify measures, places, schedules and expected improvements	The recently introduced risk management system (RMS) has helped to reduce significantly customs control pressures on border crossers. Over 90% of cargo customs control procedures are now RMS based. Compared to 2005, the number of customs examinations has been reduced more than 4 times and their effectiveness has increased significantly. Note: in 2005 7.16% of vehicles crossing the customs border were examined, in 2011 1.6% and in the first 8 months of 2012 1.3% only. Order No. 217-OD of the Head of the State Customs Committee of the Republic of Belarus of 26 June 2012 prescribes a list of measures to be taken in response to contingencies (including road checkpoint queuing). Similar systems enabling quick response to customs traffic delays and concerted decision-making are established with all the neighbouring countries.
2	Infrastructure bottlenecks	Which infrastructure development measures are you planning to introduce at your checkpoints? Please specify the place and schedule of expected improvements	Located in the very centre of Europe, the Republic of Belarus is a most important link between West and East. Belarus is part of **Trans-European Transport Corridor IX** (Alexandropoulos – Gomel – Vitebsk – St. Petersburg – Helsinki), which provides links between Greece, Bulgaria, Romania, Moldova, Ukraine, Belarus, Russia, Lithuania and Finland, as well as its **Branch IXB** (Gomel – Minsk – Vilnius – Klaipeda – Kaliningrad), which brings cargo traffic out to the specialized sea ports of Klaipeda, Ventspils and Kaliningrad. The **Nova Guta** road checkpoint on Trans-European Transport Corridor IX (Belarus-Ukraine border) and the **Kamenny Log** road checkpoint on its branch IXB (Belarus-Lithuania border) are unable to cope with growing traffic. Incidentally, in 2011 the traffic at the Kamenny Log and Nova Guta checkpoints increased 2.5 and 2 times, respectively, against 2004. By 2020, the customs traffic is forecast to increase 3.3 times against 2004. **The infrastructure is already operating at full rated loads:** - now that more electronic equipment is used in customs clearance and control operations, electric power network loads have grown; - systems of electronic and preliminary declaration and systems of electronic information having been introduced within the Customs Union, communication line loads have grown considerably;

No.	Issue	Question	Answer
			- conduit systems and communication lines in them have gone out of date. Existing challenges related to the current state of the infrastructure at the checkpoints, their low technological levels and inadequate carrying capacities have created a **bottleneck effect hindering quick and secure passage of the traffic** and effective coping with the general problems of illegal migration, organized crime and smuggling. **There is now a pressing need for reconstruction of the Kamenny Log and Nova Guta checkpoints in order to expand their carrying capacities.** Being of priority importance to the Republic of Belarus, these projects are part of the Comprehensive State Border Road Checkpoint Infrastructure Development Programme for 2011–2015, which was adopted by Resolution No. 152 of the Council of Ministers of the Republic of Belarus on 8 February 2011. The projects aim to improve transport connections between the Trans-European Transport Network and the transport infrastructure of the Republic of Belarus as its partner country. The project activities will enable cross-border cooperation by upgrading the infrastructure of the Kamenny Log and Nova Guta checkpoints, which are located on one of the most important sections of the Trans-European Transport Corridor. This can be achieved by implementing the key project tasks, namely: - to improve the effectiveness of border crossing infrastructure and procedures; - to improve border security; - to expand the carrying capacity; - to facilitate cross-border mobility of people, goods and vehicles; - to improve transparency, effectiveness and efficiency of customs and other procedures; - to ensure fast, safe and secure border crossing; and - to improve the environmental situation at the border crossing areas by reducing queuing and therefore atmospheric vehicle emissions. **The implementation of the projects will make the border open as well as secure and well controlled.** Regrettably, the Republic of Belarus does not have enough funds to implement the projects. The reconstruction of the Kamenny Log and Nova Guta checkpoints can therefore take years, creating additional border crossing inconveniences. As part of its international technical assistance attraction efforts, the State Customs Committee of the Republic of Belarus has submitted infrastructure upgrade project proposals for the

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			Kamenny Log and Nova Guta checkpoints to the European Commission's Directorate General for Mobility and Transport (further EC Directorate General) to attract funds. The EC Directorate General has shortlisted both projects as potential Eastern Partnership projects. At a meeting held by the EC Directorate General in Brussels on 24-25 March 2011, where the Trans-European Transport Network policy issues were discussed, representatives of the Eastern Partnership countries whose projects had been shortlisted were recommended to submit their full applications to the EC Directorate General by 1 May 2011. The State Customs Committee of the Republic of Belarus has provided the EC General Directorate with all requested information related to the project applications for upgrading the Kamenny Log and Nova Guta checkpoints. The European Commission has approved the creation of a new working group – the Eastern Partnership Transport Panel. The **infrastructure improvement priorities** were one of the topics discussed at its first meeting held in Brussels on 14 October 2011. It was noted at the meeting that the high level working group on transportation between the EU and neighbouring countries had designed five prospective routes to develop transport connections, including the development of Trans-European Transport Corridor IX. The Committee believes that the above-mentioned fact confirms the importance of the submitted proposals for upgrading the infrastructure of the Kamenny Log and Nova Guta checkpoints. Regrettably, the Committee still has no information as to the final decision of the EC Directorate General regarding the submitted project proposals.
3	Number of cargo border crossing procedures where delays are the most common	Are you planning to reduce the number of truck traffic procedures? Please specify measures, places, schedules and expected improvements	Apart from customs control per se, 5 other types of control are now being conducted at the checkpoints by 5 different control services. Concentration of the key control functions at the checkpoints in the hands of one or two services will improve border control. Optimization of control functions on the border and introduction of the two border services principle will make it possible to streamline control procedures and save time at the checkpoints. The State Customs Committee of the Republic of Belarus is of opinion that its customs authorities should be charged with those control functions only that actually have to be executed on the border. Any other control procedures should be conducted outside the checkpoints.

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4	Information systems, communication networks and data readers Advance passenger information (API) on roads and railways	Are you planning to update your hardware? Please specify the changes you are planning, places, schedules and expected improvements	The Uniform Automated Information System of the customs authorities of the Republic of Belarus now has around 40 information systems, which cover the whole range of their functions. The said information systems are based on different types of architecture (local, distributed and centralized ones) and have different hardware and software platforms. Among the most important information systems at the disposal of the customs authorities of the Republic of Belarus are the National Electronic Declaration System (further NEDS), the Subsystem of Automatic Registration of Statistics and Periodical Statistics Declarations, the Automated System of Control Procedures Management at Road Checkpoints (ASCPMRC) and the Customs Transit Control System. The overall communication structure of the customs authorities in the Republic of Belarus has s typical star-like configuration with the Minsk Central Customs Office (MCCO) in the centre. Hierarchy: 1st (upper) level – MCCO, 2nd level – customs offices, 3rd (lower) level – customs points. The centres are interconnected through republican communication channels. The MCCO communicates with all the regional customs offices through rented fiber optic channels with the carrying capacity of 2 Mb/sec, except for the Oshmyanska Customs Office (512 kb/sec). A systemic information communication infrastructure upgrade project has been developed for the customs authorities of the Republic of Belarus, whose implementation is scheduled for 2014. Border control is executed through a geographically distributed automated border control system. The communication channels include fiber optic channels, dedicated voice grade channels and dial-up channels, the main type being the optic fiber. Fiber optic communication lines are being laid. Part of this work is being done in the framework of the BOMBEL-3 international technical assistance project covering the Polish section. In the pipeline is BOMBEL-4, the next fiber optic communication line construction international technical assistance project, which is to cover the Baltic section. Data readers produced by Regula, a Belarussian company, are used. Their technical features being already quite suitable, further technical improvements are being made and new models are being developed. The automated border control system hardware is planned to be updated at the principal crossing points (road checkpoints, railway stations and airports) in the framework of preparation for the 2014 ice hockey championship. The hardware update will be effected as funds are allocated for this purpose in 2013 and 2014 and is expected to

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			make the automated border control system more effective and reliable. The border guard service is now looking into the issue of collecting advance passenger information (API). Work is being done with the Belarussian Railway to obtain information on the train passengers on the Baltic and Ukrainian sections. Quite interesting is the issue of obtaining API from the neighbouring countries on the Polish and Baltic sections. The issue of obtaining API at airport checkpoints is being considered by the Aviation Department of the Ministry of Transport and Communications of the Republic of Belarus. International best practices have been studied, particularly the most common international practice implemented all over the world by the Societé Internationale De Telecommunications Aeronautiques (SITA, www.sita.aero). The biggest challenge here is lack of funding.
5	Cross border customs data exchange and implementation of the TIR Convention goals	Are you planning to improve systematic cross border customs data exchange? Please specify measures, places, schedules and expected improvements	Belarus has signed agreements with its neighboring countries, Ukraine and Latvia, providing for exchange of data on goods and vehicles crossing the border. There is access to the SAFE TIR system. In the framework of the customs to customs exchange process, the customs authorities of the Republic of Belarus are now finalizing, together with the customs service of Ukraine, an experimental exchange of advance information on goods and vehicles crossing the border between Belarus and Ukraine. Exchange of data on goods and vehicles crossing the border between Belarus and Latvia has also been arranged with the customs service of the Republic of Latvia. A number of activities are now being implemented in the framework of the EurAsEC intergovernmental target programme aiming to create a customs transit control system in the EurAsEC area and envisaging cooperation with the NSTC. In the framework of the business to customs exchange process, the customs authorities of the Republic of Belarus have implemented, together with the International Road and Transport Union, the Preliminary Electronic Declaration Project (further TIR-EPD). The TIR-EPD system makes it possible to forward preliminary electronic information on TIR traffic to the customs authorities of Belarus and is available to any goods carriers using the TIR procedure.
6	Need for applying the automatic number plate recognition system (ANPR) at the national and	Are you planning to implement the up-to-date ANPRs at the national and transnational levels or update the existing ones? Please specify measures,	The ANPR systems are applied at the national level at many of the checkpoints. According to Customs Union Commission Resolution No. 688, this kind of systems will be introduced when reconstructing any checkpoints in the future. So far, no ANPR systems have been applied at the

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	transrnational levels	places, schedules and expected improvements	transnational level. The automatic number plate recognition system is now used within the Automated System of Control Procedures Management at Road Checkpoints (ASCPMRC).
7	Russia's entry to the WTO and reduction of duty rates	Are you making preparations for the reduction of customs procedures in the context of your intended entry to the WTO? Please specify the changes you are planning, places, schedules, expected improvements as well as ways and means of cross border cooperation and information exchange	The Republic of Belarus intending to enter the WTO, under consideration are some customs procedures reduction activities. In particular, the Law on Customs Regulation in the Republic of Belarus is to be adopted. It must however be mentioned that operations in the Customs Union are governed by the Customs Code of the Customs Union and any reduction of customs procedures can therefore be made possible mostly by introducing changes in the said code by the member states of the Customs Union.
8	Queue management systems along with providing parking lots in properly equipped terminals	Are you planning to introduce and develop the up-to-date queue management system? Please specify measures, places, schedules and expected improvements	It is planned to introduce the up-to-date queue management system when reconstructing the Kamenny Log checkpoint, which involves providing parking lots in properly equipped terminals. Along with providing parking lots in properly equipped terminals, the introduction of the queue management system requires additional funds and is therefore not planned so far.
9	Assigning staff to adjacent checkpoints on the other side of the border	Are you planning on any long-term staff assignments?	Not planned so far.
10	Transport corridors	Which transport corridors in the Northern Dimension could be of priority importance for further development?	The Pan-European Conference on island Crete has identified nine major international transport corridors. For the Republic of Belarus are particularly important international transport corridors № 2 and № 9 with branch number 9V passing through its territory. In this case, it should be noted that the international transport corridor № 2 defined by the EU as a top priority among the trans-European corridors due to the importance of trade flows between East and West. On roads and railways of Belarus within the international transport corridor № 2 is also a number of transport routes of the Eurasian Economic Community, included to the List of transport routes of the Eurasian Economic Community, EurAsEC Interstate Council approved the decision on April 18, 2007 № 330: 1. Status and trends of the development of road infrastructure within the international transport corridors 1.1. International Transport Corridor № 2 (East - West) On the territory of the Republic of Belarus in the international transport corridor № 2 is a road M-1/E30 that in 1994-1998 modernized in order to bring it up to international standards in accordance

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			with the requirements of the European Agreement on Main International Traffic Highways. 1.2. International transport corridor № 9 with branch number 9B Road M-8/E95 border of the Russian Federation (Ezerische) - Vitebsk - Gomel - the border of Ukraine (New Guta) is a section of the international transport corridor № 9. That connects Russia, Belarus, Ukraine, Moldova, Romania, Bulgaria, Greece, and crosses the territory from north to south. The road extends across the state in 456 km. 2. Status and trends of the development of the railway infrastructure, within the international transport corridors 2.1. International Transport Corridor № 2 Berlin - Warsaw - Minsk - Moscow - Nizhny Novgorod (within the Republic Brest - Osinovka) Railway line Moscow - Minsk - Brest, is part of the international transport corridor № 2 Berlin - Warsaw - Minsk - Moscow - Nizhny Novgorod, which links the Republic of Belarus with Russia and provides transportation to European countries and the Baltic states. 2.2. International transport corridor № 9 (section Ezerische - Vitebsk - Mogilev - station - Gomel - Teryuha) Plot Gomel - Zhlobin double track section Dzhlobin - Vitebsk - Vitebsk - Ezerische single track to double-track inserts, length 494 km corridor. 2.3. International Transport Corridor № 9V (part Gudogay - Molodechno - Minsk - Zhlobin)
11	Proposed places: Sturskug (Kirkenes) - Borisoglebsk (Norway - Russia), Valimaa – Torfyanovka and Nuyamaa-Brusnichnoye (Finland - Russia), Narva - Invangorod and Luhamaa - Shumilino (Estonia - Russia), Terehovo - Burachki and Grebnevo - Ubylinka (Latvia - Russia), Kibartay-Chernyshevskoye (Lithuania-Russia) and Myadininkay – Kamenny Log (Lithuania -	Are these places of priority importance for you? What should be done at these places on your side of the border in order to improve the traffic?	a. According to Customs Union Commission Resolution No. 899, the following information is to be provided on any goods imported by motor transport into the Customs Union territory at least two hours before they enter this territory: consignor, consignee; country of departure, country of destination; declarant; carrier; vehicle; name, quantity and value of goods as per commercial and transportation documents; the Harmonized Description and Coding System commodity code or the Customs Union Foreign Economic Activity Commodity Nomenclature level (at least the first six signs); gross weight or volume of goods as well as the quantity of goods in supplementary units of measurement for each code (if available); number of cargo places; destination of goods as per transportation documents; documents confirming that required restrictions are observed; any planned transshipments or other cargo operations on the way; date and place of goods arrival in the customs territory of the Customs Union. c. As for the rail cargo transportation, API is used tentatively only at two intermediate stations.

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	Belarus) and all the checkpoints in the immediate vicinity of Terespol/Brest, Koroshchin and Gronovo-Mamonovo, Bezledy-Bagrationovsk (Poland - Russia)		In the other cases (b, d and e-l) no API is provided. Since 17 June 2012 providing advance information on any goods imported in the Customs Union territory by motor transport has been made obligatory by Customs Union Commission Resolution No. 899 of 9 December 2011. Technical Requirements for Intercommunication between the Automated Advance Information System and Information Systems of the Stakeholders Providing Advance Information are available on the web site of the State Customs Committee of the Republic of Belarus (gtk.gov.by). At the moment the advance information system is being experimentally applied in the rail cargo transportation system. Are these first-priority places for you? What should be done in these places on your side of the border to facilitate the traffic? **Kamenny Log - Myadininkay** – is our first priority and one of the busiest checkpoints on the border between Belarus and Lithuania. The existing problems have been indicated in the answer to Question 1. The State Customs Committee of the Republic of Belarus as the asset holder of the road checkpoints has recently embarked on the preparation of the project documents for the reconstruction of the Kamenny Log checkpoint to expand its carrying capacity. The project documents will be finalized at the end of 2013, and reconstruction of the checkpoint itself is projected to start in 2014. The Committee is extremely interested in the implementation of this project with the help of international technical cooperation instruments.
12	Pre-arrival information	1. What kind of pre-arrival information is provided to the checkpoints and how early? a. Road freight transportation b. Road passenger transportation c. Rail freight transportation d. Rail passenger transportation 2. Do you provide pre-arrival information to the other side of the border? e. Road freight transportation f. Road passenger transportation g. Rail freight transportation	

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		h. Rail passenger transportation 3. Do you obtain any pre-arrival information from the other side of the border? i. Road freight transportation j. Road passenger transportation k. Rail freight transportation l. Rail passenger transportation	
13	Implementation of the Core Transport Network in the Northern Dimension region, the TIR Convention and the International Convention on the Harmonization of Frontier Control of Goods should be a priority for a country in the Northern Dimension	Do you agree with the recommendation?	We agree.
14	Currently, the Russian Customs executes control on behalf of the other federal authorities	1. Do the Customs integrate all the control services and private sector electronically? 2. Does international transfer of these data take place?	There is no integration so far. Still, the customs authorities, together with the relevant ministries and agencies, are making efforts to introduce at the border checkpoints the two services principle, which means that some of the functions related to automobile, veterinary, phytosanitary and sanitary epidemiological control are delegated to customs and border guard officers.
15	Authorized economic operator	Is the authorized economic operator (AEO) concept suitable to reduce physical checks at the border crossing points?	Yes, it is. Under Article 38 Clause 1, the authorized economic operator is entitled to benefit from a number of simplifications, which include: release of goods before the customs declaration is submitted; customs operations related to the release of goods can be conducted in the premises, on open air sites or any other territories of the authorized economic operator.
16	E-Customs Concept Programme 2011 – 2015, Belarussian Customs	Is there any interdepartmental and international electronic information exchange and cooperation in place or in your plans? If planned, please specify the changes you are going to make, places, schedules and expected	The E-Customs Subprogramme activities include further development and enhancement of the NEDS in order to create a full-blown up-to-date automated information system based on up-to-date information technologies and enabling centralized information processing. The information systems of the customs authorities interact with those of: - economic entities declaring their goods using the electronic declaration form;

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		improvements	- ministries and agencies regulating foreign economic activities of the Republic of Belarus, namely the Ministry of Commerce, the Ministry of Nature, the Ministry of Communication and Informatization, the Ministry of Health, the Ministry of the Interior, the Ministry of Taxes and Duties and the Border Guard Committee; - customs authorities of the Customs Union member states (Kazakhstan, Russian Federation), Ukraine and Latvia; as well as - International Road and Transport Union.
17	Introduction of non-intrusive inspection and construction of logistics terminals	If planned, please specify the changes you are going to make, places, schedules and expected improvements	Some checkpoints are already using mobile scanning X-ray systems, which enable quick and effective customs, border and other types of control at the border crossing points and help to increase the carrying capacity of the border checkpoints. The non-intrusive inspection technology has been introduced at the Kozlovichi, Kamenny Log, Bruzgi, Berestovitsa and Benyakoni checkpoints. In 2014 this technology is projected to be introduced at the Privalka and Grigorovshchina checkpoints as well.
18	- accelerated unladen truck traffic - delays due to successive checks (X-ray, physical examination), bad weather, staff shifting and mistakes in the declarations	Which improvements could be made in this respect?	
19	Experimental operation of the system providing transit data to Russia through the NCTS SPEED platform (a new EU computerized transit system used by economic operators entitled to simplified procedures) has not helped to decrease border crossing times	Are the stakeholders ready to upscale the pilot project based on memoranda of understanding?	
20	IT systems failures	Can enough mobile equipment and high-speed transmission lines help to quicken the procedures for bona-fide passengers and cargos?	Yes, it can. A highly viable version of the automated border control system has been implemented. It is therefore almost impossible to completely disable it. There are several emergency options of its functioning, including the operation of isolated workstations. Nevertheless, routine failures may happen, mainly through the fault of auxiliary

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			systems such as power supply, grounding, lightning guard, air conditioning and/or weather. Many pieces of equipment have reached the end of their service lives and are to be replaced. The biggest challenge here is lack of funding. Introduction of new models of equipment and high-speed transmission lines will certainly help to quicken the procedures for bona-fide passengers.
21	It has been observed that a checkpoint operates much slower when vehicles are let in by lots (groups) rather than uninterruptedly	Could you make any comments or recommendations?	Rather than uninterrupted, rhythmic entry of vehicles into the checkpoint territory should be arranged. In order to do so, criteria for vehicle admission into the checkpoint territory are to be developed with the specificity of the checkpoint operations and its carrying capacity taken into consideration. The speed of operations of a checkpoint depends on its infrastructure, including its carrying capacity and its technological level, as well as its staffing level, the applied technology of customs clearance etc. The checkpoints under reconstruction will be equipped with truck parking lots, their number depending on the rated carrying capacity of each checkpoint. The number of traffic lanes (for trucks, cars and buses) will also be determined based on similar estimations. Therefore, such checkpoints will be able to apply the most advanced and effective technologies, which will help to save time when handling vehicles.
22	Customs competences to execute vehicle and document control on behalf of phytosanitary, veterinary and other control services	Could the concentration process be maintained and developed on the basis of an e-network accessible to all stakeholders at the interdepartmental and international levels?	Now the customs authorities, together with the relevant ministries and agencies, are making efforts to introduce at the border checkpoints the two services principle, which means that some of the functions related to automobile, veterinary, phytosanitary and sanitary epidemiological control are delegated to customs and border guard officers.
23	Although done within no more than a few minutes, with a queue weighting can often take nearly an hour	Could weighting be conducted depending on the availability of weight certificates or, alternatively, right on the way?	Under current legislation, weighting of vehicles with goods is an obligatory procedure at all checkpoints where weighting equipment is available. Relevant departments of the Transport Inspection execute weighting of vehicles in the territory of the Republic of Belarus for different purposes.
24	Transport control of outbound vehicles can take more time if drivers use a checkpoint to obtain permits to drive in the neighbouring countries	How to avoid delays? Could joint intradepartmental, interdepartmental and cross border e-networks be of any help here?	
25	Many drivers and operators complain	What can be done in this respect?	Under Article 180 Clause 2 of the Customs Code of the Customs Union, the list of information to be

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	that a minor mistake in one's customs declaration results in losing one's place in the queue and having to undergo the document submission procedure again	Is it possible to allow operators bigger deviations and slight mistakes?	indicated in the customs declaration shall be limited only to the information which is necessary for calculation and collection of customs duties and taxes, customs statistics and application of the customs legislation of the Customs Union and any other legislation of its member states. Article 181 of the Customs Code of the Customs Union provides a full list of information to be stated in the customs declaration. According to Article 190 Clauses 4 and 5 of the Customs Code of the Customs Union, a customs body shall refuse to register a customs declaration if: 1) the customs declaration has been submitted to a customs body not authorized to register customs declarations; 2) the customs declaration has been submitted by an unauthorized person; 3) the customs declaration lacks some of the required information; 4) the customs declaration has not been duly signed or certified or has not been drawn up in due form; 5) actions that according to this Code are to be performed in relation to the declared goods prior to or in parallel with the submission of the customs declaration have not been performed. In the event of refusal to register a customs declaration, a valid refusal notice shall be provided by a customs officer, and the customs declaration as well as the other submitted documents shall be given back to the declarant or the customs representative.
26	Challenges related to illegal migration, asylum seekers and counterfeit documents	Is it possible to create a uniform information system based on SELEC (ex SECI) or a similar practice in the Northern Dimension countries?	Among the challenges related to illegal migration, asylum seekers and counterfeit documents are identification of illegal migrants (asylum seekers) as well as checking against international or any other wanted lists. This problem can be solved in the Northern Hemisphere countries by creating a uniform information system based on SELEC (ex SECI) or a similar practice.
27	Delegating responsibilities (border guards – customs)	- Could simple passenger checks be executed by border guards, improved passport control procedures helping to release resources for other purposes? - Could passport control of the cargo traffic be delegated to the customs? - Would you accept these recommendations on the basis of an e-network (joint risk assessment database) providing full	According to Resolution No. 25/47 of the State Border Guard Committee and the State Customs Committee issued on 31 October 2011, cars following the "green corridor" are inspected by border guards. Under the Law of the Republic of Belarus On the State Border of the Republic of Belarus adopted on 21 July 2008, passport control lies within the competence of the State Border Guard Committee.

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		and transparent information available through automated procedures?	
28	Traffic management at checkpoints on both sides of the border	What is the current practice and what could be done to improve traffic management cooperation on both sides of the border?	Continuous work is going on with the Border Guard Committee of the Republic of Belarus and the neighbouring countries for ensuring smooth and even entry of vehicles into the border checkpoints. Based on Order No. 217-OD of the State Customs Committee of the Republic of Belarus of 29 June 2010 On Measures to be Taken in Response to Contingencies, a 3-level system of response to queuing has been developed and is now applied. Whenever a queue appears, the customs offices, at their respective levels, take necessary response measures to deal with the situation.
29	Hotlines and border representatives	How could hotlines be improved to enhance cooperation and coordination on both sides of the border? How do you use the border representatives institution to the benefit of customs and other checkpoint authorities? (initially, border representatives were conceived as an instrument for cooperation between border guards on both sides of the border)	Whenever necessary, working meetings are held at the border checkpoints of the Republic of Belarus at the level of deputy/assistant authorized border representatives with the other authorities (customs, local authorities) involved to discuss issues related to checkpoint operations. Specifically, decisions are made at such meetings as to the measures to be taken to reduce queuing in front of the checkpoints, develop the infrastructure at the checkpoints and their adjacent territories or improve the control procedures. Any other arising problems can also be discussed.
30	Short-term deployment of staff on the other side of the checkpoint for joint operations	Could this practice be used and standardized in order to improve checkpoint operations? Using joint communication standards such as Tetra?	
31	Automated data exchange should be in place to be able to precisely estimate the export and import value	Could the eastern partners apply any standardized EU programmes (such as ASYCUDA) for cross border operations?	It is proposed to apply the EU standards for customs transit control within the EurAsEC. The customs authorities of the Republic of Belarus do not plan on the introduction of the ASYCUDA system.
32	Introduction of long-term automatic risk information profile information exchange and mutual recognition of authorized economic operators between the Schengen and Customs Union member countries	Could this recommendation be applied on the basis of a joint electronic system?	The AEO criteria for the member states of the Customs Union have been set in the Customs Code of the Customs Union.

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33	Need for exchange improvements, joint information exchange activities as well as long-term deployment of staff between the countries in terms of both operational and technical aspects of information exchange	Could this recommendation be applied on the basis of a joint electronic system?	Issues related to the necessity of improving information exchange need further elaboration by experts of the neighbouring countries. These issues can be examined in the context of a joint electronic system, which requires special discussion. Such work is also important for prospective biometric information exchange now that the Republic of Belarus plans to introduce travel documents with biometric identifiers. There is lack of cooperation with neighbourig countries at the level of technical departments/specialists. Specifically, organizational and technical aspects of information exchange, structure and formats are to be discussed. The border guard authorities are ready to participate in this work.
34	An important way to reduce physical checks would be to agree on the criteria for mutual recognition of authorized economic operators and their future monitoring	Could this recommendation be applied on the basis of a joint electronic system?	The AEO criteria for the member states of the Customs Union have been set in the Customs Code of the Customs Union.
35	Railway border checkpoints	Would these be applicable? 1. Automated conversion from SMG to CIM and vice versa. Alternatively, B/L unification 2. Data transmission through an electronic system 3. Joint use of detection facilities, e.g. X-ray equipment 4. Joint use of risk management systems	Installation of scanning systems for control over the goods transported by rail is being considered together with the Belarussian Railway.
36	Lack of IT systems integration results in having to enter the same data in different systems and increases the duration of control procedures	Is it possible to create an integrated IT system or expand the existing ones?	At the moment the information systems of the customs authorities of the Republic of Belarus are being upgraded in order to reduce data entry duplication and develop a uniform automated system of the customs authorities. The customs authorities of the Republic of Belarus are implementing the ASCPMRC system, which enables exchange of customs related information with the state control authorities at the checkpoints and helps to significantly reduce the duration of checkpoint operations with goods and vehicles. At the moment the ASCPMRC system is being implemented at the Kozlovichi, Domachevo and Kotlovka checkpoints. The border control IT systems of the neighbouring countries are based on different principles. Thus, the EU uses an Internet based Schengen Information System (SIS). The automated border control system of the Republic of Belarus is an

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			isolated geographically distributed corporate system. Integration of these systems is almost impossible, even for information security purposes. Each neighbouring country's system has its own set of data to be entered, along with the basic ones. The most acceptable solution in this situation would be to develop/expand the countries' existing systems. Integration of IT systems requires further discussions at the expert level.
37	Limited automated risk information exchange between the EU, Russia and Belarus	Would these be applicable? 1. Creation of an integrated IT system or expansion of existing ones 2. Joint use of detection facilities 3. Joint use of risk management systems	Exchange of risk information by the border guard services is conducted within the FRONTEX EB-RAN Project. There is no other automated information exchange between the EU and the Republic of Belarus for risk analysis. Further tentative discussions are needed for this purpose at the expert level. The border guard service is interested in automated risk information exchange and ready to discuss it.
38	One stop shop principle	How and to which extent is the one stop shop principle is implemented at road checkpoints on your side of the border and what are your plans for the future?	The one stop shop principle is implemented in the Republic of Belarus by executing all types of control (customs, border, veterinary, phytosanitary etc) of physical persons and their vehicles at one place, with one stop at a checkpoint only, save stopping at relevant traffic signs. Specifically, the 'one stop shop' checkpoint control is organized in the Republic of Belarus in the following way: all types of control of individuals and their vehicles and/or goods are executed at one place and, normally, without making individuals get out of their vehicles, unless this is absolutely necessary; state control authorities officials go directly to each vehicle and execute joint control by questioning border crossers and examining their vehicles; all the required documents are handed by one state control authority official directly to another. **Positive effect:** implementation of this principle helps to save time spent on all types of checkpoint control of physical persons (2 to 3 minutes in the green corridor and 15 minutes in the red one); most comfortable conditions have been created for border crossers: they do not have to get out of their vehicles. The one stop shop principle is fixed in Resolution No. 25/47 of the State Border Guard Committee and the State Customs Committee of the Republic of Belarus of 31 October 2011 On Adoption of the Guidelines for Interactions between State Control Authorities when Passing Individuals, Vehicles and Goods across the State Border of the Republic of Belarus.
39	One window	How is the one window implemented in your country and what impact does it have on	At the checkpoints this system implies that submission of documents by carriers for customs clearance of goods and vehicles and obtaining customs permits is organized in such a way that

No.	Issue	Question	Answer
		checkpoint procedures?	the carrier is not referred to any other customs officer or any other places where customs departments are located unless their presence there is absolutely necessary (e.g. during customs examination). In addition to that, dedicated channels have been allocated, where infrastructure makes that possible, or special workstations, where that is impossible, for first-priority clearance of unladen vehicles and goods exported from the Republic of Belarus. Among the key points for the implementation of the one window principle at the border checkpoints is the implementation of the automated control system at the road checkpoints (ASCPMRC), which helps to eliminate any duplication between different control authorities as well as create appropriate conditions for effective control of individuals, goods and vehicles crossing the state border. As regards individuals and their goods and vehicles, the one window principle is implemented at the checkpoint through the implementation of the one stop shop principle. An individual makes one stop at the checkpoint to go through all types of control, save stopping at traffic signs. The control authorities officials perform their functions directly on the traffic lanes without making passengers get out of their vehicles unless otherwise is required by law. At the departmental customs clearance points the one window principle is implemented by organizing submission of documents for customs clearance of goods and vehicles and obtaining customs permits at one customs clearance point. Further referral of documents to customs departments is done without direct participation of the border crossers. If any decisions have to be made in the process of customs clearance by functional (basic) departments (such as acceptance of the customs value or identification of the commodity codes), relevant documents are delivered to these departments by customs officers themselves. In order to legalize these provisions, on 20 March 2008 the State Customs Committee of the Republic of Belarus issued Order No. 195-OD On the Standard Technology of Customs Clearance and Control at the Departmental Customs Clearance Points.
40	Future measures	Which measures are planned to improve road and rail checkpoint operations on the border with the Northern Dimension countries? Is there any strategy?	Reconstruction of the existing checkpoints. Installation of inspection and examination complexes, which help to significantly reduce the duration of customs control procedures.
41	Cooperation	Cooperation and	The customs authorities of the Republic of Belarus

No.	Issue	Question	Answer
		interactions with checkpoint authorities on the other side of the border: applied forms, weaknesses, constraints and possibilities for improvement	are cooperating with the customs authorities of the neighbouring countries as well as the other bodies in charge of checkpoint infrastructure. This cooperation consists in the implementation of international technical assistance joint projects, joint training activities and study tours as well as creation of working groups to settle various border issues.
42		What can be suggested to eliminate checkpoint bottlenecks and queues?	Now the customs authorities of the Republic of Belarus are making intensive efforts to attract international technical assistance for construction and reconstruction of border checkpoints, expansion of roads connecting checkpoints on both sides of the border and installation of up-to-date checkpoint facilities. The biggest challenge for the implementation of such projects is lack of funding. Among the current activities are construction of the Peschatka checkpoint on the border with of Poland and installation of inspection and examination complexes at the Privalka checkpoint on the border with Lithuania, the Grigorovshchina checkpoint on the border of Latvia and the Bruzgi checkpoint on the border with Poland. Submitted within different cross border cooperation programme calls for proposals have been the projects for road expansion between the Bruzgi and Kuznitsa Belostokska checkpoints (Belarus and Poland, respectively), reconstruction of the Kamenny Log and Nova Guta checkpoints (on the border with Lithuania and Ukraine, respectively) and installation of the inspection and examination complex at the Berestovitsa checkpoint (on the border with Poland).
43	Best practices	Good procedural and technological practices applied at all or some of the checkpoints in your country which can be proposed to the other Northern Dimension countries	
44	Joint operations at road border checkpoints	Joint operations with the neighbouring country at road border crossing points:	
45		- To which extent is that possible and feasible?	
46		- What should be done to effectuate joint operations?	
47		- What are the possibilities for this kind of reconstructions at individual checkpoints with the existing infrastructure on both sides of the border?	

No.	Issue	Question	Answer
48	Joint operations at railway border checkpoints	Joint operations with the neighbouring country at railway border crossing points:	
49		- To which extent is that possible and feasible?	
50		- What should be done to effectuate joint operations?	
51		- What are the possibilities for this kind of reconstructions at individual checkpoints with the existing infrastructure on both sides of the border?	
52	IT network development	What could be done in terms of IT network development in order to make goods, vehicle and traveller data obtained on one side of the border accessible to the other?	Further elaboration is needed by technical experts of neighbouring countries. There is lack of cooperation with neighbourig countries at the level of technical departments/specialists. Data transmission channels are to be created, transport infrastructure is to be developed and software is to be updated to ensure availability of passenger and vehicle data from the neighbouring countries. The border guard services are willing to discuss this topic.
53		What would be the best Master Plan for joint operations with the neighbouring countries at the future checkpoints?	
54	Pre-arrival import declaration	What impact does the obligatory web system of pre-arrival import declaration of goods, which was introduced in Russia on 17 June 2012, have on the checkpoint operations?	The carriers now spend much less time at the checkpoints.

Answers of the Estonian experts to the questionnaire

T&CB "General remark" concerning all items of the information exchange:
„In the high level seminar („For Better Cooperation“) on customs cooperation at the eastern border held in Cracow from 20 to 21 October 2011 it was stated that in order to build safe and fluid trade lanes and also to combat frauds, the EU and its eastern neighbours shall start an examination to find out what kind of information should be exchanged for enhancing the effectiveness of risk management and ensuring more effective customs control, and in what way it should be done.
On the basis of the call issued in January 2012 to put up candidates (Estonia is among them) a project group has been formed in the framework of the programme Customs 2013 whose task shall be to carry out an examination as indicated in the conclusions of the Cracow seminar“.
As a result of that examination it shall be decided what information, with whom, why and on what basis the EC shall exchange.
In the suggestions of the questionnaire concerning the exchange of information in some degree, one should wait for the recommendations of the project group.

Estonian experts' proposals on the development of border crossing between the Schengen member states and Russia-Belarus

EU-Russia-Belarus level

1. To work out an EU-Russia-Belarus joint strategy on the development of border crossing, together with the impact assessment of the planned measures and the schedule for implementation of the measures.
2. In accord with the strategic framework of the customs cooperation of EU and Russia, approved in December 2010 in Moscow:
3. Improvement of transit: this involves preparations for Russia's accession to the Common Transit Convention, which will increase trade facilitation between the EU and Russia and contribute to the reduction of congestion.
4. Creation of fast lanes: fast lanes may be envisaged to move pre-approved eligible goods across the border quickly and verifying trade compliance away from the border. Shipments for approved companies, transported by approved carriers using registered drivers, could be cleared with greater speed and certainty, at a reduced cost of compliance. Recognition of authorised economic operators (AEOs) could be part of this process.
5. Cooperation and joint customs controls at the border to improve operational cooperation between the customs authorities of Russia and neighbouring EU Member States including joint customs controls at border posts.

6. Early warning mechanism: this mechanism provides for advance notification by customs of situations that may disrupt trade flows and will be used to propose practical solutions. Regular monitoring of cross-border traffic and congestion is essential.

Estonia-Russia level

7. For Estonia the priority is the establishing of a new border crossing point (BCP) of Narva outside the Narva city above all for heavy goods vehicles and buses. The BCPs located in the cities of Narva and Ivangorod cannot be enlarged sufficiently due to the lack of space. It is not possible to increase sufficiently the traffic of trucks passing through the BCPs, as it will disturb excessively the environment of both cities.
8. In addition to Koidula-Kunitsina Gora BCPs, to create, in cooperation with the Russian customs, also in the Narva-Ivangorod and Luhamaa- Šumilkino BCPs for goods of AEOs being in the same secure supply chain the separate border crossing lanes at the BCPs together with „fast lanes“ passing through both BCPs. The proposed solution would not require mutual recognition of AEOs.
9. To change the working regime of BCPs of the Russian Federation, so that the trucks would pass across the border continuously, not in groups. When the trucks pass across the border in groups, then, per truck, the average time related to border crossing will extend. Whereas there are no places at the Estonian BCPs for collecting trucks into groups, then such method seriously disturbs the traffic and control of trucks and creates downtimes in the works of the personnel when the BCP is congested and rushing when the Russian party starts to accept the trucks. Such jerky operating aggravates significantly the use of human and technical resources and smooth border crossing.
10. Expansion of Koidula and Luhamaa BCPs according to the necessity, if it is not possible to achieve the necessary increase of capacity by development of procedures and technology (EU-Russia-Belorus joint strategy on development of border crossing).

Estonia level (border guard and customs cooperation)

11. Provision of BCPs with the equipment enabling fast control (at the Narva station the x-ray of trains, and wages, at Narva road- the x-ray of trucks).
12. Performance of border and customs control of trucks by customs officers and of cars and buses by border guard officers in those BCPs, where it will result in saving resources or in accelerating border crossing.
13. Working of competent customs and border guard officers in unified premise at the BCPs – border guard officer and customs officer will sit in the same premise and will jointly perform risk analysis and the related actions by using their own databases.
14. Implementation of SW at the BCPs, including interfacing of information systems of Tax and Customs Board, Maritime Administration, Rescue Board, and Police and Border Guard Board, in order to achieve with the information and other cooperation the maximum speed by the minimal resources in such way, that all the data will be entered only once and they will automatically be usable for border and customs clearances and for risk assessment. The data entered once upon border crossing will be reproduced for both authorities and based on a single entry (for example: *vehicle registration number or document number of an individual*).

No.	Findings	Related question	Answer	Comment
1	It is felt that there is no single solution to the challenge of reducing delays in the movement of people and goods while maintaining the security of physical and fiscal borders. Word doc p. 4	What are your detailed measures to reducing delays? specify location, time schedule, expected improvement	Additional measures for expediting border crossing of goods have not been planned at the BSPs because at present there is sufficient spare capacity in comparison with the RF side. As to the railway, Koidula and Narva border crossing railway stations have high spare capacity, on the road the spare capacity is minimal and at Narva BCP located in town the enhancement of the capacity in relation to the vehicles is not possible.The solution could be to establish a new BCP outside the town. The RF has not accepted the relevant proposal so far. As to Koidula and Luhamaa BCPs, their reconstruction is possible but this requires a corresponding agreement with the RF.	BCPs' capacity to pass goods can be substantially increased with the joint development of the border crossing technology at the EU-RF border. At present we lack the analysis on the effects of a relevant strategy and possible measures to the border crossing. A pilot project for creating a fast lane border crossing to the AEOs at the Koidula-Kunitsina-Gora BCPs is being carried out. The aim is to facilitate the border crossing for the AEOs and to enhance the capacity of the BCP without worsening the border crossing of non-AEOs.
2	particularly that the non-infrastructure bottlenecks apply to all BCPs to some extent, and that infrastructure issues impact on other issues and vice versa. This thinking has to be considered throughout the Report. While physical infrastructure issues are highlighted, such as the need for more bridges at	What infrastructure measures do you plan to enhance the BCP? specify location, time schedule expected improvement	The section of the Narva BCP for pedestrians, buses and passenger cars shall be reconstructed in 2014. The capacity shall be enhanced by 50% in both directions.	

No.	Findings	Related question	Answer	Comment
	river crossings, the modernization of procedural issues are seen as being of significantly greater importance, both in the short and long term.			
3	needs to be a significant reduction in the number of processes involved in the movement of freight, where the delays are greatest. Such reductions would be consistent with the letter and spirit of the Conventions to which some or all of the Northern Dimension Partnership states are signatories. The report therefore highlights the provisions of these Conventions, together with the encouragement of moving to free flow systems for the passage of goods and commercial and passenger vehicles. Such systems are defined in detail in the Report and the PT's calculations are that they can reduce crossing times by up to 40%. Definition of the Core Transport Network in the Northern Dimension area, FWC COM Lot 1 Page 5	Do you plan to reduce the number of processes in the movement of freight? specify the reduction, location, time schedule expected improvement	Customs processes result from the EU legislation and we have no specific plans for their decreasing. In cooperation with the Russian customs we examine the possibility to open a fast lane with the customs clearance procedure for the AEOs in the outward direction from Estonia. In 2013 to 2014 One Stop Shop and IBM shall be introduced at Narva. A possibility of establishing a joint green corridor for travellers is under examination, like at Momonovo BCP.	

No.	Findings	Related question	Answer	Comment
4	key identity verification equipment and the operation of the Schengen Information system can be slow or unreliable or both, leading to severe entry delays. Communication networks speeds need to be increased considerably, with significant excess capacity built in. Reliability and robustness of passport readers and fingerprint readers needs to be improved significantly, especially for use in bad weather. Reflecting the desirability of saving time, fingerprint checks might be limited to the checking of just one finger. Serious consideration needs to be given to much more detailed systematic use of Advance Passenger Information (API) for both coach and rail transport. Ibid p. 5	Do you plan to upgrade your equipment? specify the changes planned, location, time schedule expected improvement	Both the database and software platform of the border control information system will be upgraded by 2014 in cooperation with the IT and Development Centre, in order to guarantee the processing of personal data according to requirements and the implementation of new technologies (funded by EBF – External Borders Fund) We are planning to exchange all document scanners in all BCP-s by 2016. The new scanners are the so called „full-page“ type. In order to receive API concerning bus and train passengers, the following has been planned: - change in legislation to be carried out within 2013; - developing technical solutions and providing capacity by December 2014.	
5	needs to be much greater systematic cross border exchanges of Customs data regarding common and separate assessments of risk in order to move to genuine implementation of the aims of the TIR Convention which aims for generally unimpeded movement.	Do you plan to improve systematic cross border customs data? specify the changes planned, location, time schedule expected improvement	TIR online information is forwarded to the Russian Customs via the SPEED system. SPEED has been worked out in collaboration with the Commission and the Russian Customs. Unfortunately, after the start of the system it became	

No.	Findings	Related question	Answer	Comment
			clear that these data are not sufficient for the Russian Customs. The Russian Customs wishes more data than are stored in the TIR system. The Commission established a working group 'PROJECT GROUP ON EXCHANGE OF INFORMATION BETWEEN THE EU AND EASTERN NEIGHBOURS'. On the basis of the working data by this group it will be decided what kind of information, why, with whom, how and on what basis the EC shall exchange.	
6	Need to use Automatic Number Plate Recognition (ANPR) systems on national and transnational bases, which would support tackling cigarette, alcohol and road fuel smuggling into the EU and support the effective collection of Customs duties and VAT on private cars imported into the Customs Union (CU). Reaching agreement on such mutual exchanges will be challenging as there are currently very different trading patterns with imports into the Customs Union being generally of higher value with correspondingly greater risks for frauds such as misdescription and undervaluation.	Do you plan to deploy modern ANPR on national and transnational bases or upgrade? specify the changes planned, location, time schedule expected improvement	As to the ANPR, the joint use of the Estonian, Latvian and Lithuanian ANPRs have been planned on agreed information.	
7	Russian's accession to the WTO with resulting reductions in duty rates. These measures should be accompanied by reductions in the number of sequential Customs procedures required by	Russian & Belarus customs: Are you preparing reductions in sequential customs procedures in view of the WTO accession? If so, are you preparing to cooperate as		

No.	Findings	Related question	Answer	Comment
	Russian Customs and Belarus Customs on behalf of Russian Customs, an aim recently highlighted by President Putin.	recommended by President Putin? specify the changes planned, location, time schedule expected improvement, ways and means of cooperation and information exchange cross border.		
8	effective measures for reducing the costs burden on freight operators would be for a major expansion in the use of queue management systems alongside the provision of off road parking at suitably equipped terminals. For maximum impact, both need to be introduced as queue management has not necessarily reduced crossing times but has reduced the amount of time (and therefore costs) incurred in unproductive waiting which is regarded as being working time for drivers. The above measures are being introduced at several locations on the Schengen Area / CU border and active discussions should take place regarding harmonizing procedures on both sides of the border and on introducing queue management systems near simultaneously. Improved portable sanitation facilities need to be provided as a matter of urgency at several locations. . Definition of the Core Transport Network in the Northern Dimension area, FWC COM Lot 1 Page 6	Do you plan to expand modern queue management system? specify the changes planned, location, time schedule expected improvement	The queue of the AEOs shall be integrated into the queue management system.	The queue management system with its waiting and rest areas has justified itself in every way and people crossing the border are content with it. The queue management system has been implemented on the Russian side as well concerning Estonian-Russian BCPs. There is a need for exchanging information in order to organise work more effectively and get information for risk analysis on vehicles and persons queuing up, but we lack the legal basis for it.
9	Consideration should be given to the long term secondment of staff between adjacent BCPs. Such deployments would provide experience which might be used as a basis	Do you plan long term secondment of staff? specify the changes planned, location, time schedule expected improvement	We lack the long term plan because there is no information about Russian plans. No discussions about developments of	

No.	Findings	Related question	Answer	Comment
	for considering the introduction of joint BCPs. Capabilities for a joint BCP already exist at Koroszczyn on the Polish border with Belarus.		border crossing between Estonia and Russia have taken place. Also there is no plan for secondments of staff.	
10	• Norwegian / Russian border crossings will link deep water ports of increasing importance, • and the Russian / Finnish choice is the direct link between Moscow and St. Petersburg with Scandinavia. • The proposals in the Baltic States are intended to ensure more effective movements of passengers and goods to and from both St. Petersburg and Moscow. • The routes from Belarus to Lithuania and, especially, Poland are suggested in order the meet the wider needs of the key Europe wide transport corridor between Berlin, Warsaw, Minsk and Moscow and to assist modernization of links with the Kaliningrad region of Russia.	Do you agree with these findings?	Yes. At the same time we are of the opinion that direct links must be opened for all companies on similar conditions.	
11	The suggested locations are Storskog (Kirkenes) – Borisoglebsk (Norway – Russia), Valimaa – Trorfyanovka and Nuijimaa- Brusnichnoe (Finland – Russia), Narva – Ivangorod and Luhamaa – Shumilhino (Estonia – Russia), Terehova – Burachki and Grebneva – Ubylinka (Latvia – Russia), Kybartu-Chernyshevskoe (Lithuania- Russia – Kaliningrad) and Medininkai – Kamenny log	Do you agree with these findings?	We agree to the selection of Narva-Ivangorod BCP but instead of Luhamaa-Shumilhino we would suggest Koidula-Kunichina Gora BCPs.	The priority for Estonia is to build a new BCP outside the town of Narva. The existing BCP located at Narva town cannot be enlarged due to the lack of space. Also the motor traffic going through the BCP cannot

No.	Findings	Related question	Answer	Comment
	(Lithuania – Belarus) and all the Polish – Belarus crossing points in the immediate area of Terespol / Koroszczyn and Brest, together with Gronowo – Mamonovo or Bezledy -Bagrationovsk (both Poland – Kaliningrad).			be increased considerably whereas this will disturb quite a lot the environment in the town.
12	The PT recommends that the suggested modernisation measures be tested out by carrying out objectively based trials of the recommended measures under close local (BCP) regional and national supervision. Because the relationships between factors impacting upon the speed of movements are complex, it is suggested that individual factors be examined at individual BCPs, with the results being then examined alongside similar trials of other factors at other BCPs.	Do you agree with these recommendations?	Yes.	
13	Given the relatively fast flows of commercial freight at the Finnish – Russian border and the recent introduction of a queue management system in Estonia, it is suggested that particular attention be paid to the views of the BMAs on both sides of these particular borders.	Do you agree with these recommendations?	Yes.	
14	Russian Federation Customs moves towards reductions in the number of Customs procedures at import and the June 2012 introduction of a compulsory web based system for pre arrival declaration of imports of goods. Such fresh data should allow early modification of our Conclusions, with some resulting modifications of	4. What pre-arrival information is available at each BCP; time in advance to the physical arrival, type of information Russia: m. Road freight n. Road pax o. Rail freight p. Rail pax Belarus: a. Road freight b. Road pax	The pre-arrival information CCIP in the amount of Annex 30A from the competent person must come into the Estonian BCP at least one hour before the arrival of a vehicle and two hours before the arrival of a railway vehicle. No information comes	

No.	Findings	Related question	Answer	Comment
	our Recommendations. P. 13	c. Rail freight d. Rail pax 5. Do you execute this pre-arrival information cross border to the Schengen States? Russia: a. Road freight b. Road pax c. Rail freight d. Rail pax Belarus: a. Road freight b. Road pax c. Rail freight d. Rail pax 6. Do you receive such pre-arrival information cross border from Schengen sates? Russia: a. Road freight b. Road pax c. Rail freight d. Rail pax Belarus: a. Road freight b. Road pax c. Rail freight d. Rail pax	from the Russian Customs.	
15	Many private and official sources made it clear that if the requirements of the Convention were being more fully adhered to in the Customs Union, then movements of goods would be significantly faster. It is for this reason that the PT has highlighted in its **Conclusions** and **Recommendations** at Sections 17, 18 and 19 below that the implementation of the Definition of the Core Transport Network in the Northern Dimension area, TIR Convention and the international Convention on the Harmonisation of Frontier Controls of Goods should be a priority for the Customs Union states in close cooperation with their EU	Do you agree with this recommendation?	Yes.	

No.	Findings	Related question	Answer	Comment
	neighbours, especially in relation to risk analysis procedures and the logical resulting reductions in the number of physical inspections. We stress that the implementation of the letter and spirit of these conventions and the resulting reductions in the number of processes, with enhanced risk management based supplementary checks, is **our number one recommendation**. P 14			
16	Currently, the FCS is focused on implementation of the following initiatives, strongly related to border crossing operations: 1. **Integrated control (One-Stop control)**. The Federal Law #394-ФЗ (28/12/2010) fully assigned all transport control activities and documentary control on behalf of the Medical Sanitary, Phytosanitary and Veterinary control at the Border Crossing Points to Customs. Currently Customs fulfil (document) control on behalf of other Federal Control Agencies, but according to road operators, around 30% of BCP's throughput capacity was lost due to insufficient training of customs officers in other forms of control delegated to them and low integration of Information Systems of various agencies, which requires multiple entry of the same data in several Information Systems. Further	Russia: 3. Does Customs integrate electronically all services **and** the private sector concerned? 4. Are the relevant data being transmitted internationally?		

No.	Findings	Related question	Answer	Comment
	implementation of the integrated border control will focus on elimination of these gaps. 2. **Customs clearance in near-border Logistics Terminals**. According to the 'The concept of customs clearance and control in areas close to the State Border of the Russian Federation' customs clearance will be mostly done in the frontier Logistics Terminals. It applies to many, but not all types of goods.			
17	According to the FCS, 100% of customs are now connected to the server and are ready to work with electronic declarations, and 90% of all declarations are submitted by traders through Internet channels. The two other countries of the Customs Union also achieved significant progress in implementing electronic declarations and remote customs clearance. The **logistics community believes that although this technology gives traders certain flexibility in planning truck routes from the border to the final destination, it may cause more physical inspection at the border.** This is because the trader is represented in the border terminal by a broker who may not be able to provide all answers about cargo to the customs officer. Shipments with multiple types of products will most likely go through physical inspection often.	Is the concept of the Authorized Economic Operator (AEO) acceptable to resolve this problem of more physical inspections?	Yes.	
18	According to the Decision # 899 of the Customs	1. Are the concerned Schengen States	1. No 2. Yes	

No.	Findings	Related question	Answer	Comment
	Union Commission (09/12/2011), preliminary information should be provided for all goods to be imported at least 2 hours before crossing the border starting from 17 June 2012. Electronic preliminary information provided by a trader or a carrier should contain information about the goods (HS codes should be in HS6 format for transit goods and in HS4 for goods cleared at the border), consignors and consignees, carriers and vehicles, declarants, planned transloading (for transit goods) and applicable transport constraints (dangerous and other goods).	linked to this data net? 2. Do Schengen States imply similar system(s) for their import/transit goods?		
19	Belorussian Customs implement similar initiatives and programs as Russian Customs. Within the concept program e-Customs (2011 – 2015) they plan to implement electronic declarations, Singe Electronic Window for traders and One Stop control at the borders. It is planned that Belorussia will follow the World Customs Organization (WCO) recommendations and will soon leave only two Border Management Agencies (BMA) on their borders – Border Guards and Customs.	Do you practice/foresee interagency and international e-information and cooperation? If foreseen: specify the changes planned, location, time schedule expected improvement	Please see the General remark.	
20	Two other (Belarus) initiatives related to logistics infrastructure and border control technologies are implementation of Non-Intrusive Inspection (NII) equipment and construction of logistics terminals.	Do you practice/foresee interagency and international e-information and cooperation? If foreseen: specify the changes planned, location, time schedule expected improvement	I cannot quite understand the question.	
21	Factors given in relation to faster movements	Russia: Do you experience results of e-		

No.	Findings	Related question	Answer	Comment
	included the truck being empty and being subject to fewer checks outwards. Factors given as exacerbating delays were, not surprisingly, several sequential inspections (x rays, physical examination) and bad weather, delays due to shift changes and incorrect completion of import declarations, such as use of incorrect HS tariff codes	documents already If any, what is the effect cross border?		
22	Latvia has reported that a recent pilot scheme for submission of transit data to Russia via the NCTS SPEED platform (the EU New Computerised Transit System for use by economic operators eligible to use Simplified Procedures) has not - yet - resulted in reductions to crossing times. This pilot cross border scheme has been carried out under an EU level project with Russia. Clearly, other factors are impacting on the apparent lack of positive results. This demonstrates the need to consider measures in the context of other developments and not in isolation. In relation to this Latvian – Russian example, the PT would therefore advise that, if adopted, our proposals be shared with the other participants in this pilot scheme. Given the great interest in shown in Estonia's use of their GoSwift system for pre booking of vehicles' place in BCP queues, and that system's use in providing greater time for the carrying out of risk analysis, Estonian involvement would be logical in order to determine what the	Is there readiness to extend the pilot based on MoUs accepted by all countries concerned?	I have not quite understood the proposal, besides point 5.	

No.	Findings	Related question	Answer	Comment
	relevant additional factors might be. P 20			
23	The sending of enquiries into the SIS and the input of suspect documents often took time and the system was not always available Werner: recommendations must contain actions in case the SIS is not available or slower than.	Can sufficient number of mobile equipment and exploitation of high speed and broad band data access infrastructure contribute to improve operational speed for bona fide travellers and goods?	The start and realisation of project SIS II may be one of the solutions to the problem, if maximising data flow will be solved within the same project.	
24	sequential processes (are) applied in BCPs in Russia and Belarus in relation to freight movements. The principle of highly sequential, rather than near simultaneous processes also applies, to a lesser extent, to the movements of vehicle passengers. It is noted particularly that where **batch systems are** operated, with no movement until all participants in a group (e.g. of trucks) have been processed, movement is significantly **slower than when continuous flow systems are applied**. Different systems sometimes apply at nearby BCPs on the same border, such as at the **Russian – Finnish border, where a batch system is used at Torfianovka whereas a free flow system is used at Brusnichnoe.**	1. Can Estonian agencies comment and recommend? 2. Do Estonian agencies expect improvements upon system change and e-doc is applied? 3. Do Estonian agencies want to recommend alternatives as . a. Turnkey solution (legal-, operational-,equipment-infrastructure adaptation) affecting intra-agency, inter-agencies, international cooperation? b. E-System adaptation (harmonization between East and West) having an impact on procedural improvements	If vehicles move across the border by groups, the average time per vehicle for the border crossing shall grow longer. Whereas there are no place in the Estonian BCPs for the vehicles to gather in groups, then such a manner shall seriously disturb the traffic and the inspection of the vehicles, and shall cause standstills in the work of the staff, congesting the BCP and bringing along rushing when the Russian side starts to receive the vehicles. The unrhythmical work (by fits and starts) shall make the use of the human and technical resources substantially worse.	
25	In Russian BCPs, Customs perform transport control and documentary control on behalf of the phytosanitary and veterinary inspection. In Belorussian BCPs all controls are implemented by separate agencies (i.e. Transport control by Transport inspection of the Ministry of Transport, Phyto and Veterinary controls by inspectors of	Can the concentration process be supported and continued based on e-net available linking all concerned (intra-agency, inter-agency, international)?	No, please see besides General remark point 30.	

No.	Findings	Related question	Answer	Comment
	the Ministry of Agriculture)			
26	After entry drivers park their trucks at the Border Guards documentary control area, pass passport control and drive to the weighbridge This control takes several minutes, but with a queue can often take about one hour. Weights are printed on the back side of the BCC. P. 25	Can weighbridge be omitted based on weight certificate accepted? Alternatively drive through weighing?	The weighing goes fast and shall not slow down the border crossing.	
27	Transport control can take more time for exit from Belorussia, because drivers often obtain driving permits to the EU countries in the BCP. Bilateral driving permits are purchased from the Transport control authority stationed at the BCP. This involves payment of the required fee in the bank (located in the BCP) and preparation of the road permit of the designated country (Poland, Lithuania, etc.) by the Transport authority. Both steps can take from several minutes (without queues) to more than an hour (with queues). Russian drivers obtain road permits outside of the BCP areas, normally through local offices of the Russian International Road Carriers Association (ASMAP).	Is there a model BCP infrastructure, suprastructure, and equipment that provides 1. sufficient **separation** (designed for peak levels) from routine checks, inspections and the various services in as much as all activities may affect minimum queuing 2. border services (customs and Border Police) booth allowing one stop road-traffic control (sufficiently wide to accommodate equipment needs 3. joint risk analysis 4. common e-net linked intra- and interagency, providing special link cross border		
28	it is suggested that there is close cooperation between Russian and Belarus Customs and their EU counterparts in order to share views on what degree of licence can be allowed to operators for mistakes which are not felt to be significant. EU experience in relation to the introduction of its own system would be likely to be highly relevant.	Can all relevant Schengen customs recommend jointly the close cooperation and identification of licences being accepted?	We cannot quite understand the question.	

No.	Findings	Related question	Answer	Comment
29	All countries in the Schenges zone face challenges in relation to illegal migration and the proper processing of asylum seekers and the use of false documents. There was a clear need seen to coordinate on a regional basis the sharing of subject specific information on refused persons and the use of false documents. There seem to be weaknesses here. Persons refused entry into the EU in Estonia and who were returned to Russia were identified as attempting to enter into Finland a few days later, with the inevitable result that they were refused entry there. This problem is worsened by the fact that, though these persons are attempting to cross illegally into Europe, their presence in the CIS is fully legal and as long as they do not actually attempt to cross the border outside of BCP's, there is nothing that can stop them from moving around.	Would Eastern partners **and** Schengen states establish and operate joint information system based on SELEC[99] (ex SECI) or similar experience?	There is no direct need to create such data base, since the information exchange between the neighbouring states in Schengen (EU) concerning the attempts to cross the border with forged travel documents is quick. A contact network for changing this kind of information has been established. At times, information exhange takes place online and is immediate. Example: Narva BCP (EE) and Vaalimaa BCP (FI): the border guard of the neighnouring state (Russia) is immediately notified when a forged document has been detected. In their system the information exchange must take place according to their own rules and procedures.	
30	basic customs checks be undertaken by Border Guards as improvements in passport integrity technology frees up resources for other purposes. The PT noted that at several BCPs Customs and Border Guards worked exceptionally closely together, to an extent that they might almost be regarded as one service, so such measures are considered feasible. P 29	Would Eastern Partners accept this recommendation based on e-net availability (joint risk assessment data base internationally linked) to ensure that full and transparent information is being available through automated procedures?	The same as point 25. We would refer to the General remark – database internationally linked.	
31	The operational / organizational issue of regulating traffic flow	Would this recommendation apply for other BCPs and be	Those crossing the border in Estonia can reserve the time	

99 Convention of the Southeast European Law Enforcement Center (SELEC)

No.	Findings	Related question	Answer	Comment
	between BCPs used by Belarus and Polish Customs should be considered for adoption elsewhere, to the extent that it is not currently adopted. There are well established 24/7 procedures overseen by senior officers and their deputies on both sides which ensure that vehicles are only released from the truck BCP when sufficient space is available for them to cross. This does not in itself speed up clearance times, but does allow drivers to rest to some extent and to make use of refreshment facilities.	accepted by all concerned?	for border crossing in outward direction and use the waiting area near the border for resting. Also the entering vehicles may use the waiting area for resting.	
32	"Hotlines" were established at several BCPs, such as at Koidula in Estonia for contact with Pechory / Kunichina Gora BCP. In that case, given the very close cooperation between Estonian Border Guards and Customs, the link was in effect for all services.	Would this recommendation apply for other BCPs and be accepted by all concerned?	Yes.	
33	There have also been cases of short term deployments of BMA personnel between BCPS. In April 2012 Russian Border Guards were due to be based at Terehova during Operation ZAPAT, a joint exercise against illegal migration. In June 2012, there will be extended cooperation between all the BMAs of Poland, Belarus and Russia regarding ensuring speedy processing of football supporters travelling to Poland for the European football championships. These special measures will, the PT was informed, involve some forms of API use. P. 30	Can this experience be exploited and cooperation agreements be standardized as joint cross border cooperations? Note: this would trigger discussions on communications (e and r); could joint standards be discussed as Tetra?		
34	automated exchanges of	Would Eastern partners	No, please see	

No.	Findings	Related question	Answer	Comment
	data enabling the accuracy of export and import valuations and regular operational meetings should take place. These operational meetings would seek to build upon the automated exchanges of core declaration data by discussing ways of dealing with particular tactical cases of mutual concern, within the context of dealing with the generic challenges, rather than simply dealing with each case as it comes. In view of the importance of this issue, it is now discussed further, immediately below.	accept use of EU standardized software (similar to ASYCUDA) to operate cross border?	General remark.	
35	extensive and early efforts be taken to introduce long term automatic sharing of risk profiling information and the mutual recognition of Authorised Economic Operators between Schengen Area states and Customs Union states	Would this recommendation be acceptable based on joint e-system available?	No, please see General remark. The mutual recognition of AEOs is also very important.	
36	need for enhanced exchanges and the carrying out of special joint information exchange exercises, and the long term deployment of staff between states in relation to both the operational and “IT technical” aspects of information exchange.	Would this recommendation be acceptable based on joint e-system available?	No, please see General remark. Besides point 9 about this.	
37	key ways of reducing physical inspections would be to agree on criteria for mutual recognition of Authorised Economic Operators and the monitoring of their future compliance. Given that transport operators reported that clearance times were relatively short when entering or leaving Finland, there would also be opportunities for comparing the reasons for	Would this recommendation be acceptable based on joint e-system available?	Yes.	

No.	Findings	Related question	Answer	Comment
	this with challenges experienced between Russia and Estonia and Latvia respectively. P. 32			
38	Furthermore, in the case of Poland and southward, e.g. the countries which are not directly connected to the Russian railway system such as the Baltic States and Finland and are not party of the SMGS, the consignment notes must be changed from SMGS13 to CIM14 and the other way around as appropriate. This process takes place on the cargo station close to the border. P 53 Unification of the types of consignment notes would also improve cargo flows	Would it be acceptable to 1. deploy automated translations from SMGs to CIM and vice versa? Alternatively to unify consignment notes? 2. Data to be transmitted by e-system 3. Make joint operational use of equipment for detections? 4. Make joint use of risk management system?	1-3: Yes. 4: No, please see General remark	
39	The lack of integration of IT systems, especially in the Customs Union, requiring the entry of the same data in several different systems is a major factor that increases the duration of the actual processing without adding value to the process.	Would it be acceptable to establish integrated IT system, or to assist extending existing ones?	No, please see General remark.	
40	There is limited use of continuous or automated risk profile information sharing between the Schengen Area and the CU. While generic risk profiling information is exchanged, all parties consulted stressed that the needs and priorities of the Schengen Area and the CU are different, with the CU placing much greater emphasis on fraud risks through undervaluation of goods. There is a need to coordinate and enhance the quantity and especially the quality of operational risk assessment information between the	Would it be acceptable to 1. establish integrated IT system, or to assist extending existing ones? 2. Make joint operational use of equipment for detections? 3. Make joint use of risk management system?	1. Yes. 2. Yes. 3. No need, the risks differ quite a lot. Besides, See point 34.	

No.	Findings	Related question	Answer	Comment
	Schengen Area and the CU, taking into account the greater dependence of the CU on import duties and that the true unit values of goods imported into the CU tend to be significantly higher than goods exported to the EU. This obviously leads to greater opportunities for valuation fraud.			
41	Key Performance Indicators should be created to ensure early monitoring of results, simultaneously on both sides of the border, and in agreeing on what data categories are material and which are less material in that errors can be tolerated, at least in relation to allowing immediate crossing without return or the obtaining of wholly correct documents. Such deployments should also be developed further by Border Guards, noting the very recent planned exchange of staff between Lithuania and Belarus in relation to illegal migration. In the longer term, consideration should be given to the manning of joint BCPs where most or ideally all relevant procedures are carried out at one site.	Would it be acceptable to 1. establish KPIs for all services/activities? 2. discuss joint BCPs operations?		
42		How and to what extent is implemented one stop shop principle at road BCPs (Estonian side), plans for future?	One stop shop principle has been implemented at Koidula and Luhamaa BCPs. At Narva BCP there are two stops for vehicles, one for passport control and one for customs control. In the course of the reconstruction in 2014 one stop shop principle shall be implemented.	

No.	Findings	Related question	Answer	Comment
43		How are implemented Single Window in Estonia and its impact on BCP procedures?	The first customs control for passenger vehicles is performed, as a rule, by the border guards and, if needed, customs authorities are called to the place. The communication with clients takes place using the single window principle, if necessary, the client goes to the veterinary control or the plant health control officials.	
44		What future measures are planned to be implemented by Estonian border authorities for improvement of work at road and rail BCPs, any strategies in place?	The possibility for interfacing the customs and the veterinary service information systems as a SW application development is being analysed.We plan the first stage passport control for vehicles to be performed by the customs authorities. In collaboration with the Russian customs a pilot project of the fast lane of border crossing for goods the consignor whereof is in Estonia and the consignee is a AEO in Russia shall be launched. Border control capacity in checking documents on a moving train will be implemented by 2015.	

No.	Findings	Related question	Answer	Comment
45		Cooperation and interaction with BCPs authorities at Russian side of the border: current forms, weaknesses and limitations, ways of improvement.	Customs cooperation at the level of BCPs actually does not exist. Relevant proposals to the Russian customs have been made. The cooperation with the Border Guard of the Russian Federation is very active and functional. Estonia and Russia have based their cooperation on a practical and well-working format – border representation.	
46		What can be proposed Russian/Belarus counterparts for elimination bottlenecks and queues at the BCPs?	All advanced customs procedures and technologies should be implemented, CU information systems integrated, risk analysis and post-clearance verifications developed and the customs authorities of these countries should join the Conventions on Common Transit.The objective shall be to provide very good services to their clients.	
47		Good procedural and technologic practices introduced at overall or specific Finish BCPs, what can be proposed to Russian/Belarus counterparts.		
48		Joint work at road border crossing points with Russia:	Estonia has gained a very good and positive experience from joint controls carried out at the BCPs at Estonian – Latvian border. We consider a joint	

No.	Findings	Related question	Answer	Comment
			control to be a very effective and the resource saving operation. Joint controls/common BCPs exist also as activities in the strategy of the Commission.	
49		- To what extent it is possible and feasible?	There is no alternative to joint controls in future.	
50		- What would need to be done for introduction of joint work?	It is necessary to find optimal modes for joint controls and which involves cooperation between the Commission, Russia and the Member States having a common border with Russia, and to create a legal basis for it.	
51		- What are possibilities for such type of rearrangements at specific BCPs using available infrastructure at both sides of the border.	On the basis of the Estonian experience the best solution would be if an exporting country makes an export customs clearance at a BCP of the importing country before the import customs control, at one place. The physical control shall be done by the importing country, if needed. In this case the border crossing capacity would enhance with the minimum expenditure, in accordance with the increase of the number of the lanes (places) in the inward direction when liquidating the lanes in the outward direction.	
52		Joint work at rail border crossing points with Russia:	Rail joint controls might be done by the same principle as road controls (See the answer to	

No.	Findings	Related question	Answer	Comment
			Q51).	
53		- To what extent it is possible and feasible?	There are no obstacles in principle for complying with the convention on the simplification of border crossing, regulating the relevant control.	
54		- What would need to be done for introduction of joint work?	See the answer to Q50.	
55		- What are possibilities for such type of rearrangements at specific BCPs using available infrastructure at both sides of the border.	On the basis of the Estonian experience there are no obstacles in principle at anyone of the BCPs. Necessary reconstructions can be done with the relatively low expenditure.	
56		What can be done in terms of IT network development for data on goods, vehicles, and travelers being received on one side of the border be made available cross border?	It is necessary to create a legal basis and conclude relevant agreements. There aro no obstacles in principle, because the data to be transferred about persons and goods are only in the amount necessary for border crossing. See the General remark.	
57		What would be the most suitable Master Plan (technologic scheme, workflow) for future newly built jointly operated BCPs with Russian/Belarus?		
58		What impact on BCPs workflow has introduction of a compulsory web based system for pre arrival declaration of imports of goods in Russia since 17th June 2012?	The capacity for border crossing has not noticeably increased.	
59		Results and lessons learned from pilot experiment – if any - in Customs and Border Police sharing duties.		

Answers of the Finish experts to the questionnaire

No.	Findings	Related question	Answers	Comments
1	It is felt that there is no single solution to the challenge of reducing delays in the movement of people and goods while maintaining the security of physical and fiscal borders. Word doc p. 4	What are your detailed measures to reducing delays? specify location, time schedule, expected improvement	Infrastructure, human resources, equipment and process enhancements; Vaalimaa, Imatra, Nuijamaa 2013-14 based on national action plan. Speed up the flow. The above mentioned national efforts have been approved by Finnish border authorities and in Customs topics Finland follows the EU Commission development agenda.	Passengers without goods to declare are checked while staying inside the vehicle.
2	particularly that the non-infrastructure bottlenecks apply to all BCPs to some extent, and that infrastructure issues impact on other issues and vice versa. This thinking has to be considered throughout the Report. While physical infrastructure issues are highlighted, such as the need for more bridges at river crossings, the modernization of procedural issues are seen as being of significantly greater importance, both in the short and long term.	What infrastructure measures do you plan to enhance the BCP? specify location, time schedule expected improvement	Most of the crossing points are under development process. Basic idea is to increase border checks conducted in lanes.	See No. 1.
3	needs to be a significant reduction in the number of processes involved in the movement of freight, where the delays are greatest. Such reductions would be consistent with the letter and spirit of the Conventions to which some or all of the	Do you plan to reduce the number of processes in the movement of freight? specify the reduction, location, time schedule expected improvement	AREX system is about to be launched in the near future, otherwise Finnish Customs is streamlining the processes in accordance with the EU rulings.	“na”

No.	Findings	Related question	Answers	Comments
	Northern Dimension Partnership states are signatories. The report therefore highlights the provisions of these Conventions, together with the encouragement of moving to free flow systems for the passage of goods and commercial and passenger vehicles. Such systems are defined in detail in the Report and the PT's calculations are that they can reduce crossing times by up to 40%. Definition of the Core Transport Network in the Northern Dimension area, FWC COM Lot 1 Page 5			
4	key identity verification equipment and the operation of the Schengen Information system can be slow or unreliable or both, leading to severe entry delays. Communication networks speeds need to be increased considerably, with significant excess capacity built in. Reliability and robustness of passport readers and fingerprint readers needs to be improved significantly, especially for use in bad weather. Reflecting the desirability of saving time, fingerprint checks might be limited to the checking of just one finger. Serious consideration needs to be given to much more detailed systematic use of Advance Passenger Information (API) for both coach and rail transport. Ibid p. 5	Do you plan to upgrade your equipment? specify the changes planned, location, time schedule expected improvement	Continuous technical development is one of driving strategies in FI. We consider that entry/exit system and RTP at the EU-level are needed to guarantee fluent traffic and security need. Mobile border check devices are in use on the train. They will be tested in coach transport. Speed up the flow.	Land BCP's 2012-
5	needs to be much greater systematic cross border exchanges of	Do you plan to improve systematic cross border customs data? specify the	It is up to EU how detailed information can be	"na"

No.	Findings	Related question	Answers	Comments
	Customs data regarding common and separate assessments of risk in order to move to genuine implementation of the aims of the TIR Convention which aims for generally unimpeded movement.	changes planned, location, time schedule expected improvement	delivered to Russian Customs. At the moment information does not include enough details.	
6	Need to use Automatic Number Plate Recognition (ANPR) systems on national and transnational bases, which would support tackling cigarette, alcohol and road fuel smuggling into the EU and support the effective collection of Customs duties and VAT on private cars imported into the Customs Union (CU). Reaching agreement on such mutual exchanges will be challenging as there are currently very different trading patterns with imports into the Customs Union being generally of higher value with correspondingly greater risks for frauds such as misdescription and undervaluation.	Do you plan to deploy modern ANPR on national and transnational bases or upgrade? specify the changes planned, location, time schedule expected improvement	Customs has provided every bcp with Lipre system (ANPR), which reads license plate numbers of a vehicle. System has been developed systematically according to traffic arrangements. The system is used by Border Guard and Police, as well. All above mentioned 3 authorities are permitted to independently set selection criteria into the system.	"na"
7	Russian's accession to the WTO with resulting reductions in duty rates. These measures should be accompanied by reductions in the number of sequential Customs procedures required by Russian Customs and Belarus Customs on behalf of Russian Customs, an aim recently highlighted by President Putin.	Russian & Belarus customs: Are you preparing reductions in sequential customs procedures in view of the WTO accession? If so, are you preparing to cooperate as recommended by President Putin? specify the changes planned, location, time schedule expected improvement, ways and means of cooperation and information exchange cross border.	"na"	"na"
8	effective measures for reducing the costs burden on freight operators would be for a major expansion in the use of queue	Do you plan to expand modern queue management system? specify the changes planned, location, time schedule expected	Could be useful to evaluate if these kinds of systems are suitable for FI-RU borders.	"na"

No.	Findings	Related question	Answers	Comments
	management systems alongside the provision of off road parking at suitably equipped terminals. For maximum impact, both need to be introduced as queue management has not necessarily reduced crossing times but has reduced the amount of time (and therefore costs) incurred in unproductive waiting which is regarded as being working time for drivers. The above measures are being introduced at several locations on the Schengen Area / CU border and active discussions should take place regarding harmonizing procedures on both sides of the border and on introducing queue management systems near simultaneously. Improved portable sanitation facilities need to be provided as a matter of urgency at several locations. . Definition of the Core Transport Network in the Northern Dimension area, FWC COM Lot 1 Page 6	improvement	There is a queuing number system in use in Nuijamaa goods traffic center, it will be enlarged to the waiting area of outbound trucks within next two years.	
9	Consideration should be given to the long term secondment of staff between adjacent BCPs. Such deployments would provide experience which might be used as a basis for considering the introduction of joint BCPs. Capabilities for a joint BCP already exist at Koroszczyn on the Polish border with Belarus.	Do you plan long term secondment of staff? specify the changes planned, location, time schedule expected improvement	We do not have any plans related to development of joint BCPs. Current cooperation mechanism fulfills our needs and gives room for further development if need be. From Customs point of view the mechanism includes additionally a keen training co-operation.	“na”

No.	Findings	Related question	Answers	Comments
10	• Norwegian / Russian border crossings will link deep water ports of increasing importance, • and the Russian / Finnish choice is the direct link between Moscow and St. Petersburg with Scandinavia. • The proposals in the Baltic States are intended to ensure more effective movements of passengers and goods to and from both St. Petersburg and Moscow. • The routes from Belarus to Lithuania and, especially, Poland are suggested in order the meet the wider needs of the key Europe wide transport corridor between Berlin, Warsaw, Minsk and Moscow and to assist modernization of links with the Kaliningrad region of Russia.	Do you agree with these findings?	Yes, the Finnish-Russian border is a strategically important link to Scandinavia. Cross border traffic between FI-and RU is increasing very strongly (land, rail, sea). Possible visa freedom between EU and RU would be a huge challenge to border management since the traffic volume can be 3-4 times bigger. FI border is also more and more gateway to other parts of the EU/Schengen area.	
11	The suggested locations are Storskog (Kirkenes) – Borisoglebsk (Norway – Russia), Valimaa – Trorfyanovka and Nuijimaa- Brusnichnoe (Finland – Russia), Narva – Ivangorod and Luhamaa – Shumilhino (Estonia – Russia), Terehova – Burachki and Grebneva – Ubylinka (Latvia – Russia), Kybartu-Chernyshevskoe (Lithuania- Russia – Kaliningrad) and Medininkai – Kamenny log (Lithuania – Belarus) and all the Polish – Belarus crossing points in the immediate area of	Do you agree with these findings?	Vaalimaa and Nuijamaa are the most important crossing points at the FI-RU border in terms of traffic volume and transit traffic.	

No.	Findings	Related question	Answers	Comments
	Terespol / Koroszczyn and Brest, together with Gronowo – Mamonovo or Bezledy -Bagrationovsk (both Poland – Kaliningrad).			
12	The PT recommends that the suggested modernisation measures be tested out by carrying out objectively based trials of the recommended measures under close local (BCP) regional and national supervision. Because the relationships between factors impacting upon the speed of movements are complex, it is suggested that individual factors be examined at individual BCPs, with the results being then examined alongside similar trials of other factors at other BCPs.	Do you agree with these recommendations?	Yes. At the EU external border we are following checking procedures defined in SBC.	
13	Given the relatively fast flows of commercial freight at the Finnish – Russian border and the recent introduction of a queue management system in Estonia, it is suggested that particular attention be paid to the views of the BMAs on both sides of these particular borders.	Do you agree with these recommendations?	Yes	
14	Russian Federation Customs moves towards reductions in the number of Customs procedures at import and the June 2012 introduction of a compulsory web based system for pre arrival declaration of imports of goods. Such fresh data should allow early modification of our Conclusions, with some resulting modifications of our Recommendations. P. 13	7. What pre-arrival information is available at each BCP; time in advance to the physical arrival, type of information Russia: q. Road freight r. Road pax s. Rail freight t. Rail pax Belarus: e. Road freight f. Road pax g. Rail freight h. Rail pax 8. Do you execute this pre-arrival information	na	

No.	Findings	Related question	Answers	Comments
		cross border to the Schengen States? Russia: e. Road freight f. Road pax g. Rail freight h. Rail pax Belarus: e. Road freight f. Road pax g. Rail freight h. Rail pax 9. Do you receive such pre-arrival information cross border from Schengen sates? Russia: e. Road freight f. Road pax g. Rail freight h. Rail pax Belarus: e. Road freight f. Road pax g. Rail freight h. Rail pax		
15	Many private and official sources made it clear that if the requirements of the Convention were being more fully adhered to in the Customs Union, then movements of goods would be significantly faster. It is for this reason that the PT has highlighted in its **Conclusions** and **Recommendations** at Sections 17, 18 and 19 below that the implementation of the Definition of the Core Transport Network in the Northern Dimension area, TIR Convention and the international Convention on the Harmonisation of Frontier Controls of Goods should be a priority for the Customs Union states in close cooperation with their EU neighbours, especially in relation to risk analysis procedures and the logical resulting	Do you agree with this recommendation?	"na"	

No.	Findings	Related question	Answers	Comments
	reductions in the number of physical inspections. We stress that the implementation of the letter and spirit of these conventions and the resulting reductions in the number of processes, with enhanced risk management based supplementary checks, is **our number one recommendation**. P 14			
16	Currently, the FCS is focused on implementation of the following initiatives, strongly related to border crossing operations: 3. **Integrated control (One-Stop control)**. The Federal Law #394-ФЗ (28/12/2010) fully assigned all transport control activities and documentary control on behalf of the Medical Sanitary, Phytosanitary and Veterinary control at the Border Crossing Points to Customs. Currently Customs fulfil (document) control on behalf of other Federal Control Agencies, but according to road operators, around 30% of BCP's throughput capacity was lost due to insufficient training of customs officers in other forms of control delegated to them and low integration of Information Systems of various agencies, which requires multiple entry of the same data in several Information Systems. Further implementation of the integrated border control will focus on	Russia: 5. Does Customs integrate electronically all services **and** the private sector concerned? 6. Are the relevant data being transmitted internationally?	"na"	

No.	Findings	Related question	Answers	Comments
	elimination of these gaps. 4. **Customs clearance in near-border Logistics Terminals**. According to the 'The concept of customs clearance and control in areas close to the State Border of the Russian Federation' customs clearance will be mostly done in the frontier Logistics Terminals. It applies to many, but not all types of goods.			
17	According to the FCS, 100% of customs are now connected to the server and are ready to work with electronic declarations, and 90% of all declarations are submitted by traders through Internet channels. The two other countries of the Customs Union also achieved significant progress in implementing electronic declarations and remote customs clearance. The **logistics community believes that although this technology gives traders certain flexibility in planning truck routes from the border to the final destination, it may cause more physical inspection at the border.** This is because the trader is represented in the border terminal by a broker who may not be able to provide all answers about cargo to the customs officer. Shipments with multiple types of products will most likely go through physical inspection often.	Is the concept of the Authorized Economic Operator (AEO) acceptable to resolve this problem of more physical inspections?	From the goods controlling point of view it is strongly believed that the AEO concept and the MoU´s do reduce the need for physical inspections.	

No.	Findings	Related question	Answers	Comments
18	According to the Decision # 899 of the Customs Union Commission (09/12/2011), preliminary information should be provided for all goods to be imported at least 2 hours before crossing the border starting from 17 June 2012. Electronic preliminary information provided by a trader or a carrier should contain information about the goods (HS codes should be in HS6 format for transit goods and in HS4 for goods cleared at the border), consignors and consignees, carriers and vehicles, declarants, planned transloading (for transit goods) and applicable transport constraints (dangerous and other goods).	3. Are the concerned Schengen States linked to this data net? 4. Do Schengen States imply similar system(s) for their import/transit goods?	Concerning the questions it should be mentioned that for the cross-border goods transportation there should be used the expression of EU Member State and concerning the cross-border transportation of people there should be used the expression of Schengen States. 1. Yes they are. 2. Yes, they do. Pre-arrival information in land traffic is 1 our, in air-traffic it is 4 hours and in maritime traffic it is 24 hours.	
19	Belorussian Customs implement similar initiatives and programs as Russian Customs. Within the concept program e-Customs (2011 – 2015) they plan to implement electronic declarations, Singe Electronic Window for traders and One Stop control at the borders. It is planned that Belorussia will follow the World Customs Organization (WCO) recommendations and will soon leave only two Border Management Agencies (BMA) on their borders – Border Guards and Customs.	Do you practice/foresee interagency and international e-information and cooperation? If foreseen: specify the changes planned, location, time schedule expected improvement	Yes we do practice. In Finland there are principally two agencies on the border: Customs and Border Guard. In goods traffic Finland implements WCO guidelines, and shall apply the EU level single window system when it is to be launched. National One Stop Shop is under construction together with the Border Guard.	
20	Two other (Belarus) initiatives related to logistics infrastructure and border control technologies are implementation of Non-Intrusive Inspection (NII) equipment and	Do you practice/foresee interagency and international e-information and cooperation? If foreseen: specify the changes planned, location, time schedule expected improvement	Interagency cooperation and information sharing in the field of border management is well organized in Finland.	

No.	Findings	Related question	Answers	Comments
	construction of logistics terminals.		Information sharing is regulated in the Finnish Border Guard's data handling act (579/2005).	
21	Factors given in relation to faster movements included the truck being empty and being subject to fewer checks outwards. Factors given as exacerbating delays were, not surprisingly, several sequential inspections (x rays, physical examination) and bad weather, delays due to shift changes and incorrect completion of import declarations, such as use of incorrect HS tariff codes	Russia: Do you experience results of e-documents already If any, what is the effect cross border?		
22	Latvia has reported that a recent pilot scheme for submission of transit data to Russia via the NCTS SPEED platform (the EU New Computerised Transit System for use by economic operators eligible to use Simplified Procedures) has not - yet - resulted in reductions to crossing times. This pilot cross border scheme has been carried out under an EU level project with Russia. Clearly, other factors are impacting on the apparent lack of positive results. This demonstrates the need to consider measures in the context of other developments and not in isolation. In relation to this Latvian – Russian example, the PT would therefore advise that, if adopted, our proposals be shared with the other participants in this pilot scheme. Given the great interest in shown in Estonia's use of their	Is there readiness to extend the pilot based on MoUs accepted by all countries concerned?		

No.	Findings	Related question	Answers	Comments
	GoSwift system for pre booking of vehicles' place in BCP queues, and that system's use in providing greater time for the carrying out of risk analysis, Estonian involvement would be logical in order to determine what the relevant additional factors might be. P 20			
23	The sending of enquiries into the SIS and the input of suspect documents often took time and the system was not always available Werner: recommendations must contain actions in case the SIS is not available or slower than…..	Can sufficient number of mobile equipment and exploitation of high speed and broad band data access infrastructure contribute to improve operational speed for bona fide travelers and goods?	"na"	
24	sequential processes (are) applied in BCPs in Russia and Belarus in relation to freight movements. The principle of highly sequential, rather than near simultaneous processes also applies, to a lesser extent, to the movements of vehicle passengers. It is noted particularly that where **batch systems are** operated, with no movement until all participants in a group (e.g. of trucks) have been processed, movement is significantly **slower than when continuous flow systems are applied**. Different systems sometimes apply at nearby BCPs on the same border, such as at the **Russian – Finnish border, where a batch system is used at Torfianovka whereas a free flow system is used at Brusnichnoe.**	4. Can Estonian agencies comment and recommend? 5. Do Estonian agencies expect improvements upon system change and e-doc is applied? 6. Do Estonian agencies want to recommend alternatives as . a. Turnkey solution (legal-, operational-,equipment-infrastructure adaptation) affecting intra-agency, inter-agencies, international cooperation? b. E-System adaptation (harmonization between East and West) having an impact on procedural improvements	Border guard and Customs will change from batch system to continuous flow. This applies both to declare- and nothing to declare lanes.	
25	In Russian BCPs, Customs perform	Can the concentration process be supported and	Yes	

No.	Findings	Related question	Answers	Comments
	transport control and documentary control on behalf of the phytosanitary and veterinary inspection. In Belorussian BCPs all controls are implemented by separate agencies (i.e. Transport control by Transport inspection of the Ministry of Transport, Phyto and Veterinary controls by inspectors of the Ministry of Agriculture)	continued based on e-net available linking all concerned (intra-agency, inter-agency, international)?		
26	After entry drivers park their trucks at the Border Guards documentary control area, pass passport control and drive to the weighbridge This control takes several minutes, but with a queue can often take about one hour. Weights are printed on the back side of the BCC. P. 25	Can weighbridge be omitted based on weight certificate accepted? Alternatively drive through weighing?	If the exact weight of a vehicle needed, the vehicle has to be weighed, because no document can provide such reliable information.	
27	Transport control can take more time for exit from Belorussia, because drivers often obtain driving permits to the EU countries in the BCP. Bilateral driving permits are purchased from the Transport control authority stationed at the BCP. This involves payment of the required fee in the bank (located in the BCP) and preparation of the road permit of the designated country (Poland, Lithuania, etc.) by the Transport authority. Both steps can take from several minutes (without queues) to more than an hour (with queues). Russian drivers obtain road permits outside of the BCP areas, normally through local offices of the Russian International Road Carriers Association (ASMAP).	Is there a model BCP infrastructure, suprastructure, and equipment that provides 5. sufficient **separation** (designed for peak levels) from routine checks, inspections and the various services in as much as all activities may affect minimum queuing 6. border services (customs and Border Police) booth allowing one stop road-traffic control (sufficiently wide to accommodate equipment needs 7. joint risk analysis 8. common e-net linked intra- and interagency, providing special link cross border	1) In use and it will be enhanced through the change from batch- to continuous flow. The following principals are to be followed: Preliminary information is to be used for selecting the possible search targets. a. “Goods to declare” and “Nothing to declare” lanes being separated b. Customs clearance is conducted indoors c. Continuous flow of traffic from “Goods to declare” lanes into Customs clearance d. Continuous flow of traffic instead of bundled	

No.	Findings	Related question	Answers	Comments
			flow e. Passenger control conducted principally with passengers staying inside the car d. When the overall restructuring supports the effectiveness and more fluent flow of traffic the Customs/Border Guard powers can be handed over one to another by an authority level decision. e. Deeper going car searches are to be conducted off-lane and thorough searches in the designated search premises, those need to be fluently and safely available. 2)In process; BG will take responsibility of some basic customs duties (taxfree check, green card, veterinary check) 3) joint risk analysis are in use and risk profiles are available for the first line officials	
28	it is suggested that there is close cooperation between Russian and Belarus Customs and their EU counterparts in order to share views on what degree of licence can be allowed to operators for mistakes which are not felt to be significant. EU experience in relation to the introduction of its own system would be likely to	Can all relevant Schengen customs recommend jointly the close cooperation and identification of licences being accepted?	Finland follows EU Commission rulings.	

No.	Findings	Related question	Answers	Comments
	be highly relevant.			
29	All countries in the Schenges zone face challenges in relation to illegal migration and the proper processing of asylum seekers and the use of false documents. There was a clear need seen to coordinate on a regional basis the sharing of subject specific information on refused persons and the use of false documents. There seem to be weaknesses here. Persons refused entry into the EU in Estonia and who were returned to Russia were identified as attempting to enter into Finland a few days later, with the inevitable result that they were refused entry there. This problem is worsened by the fact that, though these persons are attempting to cross illegally into Europe, their presence in the CIS is fully legal and as long as they do not actually attempt to cross the border outside of BCP's, there is nothing that can stop them from moving around.	Would Eastern partners **and** Schengen states establish and operate joint information system based on SELEC[100] (ex SECI) or similar experience?	Exchange of information is a part of Baltic Sea Region Border Control Cooperation (BSRBCC/Coastnet) EUROSUR concept includes also third country cooperation where NCC/Third Country can be a part of network.	
30	basic customs checks be undertaken by Border Guards as improvements in passport integrity technology frees up resources for other purposes. The PT noted that at several BCPs Customs and Border Guards worked exceptionally closely together, to an extent that they might almost be regarded as one service, so such measures are considered feasible. P 29	Would Eastern Partners accept this recommendation based on e-net availability (joint risk assessment data base internationally linked) to ensure that full and transparent information is being available through automated procedures?		
31	The operational / organizational issue of	Would this recommendation apply for	Yes. This system is in affective use at FI-RU	

100 **Convention of the Southeast European Law Enforcement Center (SELEC)**

No.	Findings	Related question	Answers	Comments
	regulating traffic flow between BCPs used by Belarus and Polish Customs should be considered for adoption elsewhere, to the extent that it is not currently adopted. There are well established 24/7 procedures overseen by senior officers and their deputies on both sides which ensure that vehicles are only released from the truck BCP when sufficient space is available for them to cross. This does not in itself speed up clearance times, but does allow drivers to rest to some extent and to make use of refreshment facilities.	other BCPs and be accepted by all concerned?	border.	
32	"Hotlines" were established at several BCPs, such as at Koidula in Estonia for contact with Pechory / Kunichina Gora BCP. In that case, given the very close cooperation between Estonian Border Guards and Customs, the link was in effect for all services.	Would this recommendation apply for other BCPs and be accepted by all concerned?	Yes. It is also in affective use at FI-RU border.	
33	There have also been cases of short term deployments of BMA personnel between BCPS. In April 2012 Russian Border Guards were due to be based at Terehova during Operation ZAPAT, a joint exercise against illegal migration. In June 2012, there will be extended cooperation between all the BMAs of Poland, Belarus and Russia regarding ensuring speedy processing of football supporters travelling to Poland for the European football championships. These special measures will,	Can this experience be exploited and cooperation agreements be standardized as joint cross border cooperations? Note: this would trigger discussions on communications (e and r); could joint standards be discussed as Tetra?	Joint exercise is one regularly used instrument in FI-RU bilateral border cooperation. FI has valuable experience through eg. Frontex-Focal point operations and we consider that this is useful instrument to be used when needed.	

No.	Findings	Related question	Answers	Comments
	the PT was informed, involve some forms of API use. P. 30			
34	automated exchanges of data enabling the accuracy of export and import valuations and regular operational meetings should take place. These operational meetings would seek to build upon the automated exchanges of core declaration data by discussing ways of dealing with particular tactical cases of mutual concern, within the context of dealing with the generic challenges, rather than simply dealing with each case as it comes. In view of the importance of this issue, it is now discussed further, immediately below.	Would Eastern partners accept use of EU standardized software (similar to ASYCUDA) to operate cross border?	Currently Finland is not supporting the application of ASYCUDA, as such, but in the future there could be seen interests caused by the EU rulings.	
35	extensive and early efforts be taken to introduce long term automatic sharing of risk profiling information and the mutual recognition of Authorised Economic Operators between Schengen Area states and Customs Union states	Would this recommendation be acceptable based on joint e-system available?	Information sharing is regulated in the Finnish Border Guard's data handling act (579/2005). Following the EU rulings Finnish opinion is that this is not foreseen in the near future.	
36	need for enhanced exchanges and the carrying out of special joint information exchange exercises, and the long term deployment of staff between states in relation to both the operational and "IT technical" aspects of information exchange.	Would this recommendation be acceptable based on joint e-system available?	Information sharing is regulated in the Finnish Border Guard's data handling act (579/2005). Practical cooperation is based on current very functional working arrangements and we do not see any need for long term deployment of staff in this regard.	

No.	Findings	Related question	Answers	Comments
37	key ways of reducing physical inspections would be to agree on criteria for mutual recognition of Authorised Economic Operators and the monitoring of their future compliance. Given that transport operators reported that clearance times were relatively short when entering or leaving Finland, there would also be opportunities for comparing the reasons for this with challenges experienced between Russia and Estonia and Latvia respectively. P. 32	Would this recommendation be acceptable based on joint e-system available?	EU policies and regulation direct and regulate Member States' actions. The Finnish Border Guard's actions shall be in full compliance with relevant EU legislation.	
38	Furthermore, in the case of Poland and southward, e.g. the countries which are not directly connected to the Russian railway system such as the Baltic States and Finland and are not party of the SMGS, the consignment notes must be changed from SMGS13 to CIM14 and the other way around as appropriate. This process takes place on the cargo station close to the border. P 53 Unification of the types of consignment notes would also improve cargo flows	Would it be acceptable to 5. deploy automated translations from SMGs to CIM and vice versa? Alternatively to unify consignment notes? 6. Data to be transmitted by e-system 7. Make joint operational use of equipment for detections? 8. Make joint use of risk management system?	From Customs point of view the distribution of information is regulated in Customs Act, which is amended according to the EU decisions.	
39	The lack of integration of IT systems, especially in the Customs Union, requiring the entry of the same data in several different systems is a major factor that increases the duration of the actual processing without adding value to the process.	Would it be acceptable to establish integrated IT system, or to assist extending existing ones?	From Customs point of view the distribution of information is regulated in Customs Act, which is amended according to the EU decisions.	
40	There is limited use of continuous or automated risk profile information sharing between the Schengen Area and the	Would it be acceptable to 4. establish integrated IT system, or to assist extending	Information sharing is regulated in the Finnish Border Guard's data handling	

No.	Findings	Related question	Answers	Comments
	CU. While generic risk profiling information is exchanged, all parties consulted stressed that the needs and priorities of the Schengen Area and the CU are different, with the CU placing much greater emphasis on fraud risks through undervaluation of goods. There is a need to coordinate and enhance the quantity and especially the quality of operational risk assessment information between the Schengen Area and the CU, taking into account the greater dependence of the CU on import duties and that the true unit values of goods imported into the CU tend to be significantly higher than goods exported to the EU. This obviously leads to greater opportunities for valuation fraud.	existing ones? 5. Make joint operational use of equipment for detections? 6. Make joint use of risk management system?	act (579/2005). From Customs point of view the distribution of information is regulated in Customs Act, which is amended according to the EU decisions.	
41	Key Performance Indicators should be created to ensure early monitoring of results, simultaneously on both sides of the border, and in agreeing on what data categories are material and which are less material in that errors can be tolerated, at least in relation to allowing immediate crossing without return or the obtaining of wholly correct documents. Such deployments should also be developed further by Border Guards, noting the very recent planned exchange of staff between Lithuania and Belarus in relation to illegal migration. In the longer term, consideration should be given to the manning of joint BCPs where most or	Would it be acceptable to 3. establish KPIs for all services/activities? 4. discuss joint BCPs operations?	The content and proper conduct of border checks is defined in the Schengen Borders Code. Best practices and recommendations are declared in the catalogue for border control at external borders. The Schengen evaluation mechanism guarantees quality management. At the moment legal basis for shared border crossing points are under discussion in relevant EU working parties. FI	

No.	Findings	Related question	Answers	Comments
	ideally all relevant procedures are carried out at one site.		does not plan to develop joint crossing points at the FI-RU border.	
42		How and to what extent is implemented one stop shop principle at road BCPs (Estonian side), plans for future?	It is already in use for cargo traffic and passenger traffic with nothing to declare (NTD). In close future lanebooths will enable checks while passengers stay in vehicles.	
43		How are implemented Single Window in Finland and its impact on BCP procedures?	See 42. This enhancement of process will speed up the flow of passengers and goods at the BCP´s (one-stop-shop). In the Customs community the Single Window is seen to cover the goods traffic only.	
44		What future measures are planned to be implemented by Finish border authorities for improvement of work at road and rail BCPs, any strategies in place?	National development plan for crossing points is adopted. Based on this plan we will improve infrastructure and increase staff. On element of this plan is effective use of technology (ABC) and in the future entry/exit, RTP).	

No.	Findings	Related question	Answers	Comments
45		Cooperation and interaction with BCPs authorities at Russian side of the border: current forms, weaknesses and limitations, ways of improvement.	Co-operation covers all levels and it is based on agreements (regular meetings, 7/24 exchange of information, exchange of expertise, joint actions, joint investigations etc). Excellent co-operation through the Border Delegate organization. Effectively in use on BCP's expert level.	
46		What can be proposed Russian/Belarus counterparts for elimination bottlenecks and queues at the BCPs?	A multioperable border check management system capable of storing relevant border crossing details automatically. The electronic recording of entry and exit. Border check equipment suitable for on site and mobile controls.	
47		Good procedural and technologic practices introduced at overall or specific Finish BCPs, what can be proposed to Russian/Belarus counterparts.	Enhanced interagency cooperation.	
48		Joint work at road border crossing points with Russia:	It is possible to organize joint operations and investigations if need be.	
49		- To what extent it is possible and feasible?	Cooperation is regulated very clearly in agreements.	
50		- What would need to be done for introduction of joint work?	See questions 9 and 41	
51		- What are possibilities for such type of rearrangements at specific BCPs using available infrastructure at	"na"	

No.	Findings	Related question	Answers	Comments
		both sides of the border.		
52		Joint work at rail border crossing points with Russia:	See questions 9 and 41	
53		- To what extent it is possible and feasible?	"na"	
54		- What would need to be done for introduction of joint work?	"na"	
55		- What are possibilities for such type of rearrangements at specific BCPs using available infrastructure at both sides of the border.	"na"	
56		What can be done in terms of IT network development for data on goods, vehicles, and travelers being received on one side of the border be made available cross border?		
57		What would be the most suitable Master Plan (technologic scheme, workflow) for future newly built jointly operated BCPs with Russian/Belarus?		
58		What impact on BCPs workflow has introduction of a compulsory web based system for pre arrival declaration of imports of goods in Russia since 17th June 2012?		
59		Results and lessons learned from pilot experiment – if any - in Customs and Border Police sharing duties.	The Nuija cooperation Model is implemented at BCP Nuijamaa. Schengen evaluation committee (2011) considers this model as a good example of practical implementation of IBM concept at the local level This model means enhanced co-operation between Customs & Border Guard in the following four aspects: 1. Regulation of traffic flow 2. Customs & Border checks on lanes 3. Control of driver's sobriety & right to drive 4. Border Checks for	

No.	Findings	Related question	Answers	Comments
			Cargo Traffic In practice the model means: further training for both authorities (cross-training of officials) □ shared equipment, databases & facilities (e.g. vehicle inspection building) □ joint field checks o statutory tasks of both authorities are carried out during lane inspections o physical checks can be conducted by both authorities and exposed violations are directed to the responsible authority for further measures □ common briefing in the beginning of each shift to determine use of resources and focuses for shift □ Customs carry out first line border checks in cargo traffic on behalf of BG **NUIJA Model Phase II:** In addition to this already implemented co-operation model there is the second phase already in pipeline including co-operation deepened in the areas of Tax-free sales, inspection of traffic insurances and import of pets (dogs etc.) The principals continue as in the	

No.	Findings	Related question	Answers	Comments
			first phase, which means that the responsible authority conducts all the measures caused by variations from the standard procedures.	

Answers of the Latvian experts to the questionnaire

No.	Findings	Related question	Answer	Comment
1	It is felt that there is no single solution to the challenge of reducing delays in the movement of people and goods while maintaining the security of physical and fiscal borders. Word doc p. 4	What are your detailed measures to reducing delays? specify location, time schedule, expected improvement	There is ongoing work on improvements.	Control of vehicles is performed by Customs authorities and State Border Guard since January 2012. If there is irregular traffic flow or delays Latvian Customs communicates with Russian Customs to clarify the cause (since March 2012). The previous warning system for emergency situations on BY – LV border came into force on 2 November 2011
2	particularly that the non-infrastructure bottlenecks apply to all BCPs to some extent, and that infrastructure issues impact on other issues and vice versa. This thinking has to be considered throughout the Report. While physical infrastructure issues are highlighted, such as the need for more bridges at river crossings, the modernization of procedural issues are seen as being of significantly greater importance, both in the short and long term.	What infrastructure measures do you plan to enhance the BCP? specify location, time schedule expected improvement	Modernization is planned on the Latvian – Russian border. On the LV-BY border the significant infrastructure improvements are not planned because Latvia can provide more traffic than at present. Changes are possible if BY will begin a significant modernization. It is planned to place the scanners: BCP Paternieki (in 2013), BCP Silene and BCP Vientuli (in	The planned modernization is defined in the informative report of the Ministry of Finance of the Republic of Latvia (approved on 13 March 2012 at The Cabinet of Ministers of the Republic of Latvia). In the framework of Estonia-Latvia-Russia cross border cooperation Programme within European Neighborhood and

No.	Findings	Related question	Answer	Comment
			2014),BCP Indra and BCP Karsava (in 2015).	Partnership instrument 2007-2013the large scale strategic project "Reconstruction of border checkpoint "Vientuli" (the Republic of Latvia) and arrangement of border checkpoint "Brunishevo" (the Russian Federation)" the first stage of BCP "Vientuli" modernisation (for the import lane i.e. changes in the technical Project and first stage of construction works) will be completed on 31.12.2014.
3	needs to be a significant reduction in the number of processes involved in the movement of freight, where the delays are greatest. Such reductions would be consistent with the letter and spirit of the Conventions to which some or all of the Northern Dimension Partnership states are signatories. The report therefore highlights the provisions of these Conventions, together with the encouragement of moving to free flow systems for the passage of goods and commercial and passenger vehicles. Such systems are defined in detail in the Report and the PT's calculations are that they can reduce crossing times by up to	Do you plan to reduce the number of processes in the movement of freight? specify the reduction, location, time schedule expected improvement	Latvian customs is working to reduce the procedures (assessing the impact on the total crossing time), but do not see the possibility to perform a significant reduction in the number of control procedures.	

No.	Findings	Related question	Answer	Comment
	40%. Definition of the Core Transport Network in the Northern Dimension area, FWC COM Lot 1 Page 5			
4	key identity verification equipment and the operation of the Schengen Information system can be slow or unreliable or both, leading to severe entry delays. Communication networks speeds need to be increased considerably, with significant excess capacity built in. Reliability and robustness of passport readers and fingerprint readers needs to be improved significantly, especially for use in bad weather. Reflecting the desirability of saving time, fingerprint checks might be limited to the checking of just one finger. Serious consideration needs to be given to much more detailed systematic use of Advance Passenger Information (API) for both coach and rail transport. Ibid p. 5	Do you plan to upgrade your equipment? specify the changes planned, location, time schedule expected improvement	No specific plans	
5	needs to be much greater systematic cross border exchanges of Customs data regarding common and separate assessments of risk in order to move to genuine implementation of the aims of the TIR Convention which aims for generally unimpeded movement.	Do you plan to improve systematic cross border customs data? specify the changes planned, location, time schedule expected improvement	According to the results of meeting of Heads of Latvian and Russian customs is planned to begin exchange of information about results of physical controls, customs value, ensuring of smooth traffic flow, printouts of train weights, carriers-offenders. For each type of exchange it is	

No.	Findings	Related question	Answer	Comment
			planned to sign a memorandum of understanding. Work has begun on the preparation. Accomplishment date is unknown.	
6	Need to use Automatic Number Plate Recognition (ANPR) systems on national and transnational bases, which would support tackling cigarette, alcohol and road fuel smuggling into the EU and support the effective collection of Customs duties and VAT on private cars imported into the Customs Union (CU). Reaching agreement on such mutual exchanges will be challenging as there are currently very different trading patterns with imports into the Customs Union being generally of higher value with correspondingly greater risks for frauds such as misdescription and undervaluation.	Do you plan to deploy modern ANPR on national and transnational bases or upgrade? specify the changes planned, location, time schedule expected improvement	It is planned to provide access to ANPRS for other law enforcement agencies, links of ANPRS with analogous systems in Lithuania and Estonia.	
7	Russian's accession to the WTO with resulting reductions in duty rates. These measures should be accompanied by reductions in the number of sequential Customs procedures required by Russian Customs and Belarus Customs on behalf of Russian Customs, an aim recently highlighted by President Putin.	Russian & Belarus customs: Are you preparing reductions in sequential customs procedures in view of the WTO accession? If so, are you preparing to cooperate as recommended by President Putin? specify the changes planned, location, time schedule expected improvement, ways and means of cooperation and information exchange cross border.		
8	effective measures for reducing the costs	Do you plan to expand modern queue	Ministry of Transport of the Republic of	

No.	Findings	Related question	Answer	Comment
	burden on freight operators would be for a major expansion in the use of queue management systems alongside the provision of off road parking at suitably equipped terminals. For maximum impact, both need to be introduced as queue management has not necessarily reduced crossing times but has reduced the amount of time (and therefore costs) incurred in unproductive waiting which is regarded as being working time for drivers. The above measures are being introduced at several locations on the Schengen Area / CU border and active discussions should take place regarding harmonizing procedures on both sides of the border and on introducing queue management systems near simultaneously. Improved portable sanitation facilities need to be provided as a matter of urgency at several locations. . Definition of the Core Transport Network in the Northern Dimension area, FWC COM Lot 1 Page 6	management system? specify the changes planned, location, time schedule expected improvement	Latvia has developed the Cabinet Regulations on procedures for administering a line of commercial vehicles for external border crossing. These rules provide mandatory registration of commercial vehicles (over 3.5 tonnes) before exit of the Republic of Latvia. This registration at border crossing point will be free, but if registration is done electronically or via sms it will be chargeable. It is planned that registration on LV-RU (Terehova-Burachki) border will be launched from January 1, 2013, at Grebneva-Ubilinka from January 1, 2014, on the LV-BY border from January 1, 2014.	
9	Consideration should be given to the long term secondment of staff between adjacent BCPs. Such deployments would provide experience which might be used as a basis for considering the introduction of joint BCPs. Capabilities for	Do you plan long term secondment of staff? specify the changes planned, location, time schedule expected improvement	No plans.	

No.	Findings	Related question	Answer	Comment
	a joint BCP already exist at Koroszczyn on the Polish border with Belarus.			
10	• Norwegian / Russian border crossings will link deep water ports of increasing importance, • and the Russian / Finnish choice is the direct link between Moscow and St. Petersburg with Scandinavia. • The proposals in the Baltic States are intended to ensure more effective movements of passengers and goods to and from both St. Petersburg and Moscow. • The routes from Belarus to Lithuania and, especially, Poland are suggested in order the meet the wider needs of the key Europe wide transport corridor between Berlin, Warsaw, Minsk and Moscow and to assist modernization of links with the Kaliningrad region of Russia.	Do you agree with these findings?	na	
11	The suggested locations are Storskog (Kirkenes) – Borisoglebsk (Norway – Russia), Valimaa – Trorfyanovka and Nuijimaa- Brusnichnoe (Finland – Russia), Narva – Ivangorod and Luhamaa – Shumilhino (Estonia – Russia),	Do you agree with these findings?	Yes	

No.	Findings	Related question	Answer	Comment
	Terehova – Burachki and Grebneva – Ubylinka (Latvia – Russia), Kybartu-Chernyshevskoe (Lithuania- Russia – Kaliningrad) and Medininkai – Kamenny log (Lithuania – Belarus) and all the Polish – Belarus crossing points in the immediate area of Terespol / Koroszczyn and Brest, together with Gronowo – Mamonovo or Bezledy -Bagrationovsk (both Poland – Kaliningrad).			
12	The PT recommends that the suggested modernisation measures be tested out by carrying out objectively based trials of the recommended measures under close local (BCP) regional and national supervision. Because the relationships between factors impacting upon the speed of movements are complex, it is suggested that individual factors be examined at individual BCPs, with the results being then examined alongside similar trials of other factors at other BCPs.	Do you agree with these recommendations?	Yes	
13	Given the relatively fast flows of commercial freight at the Finnish – Russian border and the recent introduction of a queue management system in Estonia, it is suggested that particular attention be paid to the views of the BMAs on both sides of these particular borders.	Do you agree with these recommendations?	yes	

No.	Findings	Related question	Answer	Comment
14	Russian Federation Customs moves towards reductions in the number of Customs procedures at import and the June 2012 introduction of a compulsory web based system for pre arrival declaration of imports of goods. Such fresh data should allow early modification of our Conclusions, with some resulting modifications of our Recommendations. P. 13	10. What pre-arrival information is available at each BCP; time in advance to the physical arrival, type of information Russia: u. Road freight v. Road pax w. Rail freight x. Rail pax Belarus: i. Road freight j. Road pax k. Rail freight l. Rail pax 11. Do you execute this pre-arrival information cross border to the Schengen States? Russia: i. Road freight j. Road pax k. Rail freight l. Rail pax Belarus: i. Road freight j. Road pax k. Rail freight l. Rail pax 12. Do you receive such pre-arrival information cross border from Schengen sates? Russia: i. Road freight j. Road pax k. Rail freight l. Rail pax Belarus: i. Road freight j. Road pax k. Rail freight l. Rail pax	na	
15	Many private and official sources made it clear that if the requirements of the Convention were being more fully adhered to in the Customs Union, then movements of goods would be significantly faster. It is for this reason that the PT has highlighted in its **Conclusions**	Do you agree with this recommendation?	Yes	

No.	Findings	Related question	Answer	Comment
	and **Recommendations** at Sections 17, 18 and 19 below that the implementation of the Definition of the Core Transport Network in the Northern Dimension area, TIR Convention and the international Convention on the Harmonisation of Frontier Controls of Goods should be a priority for the Customs Union states in close cooperation with their EU neighbours, especially in relation to risk analysis procedures and the logical resulting reductions in the number of physical inspections. We stress that the implementation of the letter and spirit of these conventions and the resulting reductions in the number of processes, with enhanced risk management based supplementary checks, is **our number one recommendation**. P 14			
16	Currently, the FCS is focused on implementation of the following initiatives, strongly related to border crossing operations: 5. **Integrated control (One-Stop control)**. The Federal Law #394-ФЗ (28/12/2010) fully assigned all transport control activities and documentary control on behalf	Russia: 7. Does Customs integrate electronically all services **and** the private sector concerned? 8. Are the relevant data being transmitted internationally?	na	

No.	Findings	Related question	Answer	Comment
	of the Medical Sanitary, Phytosanitary and Veterinary control at the Border Crossing Points to Customs. Currently Customs fulfil (document) control on behalf of other Federal Control Agencies, but according to road operators, around 30% of BCP's throughput capacity was lost due to insufficient training of customs officers in other forms of control delegated to them and low integration of Information Systems of various agencies, which requires multiple entry of the same data in several Information Systems. Further implementation of the integrated border control will focus on elimination of these gaps. 6. **Customs clearance in near-border Logistics Terminals**. According to the *'The concept of customs clearance and control in areas close to the State Border of the Russian Federation'* customs clearance will be mostly done in the frontier Logistics Terminals. It applies to many, but not all types of			

No.	Findings	Related question	Answer	Comment
	goods.			
17	According to the FCS, 100% of customs are now connected to the server and are ready to work with electronic declarations, and 90% of all declarations are submitted by traders through Internet channels. The two other countries of the Customs Union also achieved significant progress in implementing electronic declarations and remote customs clearance. The **logistics community believes that although this technology gives traders certain flexibility in planning truck routes from the border to the final destination, it may cause more physical inspection at the border.** This is because the trader is represented in the border terminal by a broker who may not be able to provide all answers about cargo to the customs officer. Shipments with multiple types of products will most likely go through physical inspection often.	Is the concept of the Authorized Economic Operator (AEO) acceptable to resolve this problem of more physical inspections?	Yes	
18	According to the Decision # 899 of the Customs Union Commission (09/12/2011), preliminary information should be provided for all goods to be imported at least 2 hours before crossing the border starting from 17 June 2012.	5. Are the concerned Schengen States linked to this data net? 6. Do Schengen States imply similar system(s) for their import/transit goods?	1. Latvia is not linked 2. Yes, Latvian customs use electronic preliminary information provided by a trader or a carrier	

No.	Findings	Related question	Answer	Comment
	Electronic preliminary information provided by a trader or a carrier should contain information about the goods (HS codes should be in HS6 format for transit goods and in HS4 for goods cleared at the border), consignors and consignees, carriers and vehicles, declarants, planned transloading (for transit goods) and applicable transport constraints (dangerous and other goods).			
19	Belorussian Customs implement similar initiatives and programs as Russian Customs. Within the concept program e-Customs (2011 – 2015) they plan to implement electronic declarations, Singe Electronic Window for traders and One Stop control at the borders. It is planned that Belorussia will follow the World Customs Organization (WCO) recommendations and will soon leave only two Border Management Agencies (BMA) on their borders – Border Guards and Customs.	Do you practice/foresee interagency and international e-information and cooperation? If foreseen: specify the changes planned, location, time schedule expected improvement	In accordance with the Decision No 70/2008 of the European Parliament and of the Council of 15 January 2008 on a paperless environment for customs and trade the project "Electronic customs data processing system design, development and maintenance" financed by European Regional Development Fund (ERDF) was launched by Latvian customs in July 2011. The project aims to implement a single electronic system for all customs formalities. During the year 2011 a new functionality has been developed and implemented – Customs physical control block, which provides all of the physical control documents to be	

No.	Findings	Related question	Answer	Comment
			filled in and maintained electronically (application forms, customs inspection acts, inspection protocols of persons and other documentation of physical controls). The functionality is integrated into national Export control system and Import control system and is in operation from February 2012.	
20	Two other (Belarus) initiatives related to logistics infrastructure and border control technologies are implementation of Non-Intrusive Inspection (NII) equipment and construction of logistics terminals.	Do you practice/foresee interagency and international e-information and cooperation? If foreseen: specify the changes planned, location, time schedule expected improvement	It is planned to provide access to ANPRS for other law enforcement agencies, links of ANPRS with analogous systems in Lithuania and Estonia.	
21	Factors given in relation to faster movements included the truck being empty and being subject to fewer checks outwards. Factors given as exacerbating delays were, not surprisingly, several sequential inspections (x rays, physical examination) and bad weather, delays due to shift changes and incorrect completion of import declarations, such as use of incorrect HS tariff codes	Russia: Do you experience results of e-documents already If any, what is the effect cross border?	na	
22	Latvia has reported that a recent pilot scheme for submission of transit data to Russia via the NCTS SPEED platform (the EU New	Is there readiness to extend the pilot based on MoUs accepted by all countries concerned?	The Russian customs informed EU that the pre-arrival information received via NCTS SPEED doesn't meet their	

No.	Findings	Related question	Answer	Comment
	Computerised Transit System for use by economic operators eligible to use Simplified Procedures) has not - yet - resulted in reductions to crossing times. This pilot cross border scheme has been carried out under an EU level project with Russia. Clearly, other factors are impacting on the apparent lack of positive results. This demonstrates the need to consider measures in the context of other developments and not in isolation. In relation to this Latvian – Russian example, the PT would therefore advise that, if adopted, our proposals be shared with the other participants in this pilot scheme. Given the great interest in shown in Estonia's use of their GoSwift system for pre booking of vehicles' place in BCP queues, and that system's use in providing greater time for the carrying out of risk analysis, Estonian involvement would be logical in order to determine what the relevant additional factors might be. P 20		expectations and could be used only for analysis purposes. Latvian customs is involved in Working Group for the Implementation of the EU-Ukraine Strategic Framework for Customs Cooperation, but still there is no concrete plans for the extension of the SPEED project.	
23	The sending of enquiries into the SIS and the input of suspect documents often took time and the system was not always available Werner: recommendations must contain actions in case the SIS is not available or slower than…..	Can sufficient number of mobile equipment and exploitation of high speed and broad band data access infrastructure contribute to improve operational speed for bona fide travelers and goods?	Yes	

No.	Findings	Related question	Answer	Comment
24	sequential processes (are) applied in BCPs in Russia and Belarus in relation to freight movements. The principle of highly sequential, rather than near simultaneous processes also applies, to a lesser extent, to the movements of vehicle passengers. It is noted particularly that where **batch systems are** operated, with no movement until all participants in a group (e.g. of trucks) have been processed, movement is significantly **slower than when continuous flow systems are applied**. Different systems sometimes apply at nearby BCPs on the same border, such as at the **Russian – Finnish border, where a batch system is used at Torfianovka whereas a free flow system is used at Brusnichnoe.**	7. Can Latvian agencies comment and recommend? 8. Do Latvian agencies expect improvements upon system change and e-doc is applied? 9. Do Latvian agencies want to recommend alternatives as . a. Turnkey solution (legal-, operational-,equipment-infrastructure adaptation) affecting intra-agency, inter-agencies, international cooperation? b. E-System adaptation (harmonization between East and West) having an impact on procedural improvements	There are agreements with Russia and Belarus regarding each BCP on numbers of trucks that have to be processed during 24 hours. In case of any irregularities common clarification of reasons follows	
25	In Russian BCPs, Customs perform transport control and documentary control on behalf of the phytosanitary and veterinary inspection. In Belorussian BCPs all controls are implemented by separate agencies (i.e. Transport control by Transport inspection of the Ministry of Transport, Phyto and Veterinary controls by inspectors of the Ministry of Agriculture)	Can the concentration process be supported and continued based on e-net available linking all concerned (intra-agency, inter-agency, international)?	Yes, all the services concerned should be linked through the network. At least common flow management system at the BCP is needed when separate agencies are operating at the BCP	
26	After entry drivers park their trucks at the Border Guards	Can weighbridge be omitted based on weight certificate accepted?	Legislation defines cases when control of weight is needed,	

No.	Findings	Related question	Answer	Comment
	documentary control area, pass passport control and drive to the weighbridge This control takes several minutes, but with a queue can often take about one hour. Weights are printed on the back side of the BCC. P. 25	Alternatively drive through weighing?	usually it doesn't cause a delay.	
27	Transport control can take more time for exit from Belorussia, because drivers often obtain driving permits to the EU countries in the BCP. Bilateral driving permits are purchased from the Transport control authority stationed at the BCP. This involves payment of the required fee in the bank (located in the BCP) and preparation of the road permit of the designated country (Poland, Lithuania, etc.) by the Transport authority. Both steps can take from several minutes (without queues) to more than an hour (with queues). Russian drivers obtain road permits outside of the BCP areas, normally through local offices of the Russian International Road Carriers Association (ASMAP).	Is there a model BCP infrastructure, suprastructure, and equipment that provides 9. sufficient **separation** (designed for peak levels) from routine checks, inspections and the various services in as much as all activities may affect minimum queuing 10. border services (customs and Border Police) booth allowing one stop road-traffic control (sufficiently wide to accommodate equipment needs 11. joint risk analysis 12. common e-net linked intra- and interagency, providing special link cross border		
28	it is suggested that there is close cooperation between Russian and Belarus Customs and their EU counterparts in order to share views on what degree of licence can be allowed to operators for mistakes which are not felt to be significant. EU	Can all relevant Schengen customs recommend jointly the close cooperation and identification of licences being accepted?	There is no harmonised classification of customs irregularities (mistake, insignificant, significant etc) as well as sanction system in EU.	

No.	Findings	Related question	Answer	Comment
	experience in relation to the introduction of its own system would be likely to be highly relevant.			
29	All countries in the Schenges zone face challenges in relation to illegal migration and the proper processing of asylum seekers and the use of false documents. There was a clear need seen to coordinate on a regional basis the sharing of subject specific information on refused persons and the use of false documents. There seem to be weaknesses here. Persons refused entry into the EU in Estonia and who were returned to Russia were identified as attempting to enter into Finland a few days later, with the inevitable result that they were refused entry there. This problem is worsened by the fact that, though these persons are attempting to cross illegally into Europe, their presence in the CIS is fully legal and as long as they do not actually attempt to cross the border outside of BCP's, there is nothing that can stop them from moving around.	Would Eastern partners **and** Schengen states establish and operate joint information system based on SELEC[101] (ex SECI) or similar experience?	Joint operations with Russian and Belarusian were organized by Frontex Agency. Standardization of this cooperation could be based on the role and mandate of Frontex.	
30	basic customs checks be undertaken by Border Guards as improvements in passport integrity technology frees up resources for other	Would Eastern Partners accept this recommendation based on e-net availability (joint risk assessment data base internationally linked) to ensure that full	na	

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No.	Findings	Related question	Answer	Comment
	purposes. The PT noted that at several BCPs Customs and Border Guards worked exceptionally closely together, to an extent that they might almost be regarded as one service, so such measures are considered feasible. P 29	and transparent information is being available through automated procedures?		
31	The operational / organizational issue of regulating traffic flow between BCPs used by Belarus and Polish Customs should be considered for adoption elsewhere, to the extent that it is not currently adopted. There are well established 24/7 procedures overseen by senior officers and their deputies on both sides which ensure that vehicles are only released from the truck BCP when sufficient space is available for them to cross. This does not in itself speed up clearance times, but does allow drivers to rest to some extent and to make use of refreshment facilities.	Would this recommendation apply for other BCPs and be accepted by all concerned?	Yes, see point 8.	
32	"Hotlines" were established at several BCPs, such as at Koidula in Estonia for contact with Pechory / Kunichina Gora BCP. In that case, given the very close cooperation between Estonian Border Guards and Customs, the link was in effect for all services.	Would this recommendation apply for other BCPs and be accepted by all concerned?	Yes, Latvian border authorities have such type of links with counterparts at the other side of the border	
33	There have also been cases of short term deployments of BMA	Can this experience be exploited and cooperation agreements be	Joint operations provide a synchronization of	

No.	Findings	Related question	Answer	Comment
	personnel between BCPS. In April 2012 Russian Border Guards were due to be based at Terehova during Operation ZAPAT, a joint exercise against illegal migration. In June 2012, there will be extended cooperation between all the BMAs of Poland, Belarus and Russia regarding ensuring speedy processing of football supporters travelling to Poland for the European football championships. These special measures will, the PT was informed, involve some forms of API use. P. 30	standardized as joint cross border cooperations? Note: this would trigger discussions on communications (e and r); could joint standards be discussed as *Tetra?*	land external borders control and surveillance efforts enabling the Integrated Border Management approach. Frontex Focal Points, as permanent platforms for professional assistance, experience exchange and training at the spot, should be also considered as an important tool.	
34	automated exchanges of data enabling the accuracy of export and import valuations and regular operational meetings should take place. These operational meetings would seek to build upon the automated exchanges of core declaration data by discussing ways of dealing with particular tactical cases of mutual concern, within the context of dealing with the generic challenges, rather than simply dealing with each case as it comes. In view of the importance of this issue, it is now discussed further, immediately below.	Would Eastern partners accept use of EU standardized software (similar to ASYCUDA) to operate cross border?	na	
35	extensive and early efforts be taken to introduce long term automatic sharing of risk profiling information and the	Would this recommendation be acceptable based on joint e-system available?	Yes, but in long term perspectives	

No.	Findings	Related question	Answer	Comment
	mutual recognition of Authorised Economic Operators between Schengen Area states and Customs Union states			
36	need for enhanced exchanges and the carrying out of special joint information exchange exercises, and the long term deployment of staff between states in relation to both the operational and "IT technical" aspects of information exchange.	Would this recommendation be acceptable based on joint e-system available?	There are no plans for long term deployment of staff in this regard.	
37	key ways of reducing physical inspections would be to agree on criteria for mutual recognition of Authorised Economic Operators and the monitoring of their future compliance. Given that transport operators reported that clearance times were relatively short when entering or leaving Finland, there would also be opportunities for comparing the reasons for this with challenges experienced between Russia and Estonia and Latvia respectively. P. 32	Would this recommendation be acceptable based on joint e-system available?	Yes	
38	Furthermore, in the case of Poland and southward, e.g. the countries which are not directly connected to the Russian railway system such as the Baltic States and Finland and are not party of the SMGS, the consignment notes must be changed from SMGS13 to CIM14 and the other way around as appropriate. This process takes	Would it be acceptable to 9. deploy automated translations from SMGs to CIM and vice versa? Alternatively to unify consignment notes? 10. Data to be transmitted by e-system 11. Make joint operational use of equipment for detections? 12. Make joint use of risk management system?	Yes	

No.	Findings	Related question	Answer	Comment
	place on the cargo station close to the border. P 53 Unification of the types of consignment notes would also improve cargo flows			
39	The lack of integration of IT systems, especially in the Customs Union, requiring the entry of the same data in several different systems is a major factor that increases the duration of the actual processing without adding value to the process.	Would it be acceptable to establish integrated IT system, or to assist extending existing ones?	Establishment of the integrated IT systems within EU is the main objective intended to follow the movement of the goods and flow of the information between customs procedures. See answer to Q19.	
40	There is limited use of continuous or automated risk profile information sharing between the Schengen Area and the CU. While generic risk profiling information is exchanged, all parties consulted stressed that the needs and priorities of the Schengen Area and the CU are different, with the CU placing much greater emphasis on fraud risks through undervaluation of goods. There is a need to coordinate and enhance the quantity and especially the quality of operational risk assessment information between the Schengen Area and the CU, taking into account the greater dependence of the CU on import duties and that the true unit values of goods imported into the CU tend to be significantly higher than goods	Would it be acceptable to 7. establish integrated IT system, or to assist extending existing ones? 8. Make joint operational use of equipment for detections? 9. Make joint use of risk management system?	See answer to Q19. 1. Latvia as all EU countries is faced with risk analysis for safety /security needs not only the one with fiscal purposes. 2. Latvian, Estonian and Lithuanian customs authorities are working for the joint operational use of Vehicle and Container Automatic Identification System on the external EU boarders with Russia and Belarus. It is not practically possible to make joint operational use of special technical equipment, e.g., scanners, scale, located at EU and non-EU side for detections, but Latvia with non-EU partners negotiates the possibility of acknowledging results of particular controls made at the other side of the	

No.	Findings	Related question	Answer	Comment
	exported to the EU. This obviously leads to greater opportunities for valuation fraud.		border. 3. We think that it is not acceptable because of different objectives and priorities of the Schengen Area and the CU. As we mentioned before it might be difficult to manage such a system. But in our opinion the guidelines for risk management systems must be developed and taken into consideration by all parties (standards of exchange, storage of information, technical requirements, etc.).	
41	Key Performance Indicators should be created to ensure early monitoring of results, simultaneously on both sides of the border, and in agreeing on what data categories are material and which are less material in that errors can be tolerated, at least in relation to allowing immediate crossing without return or the obtaining of wholly correct documents. Such deployments should also be developed further by Border Guards, noting the very recent planned exchange of staff between Lithuania and Belarus in relation to illegal migration. In the longer term, consideration should be given to the manning of joint BCPs where most or ideally all relevant procedures are carried out at one site.	Would it be acceptable to 5. establish KPIs for all services/activities? 6. discuss joint BCPs operations?	Yes	

No.	Findings	Related question	Answer	Comment
42		How and to what extent is implemented one stop shop principle at road BCPs (Latvian side), plans for future?	Level of implementation depends on existing infrastructure at the BCP.	
43		How are implemented Single Window in Latvia and its impact on BCP procedures?	There is a kind of single window at Latvian ports (using SafeSeaNet). It is planned to extend this system and link with the e-customs systems.	
44		What future measures are planned to be implemented by Latvian border authorities for improvement of work at road and rail BCPs, any strategies in place?	See above	
45		Cooperation and interaction with BCPs authorities at Russian side of the border: current forms, weaknesses and limitations, ways of improvement.	Customs cooperation at the level of BCPs needs to be approved, especially in terms of trucks flow management. The cooperation with the Border Guard of the Russia and Belarus is Border delegates (representatives) institution) exists for many years and proved to be sufficient taking into account cooperation needs.	
46		What can be proposed Russian/Belarus counterparts for elimination bottlenecks and queues at the BCPs?	Fully paperless environment, integration of customs information system with phyto- and vet IT systems, improvement of automated risk analysis system, post clearance audit and AOE.	
47		Good procedural and technologic practices introduced at overall or specific Latvian BCPs,	No recommendations	

No.	Findings	Related question	Answer	Comment
		what can be proposed to Russian/Belarus counterparts.		
48		Joint work at road border crossing points with Russia:	No plans for joint work with Russia and Belarus at the road BCPs	
49		- To what extent it is possible and feasible?	Exchange of information on controls.	
50		- What would need to be done for introduction of joint work?	There is a need for an bilateral agreements between countries, amendments to the Shengen Code, so far it is not possible at the EU external borders	
51		- What are possibilities for such type of rearrangements at specific BCPs using available infrastructure at both sides of the border.	The possibility depends on what technical equipment and facilities are on both sides of the border in the specific BCPs. Conditions can be different at different BCPs	
52		Joint work at rail border crossing points with Russia:	No plans for joint work with Russia and Belarus at the rail BCPs	
53		- To what extent it is possible and feasible?	It could be difficult due to long distances between the border line and border railway stations. Possibilities (border railway station or on board in moving train) should be considered for each BCP separately	
54		- What would need to be done for introduction of joint work?	There is a need for an bilateral agreements between countries, amendments to the Shengen Code, so far it is not possible at the EU external borders	
55		- What are possibilities for such type of	Railway infrastructure is not	

No.	Findings	Related question	Answer	Comment
		rearrangements at specific BCPs using available infrastructure at both sides of the border.	adopted to such rearrangements	
56		What can be done in terms of IT network development for data on goods, vehicles, and travelers being received on one side of the border be made available cross border?	It is necessary to create a legal basis, first of all at the EU level. The data to be transferred about persons and goods should be only in the amount necessary for border crossing procedures.	
57		What would be the most suitable Master Plan (technologic scheme, workflow) for future newly built jointly operated BCPs with Russian/Belarus?	No recommendations	
58		What impact on BCPs workflow has introduction of a compulsory web based system for pre arrival declaration of imports of goods in Russia since 17th June 2012?	So far it is difficult to assess.	

Answers of the Lithuanian experts to the questionnaire

No.	Issues	Related question	Answer	Comment
1	Solution to the challenge of reducing delays in the movement of people and goods while maintaining the security of physical and fiscal borders.	What are your detailed measures to reducing delays? specify location, time schedule, expected improvement	Cooperation agreement on pre-notification of exceptional situations at the road BCPs was has been signed by the heads of Lithuanian and Belarusian customs services. Russian Customs have sent a similar draft agreement proposal for Lithuanian customs. Currently, this draft is under consideration by other relevant Lithuanian institutions.	
2	The infrastructure related bottlenecks	What infrastructure measures do you plan to enhance the BCP? specify location, time schedule expected improvement	The priorities are as follows: - Medininkai BCP reconstruction at the border with Belarus, including widening of the road stretch the BCP and border line, construction of the vehicle parking	

No.	Issues	Related question	Answer	Comment
			terminal in the proximity to the BCP; - Installation of electronic protection system at the railway section between Stasylos railway BCP and the Lithuanian - Belarusian border. - There is an agreement between Lithuanian and Russian authorities to build a new bridge across Nemunas river and road BCP Rambynas-Dubky for cargo traffic, as the expansion possibilities of current Panemune-Sovetsk road BCP are limited due to location in the town areas. - Modernization of local BCPs at the border with Belarus with prospects of changing their status to international BCP for passenger traffic following appropriate agreements with Belarus. Time schedules of constructions are not defined yet.	
3	The number of procedures involved in the movement of freight, where the delays are greatest.	Do you plan to reduce the number of processes in the movement of freight? specify the reduction, location, time schedule expected improvement	Currently principle of one-stop is realized at the road BCP, border guards and customs check means of transportation together	
4	Information system, communication networks, information readers, Advance Passenger Information (API) for both coach and rail transport.	Do you plan to upgrade your equipment? specify the changes planned, location, time schedule expected improvement	Information system, communication networks of customs and border guard services are under continuous upgrading. Effectiveness of information readers for passenger trains depends on the ability to work in online regime and quality of communication lines. There could be technical possibilities for obtaining Advance Passenger Information at rail transport, as national passenger information system is interlinked with railway systems of neighbouring countries.	

No.	Issues	Related question	Answer	Comment
			Legal aspects of information exchange are more important. API for coach transport seems to be realistic in long term prospective.	
5	Cross border exchanges of Customs data and implementation of the aims of the TIR Convention	Do you plan to improve systematic cross border customs data? specify the changes planned, location, time schedule expected improvement	No national plans so far. Currently, there is a possibility to submit to customs electronically the cargo information via the carriers association's Linava information systems. Carriers can present TIR carnet data to Lithuanian customs using a system IRU TIR-EPD. International data exchange is to the larger extent the European Union's competence. Lithuanian Customs (among other 13 customs authorities of the EU Member States participates in the European Union and the Russian Federation project SPEED. This Pilot project with an objective to provide the Federal Customs Service of the Russian Federation with advance information available on the TIR Carnet by electronic means was launched in 2009.	
6	Need to use Automatic Number Plate Recognition (ANPR) systems on national and transnational bases.	Do you plan to deploy modern ANPR on national and transnational bases or upgrade? specify the changes planned, location, time schedule expected improvement	At national level, ANPR system is installed at all road BCPs, 3 railway stations and Klaipeda sea harbor. At international level, currently is under implementation a joint project with Latvian and Estonian customs on connecting national ANPR systems of these countries.	
7	Russian's accession to the WTO with resulting reductions in duty rates.	Russian & Belarus customs: Are you preparing reductions in sequential customs procedures in view of the WTO accession? Specify the changes planned, location,	na	

No.	Issues	Related question	Answer	Comment
		time schedule expected improvement, ways and means of cooperation and information exchange cross border.		
8	Queue management systems alongside the provision of off road parking at suitably equipped terminals.	Do you plan to expand modern queue management system? specify the changes planned, location, time schedule expected improvement	The BCPs Directorate under the Ministry of transport is responsible for queue management at the access roads to BCPs, private security companies are hired for these purposes. Following Estonian practices in order to optimize vehicles access to the road BCPs in Lithuania was launched a tender for the acquisition of electronic queue management information system. The system should be implemented in Kybartai, Lavorishkes, Medininkai, Panemune, Ramoniskes road BCPs until 2015, starting next year from Kybartai BCP where a waiting site already exists near the BCP facilities. The system should provide an opportunity to pre-book border crossing time, regulate access to the BCP by pre-registered and not registered vehicles.	
9	Secondment and deployments of staff between adjacent BCPs	Do you plan long term secondment of staff? specify the changes planned, location, time schedule expected improvement	No plans so far	
10	Transport corridors	Which transport corridors in the ND area can be a priority for further development?	The most important for Lithuania is East-West transport corridor (EWTC) and participation in the initiatives of EWTC Association. The East-West Transport Corridor contributes to sustainable development by connecting hubs and facilitating transport needs on growing markets along the route between Baltic Sea	

No.	Issues	Related question	Answer	Comment
			Region countries and countries to the East to China.	
11	The suggested locations are Storskog (Kirkenes) – Borisoglebsk (Norway – Russia), Valimaa – Trorfyanovka and Nuijimaa-Brusnichnoe (Finland – Russia), Narva – Ivangorod and Luhamaa – Shumilhino (Estonia – Russia), Terehova – Burachki and Grebneva – Ubylinka (Latvia – Russia), Kybartu-Chernyshevskoe (Lithuania- Russia – Kaliningrad) and Medininkai – Kamenny log (Lithuania – Belarus) and all the Polish – Belarus crossing points in the immediate area of Terespol / Koroszczyn and Brest, together with Gronowo – Mamonovo or Bezledy -Bagrationovsk (both Poland – Kaliningrad).	Are these locations a priority for you? What is needed to be done in these locations on your side for improvement of traffic flow?	Currently, in accordance the Government 2012-10-03 decision 60 the highest priority is given to Medininkai - Kamenyj Log BCP.	
14	Pre-arrival information	13. What pre-arrival information is available at each BCP; time in advance to the physical arrival, type of information: y. Road freight z. Road pax aa. Rail freight bb. Rail pax 14. Do you execute this pre-arrival information cross border to the Schengen States? m. Road freight n. Road pax o. Rail freight p. Rail pax 15. Do you receive such pre-	Prior information about imported goods to the customs territory of the Community for road transport should be submitted 1 hour, railway transport - 2 hours in advance. 2. Lithuanian border agencies do not provide pre-arrival information cross border to the neighbouring countries, except through the SPEED system (see above point 5). 3. Lithuanian border agencies do not receive	

No.	Issues	Related question	Answer	Comment
		arrival information cross border from Schengen sates? m. Road freight n. Road pax o. Rail freight p. Rail pax	any pre-arrival information cross border from the neighbouring countries.	
15	The implementation of the Definition of the Core Transport Network in the Northern Dimension area, TIR Convention and the international Convention on the Harmonisation of Frontier Controls of Goods should be a priority for the ND countries	Do you agree with this recommendation?	Yes	
16	Currently Russian Customs fulfil control on behalf of other Federal Control Agencies.	9. Does Customs integrate electronically all services **and** the private sector concerned? 10. Are the relevant data being transmitted internationally?	So far IT systems of Veterinary and Phyto services are not connected with Customs information system. Lithuanian Customs plan to introduce e-single window, and this system envisages integration of the border control services.	
17	Authorized Economic Operator	Is the concept of the Authorized Economic Operator (AEO) acceptable to reduce physical inspections at BCPs?	Yes	
19	The concept program e-Customs 2011 – 2015, Belorussian Customs	Do you practice/foresee interagency and international e-information and cooperation? If foreseen: specify the changes planned, location, time schedule expected improvement	Interagency e-information exchange, see point 16 above. International data exchange is the European Union's competence.	
20	Implementation of Non-Intrusive Inspection (NII) equipment and construction of logistics terminals.	If foreseen: specify the changes planned, location, time schedule expected improvement	X-ray equipment for cargo vehicles control has been installed at Medininkai BCP in October 2012. It is planned such type of equipment to be provided for Kybartai road BCP. Creation of three public logistic centres in the regions of Vilnius,	

No.	Issues	Related question	Answer	Comment
			Kaunas and Klaipeda is specified in the Transport Strategy adopted by the Government of the Republic of Lithuania	
21	- Faster movement of empty trucks - Delays due several sequential inspections (x rays, physical examination) and bad weather, delays due to shift changes and incorrect completion of import declarations	What can be done in this respect?	In all Lithuanian international road BCPs are designated separate lanes for empty vehicles. However, empty vehicles so far have to wait in common queue with other trucks. There aren't adequate lanes at the other side of the border that devaluates such measures.	
22	A recent pilot scheme for submission of transit data to Russia via the NCTS SPEED platform (the EU New Computerised Transit System for use by economic operators eligible to use Simplified Procedures) has not - yet - resulted in reductions to crossing times.	Is there readiness to extend the pilot based on MoUs accepted by all countries concerned?	This is a competency of the EU level for further extension.	
23	Malfunctions in IT system work	Can sufficient number of mobile equipment and exploitation of high speed and broad band data access infrastructure contribute to improve operational speed for bona fide travelers and goods?	Yes, it can, because the failures and malfunctions of IT systems affect negatively the cross border traffic flow.	
24	It is noted particularly that where batch systems are operated, with no movement until all participants in a group (e.g. of trucks) have been processed, movement is significantly slower than when continuous flow systems are applied.	Can you comment and recommend?	Access of BCPs in groups slows down traffic flow and decrease throughput of BCPs.	
25	Customs ability to perform transport control and documentary control on behalf of the	Can the concentration process be supported and continued based on e-net available linking all concerned (intra-agency, inter-agency,	E-network is the best way for implementation of one stop and single window initiatives that cannot be supported only by legal	

No.	Issues	Related question	Answer	Comment
	phytosanitary and veterinary inspection and other services.	international)?	agreements and constructional rearrangements.	
26	Weigh control takes several minutes, but with a queue can often take about one hour.	Can weighbridge be omitted based on weight certificate accepted? Alternatively drive through weighing?	Both options are subject of discussion, and their implementation depends on the risk assessment and the consequences thereof.	
27	Transport control can take more time for exit, when drivers obtain driving permits to the EU countries in the BCP.	How to avoid related delays? Can the common e-net linked intra- and interagency, providing special link cross border, be helpful in this respect	All interdepartmental initiative based on IT operating principles facilitate and speed up border crossings and should be considered as a priority.	
28	Many drivers and operators explained that minor errors resulted in them having to get new documentation and a result their place in the queue was lost.	What can be done in this respect? Can higher degree of licence be allowed to operators for mistakes which are not felt to be significant? Can all relevant ND customs recommend jointly the close cooperation and identification of licences being accepted?	Import and export declarations are submitted to the Lithuanian customs in electronic way. The electronic system itself selects and records the occasional errors that customs agents can see and fix. Transport operators must first clarify the requirements of the import country, to prepare themselves adequately and correctly complete documents, in order to avoid errors in the declarations.	
29	Challenges in relation to illegal migration and the proper processing of asylum seekers and the use of false documents.	Would ND countries establish and operate joint information system based on SELEC[102] (ex SECI) or similar experience?	Mechanisms of exchange of information in the frame of Baltic Sea Region Border Control Cooperation are also useful in this respect.	
30	Delegation of responsibilities (Border Guard – Customs)	- Can be basic customs checks of passenger traffic be undertaken by Border Guards as improvements in passport integrity technology frees up resources for other purposes? - Delegation of passport checks at cargo lines for customs officers - Would you accept these recommendations based on	In Lithuania at local traffic BCPs with Belarus, where people travel without commercial quantities of goods, all checks are carried out only by the Border Guard officers. Such an approach could in principle be applicable for passenger car lanes, crossed without declared	

[102] Convention of the Southeast European Law Enforcement Center (SELEC)

No.	Issues	Related question	Answer	Comment
		e-net availability (joint risk assessment data base internationally linked) to ensure that full and transparent information is being available through automated procedures?	items (green corridor). The passport control at cargo traffic lanes may be delegated to the customs (according to Finnish customs practices) because this authority, checking vehicles and goods, as well as requires proof of person's identity.	
31	Traffic flow management between both sides of the border	Current practices and what can be done in terms of improvement of cooperation in traffic flow management between both sides of the border?	In customs experts' opinion, cargo traffic movement should be coordinated exclusively by customs services at both sides. Regulation (EC) No. 450/2008, Article 26 provides the customs with coordinating role.	
32	"Hotlines" and border delegates.	How can be improved use of "Hotlines" for cooperation at the both side of the border? How do you use the border delegates institution for interests of customs and other agencies? (border delegates institution initially build as a tool for cooperation between border guards at the both sides of the border)		
33	There have also been cases of short term deployments of BMA personnel at the other side of BCP in frame of joint operations.	Can this experience be exploited and cooperation agreements be standardized as joint cross border cooperations? Note: this would trigger discussions on communications (e and r); could joint standards be discussed as *Tetra?*	We agree that competent officials of both neighboring countries have to possess compatible means of communication that allow solving quickly throughput issues at the BCP.	
34	Automated exchanges of data enabling the accuracy of export and import valuations and regular operational meetings should take place.	Would Eastern partners accept use of EU standardized software (similar to ASYCUDA) to operate cross border?	It can be said that the EU hasn't a single information system for processing and there aren't any plans for creation such a system. on the basis of specifications harmonized by the EU and its Member States there are in place or under development several systems to	

No.	Issues	Related question	Answer	Comment
			automate processes. Currently, they do not have functions of data exchange with third countries. The exception is the NCTS system used by the Common Transit Convention, which include and non-EU countries.	
35	Introduction of long term automatic sharing of risk profiling information and the mutual recognition of Authorised Economic Operators between Schengen Area states and Customs Union states	Would this recommendation be acceptable based on joint e-system available?	Yes, but international data exchange, including exchange of risk profiles, mutual recognition of Authorized Economic Operators is the European Union's competence rather than national.	
36	need for enhanced exchanges and the carrying out of special joint information exchange exercises, and the long term deployment of staff between states in relation to both the operational and "IT technical" aspects of information exchange.	Would this recommendation be acceptable based on joint e-system available?	Assuming that the data exchange to resolve the legal issues, it makes sense to talk not about a single (co-created or shared) IT system, but on the ITIL (IT Infrastructure Library) practice building on the collaboration between IT systems and IT staff with focusing on aligning IT services with the needs of business.	
37	Key ways of reducing physical inspections would be to agree on criteria for mutual recognition of Authorised Economic Operators and the monitoring of their future compliance.	Would this recommendation be acceptable based on joint e-system available?	At present we cannot answer this question.	
38	Railway crossings	Would it be acceptable to 13. deploy automated translations from SMGs to CIM and vice versa? Alternatively to unify consignment notes? 14. Data to be transmitted by e-system 15. Make joint operational use of equipment for detections? 16. Make joint use of risk management system?	1. The customs apply for Lithuanian Railways a simplification that SMGS and CIM bills can be used as customs declarations and may be submitted electronically. 2. At present we can talk about the exchange of data between the railway services of electronic systems and between each country's customs and railway services, but not about data exchange	

No.	Issues	Related question	Answer	Comment
			between customs authorities. 3. From technical point of view, we can talk about the exchange of the results of risk assessment, but the legal problems of data transmission should be solved.	
39	The lack of integration of IT systems requires the entry of the same data in several different systems and increases the duration of the actual processing.	Would it be acceptable to establish integrated IT system, or to assist extending existing ones?	Both options could be considered.	
40	There is limited use of continuous or automated risk profile information sharing between the Schengen Area and the CU.	Would it be acceptable to 10. establish integrated IT system, or to assist extending existing ones? 11. Make joint operational use of equipment for detections? 12. Make joint use of risk management system?	Due to confidentiality of information used for risk profiles development rules, different national and departmental information protection policies, the integrated IT system does not seem realistic. Therefore, we can talk only about the exchange of data on the results of risk assessment, but first must be resolved legal issues of data exchange	
41				
42	One stop shop	How and to what extent is implemented at your side of border, plans for future?	The one stop shop principle at road BCPs at Lithuanian side is realized.	
43	Single Window	How are implemented Single Window in your country and its impact on BCP procedures?	Lithuania Customs together with its partners: the State Food and Veterinary Service, the National Paying Agency under the Ministry of Agriculture, the Cultural Heritage Department of the Ministry of Culture and the State Enterprise Centre of Registers is implementing a project on electronic submission of customs declarations using the 'one stop shop' electronic service. It is believed that the created information system will be used by	

No.	Issues	Related question	Answer	Comment
			the vast majority of people and shorten the processing time for all procedures.	
44	Planned measures	What future measures are planned to be implemented by your border authorities for improvement of work at road and rail BCPs at the border with the Northern Dimension countries, any strategies in place?	The action plan for BCPs development strategy is under elaboration by the Ministry of Transport with involvement of border control institutions.	
45	Cooperation and interaction	Cooperation and interaction with BCPs authorities at the other side of the border: current forms, weaknesses and limitations, ways of improvement.	Cooperation with customs authorities of neighboring countries is based on signed agreements and operational protocols. In the future, could be held common meetings of all the border services at least once a year to discuss border crossing facilitation issues.	
46		What can be proposed for your counterparts at the other side of the border for elimination bottlenecks and queues at the BCPs?	Joint working group of representatives from Lithuania and Belarus authorities should be set up for Medininkai-Kamenyj Log BCP infrastructure development issues to coordinate. The BCP development project could be included in the European Neighbourhood Partnership Instrument 2012-2017 years for the CBC Programme Latvia-Lithuania-Belarus "	
47	Good procedural and technologic practices	Good procedural and technologic practices introduced at overall or specific Lithuanian BCPs, what can be proposed to other Northern Dimension countries.	The best practices include the agreement between the Lithuanian and Belarusian customs services on prior information exchange about the exceptional situation at the BCPs and limits of vehicles that have to be processed by both sides per hour and per 24 hours.	
48	Joint work at road border crossing points	Joint work at road border crossing points with neighbouring country:		
49		- To what extent it is possible	The joint work can be	

No.	Issues	Related question	Answer	Comment
		and feasible?	applied for passenger traffic control in the territory of the entry country. This practice has been carried out at the Polish-Lithuanian and Lithuanian-Latvian BCP until 1 May 2004 by customs services. (Accession to the EU) and by Border guard services until joining the Schengen area.	
50		- What would need to be done for introduction of joint work?	Amendments to EU laws and agreements with adjacent country	
51		- What are possibilities for such type of rearrangements at specific BCPs using available infrastructure at both sides of the border.	Each BCP should be considered specifically	
52	Joint work at rail border crossing points	Joint work at rail border crossing points with neighbouring countries:	No joint work at present.	
53		- To what extent it is possible and feasible?	There is under consideration a possibility to run the high-speed train route from Vilnius to Minsk, where the control services perform checks only at the departure and arrival railway stations.	
54		- What would need to be done for introduction of joint work?	Must be set made a working group of representatives of Lithuania and Belarus institutions to examine all legal aspects of such arrangements.	
55		- What are possibilities for such type of rearrangements at specific BCPs using available infrastructure at both sides of the border.	Currently BCPs infrastructure does not present such opportunities.	
56	IT network development	What can be done in terms of IT network development for data on goods, vehicles, and travellers being received on one side of the border be made available cross border?	This requires the creation of interoperable information systems, secure data exchange via the Internet. Must be resolved data security, systems compatibility and other issues	
57	Master Plan	What would be the most suitable Master Plan (technologic scheme, workflow) for future newly built jointly operated BCPs with neighbouring countries?	Some common guidelines could be considered by a working group of representatives from the European Commission and the	

No.	Issues	Related question	Answer	Comment
			Belarus-Kazakhstan-Russia Customs Union.	
58	Pre arrival declaration of imports of goods	What impact on BCPs workflow has introduction of a compulsory web based system for pre arrival declaration of imports of goods in Russia since 17th June 2012?	No noticeable impact so far.	

Answers of the Norwegian experts to the questionnaire

No.	Issues	Related question	Answer	Comment
1	Solution to the challenge of reducing delays in the movement of people and goods while maintaining the security of physical and fiscal borders.	What are your detailed measures to reducing delays? specify location, time schedule, expected improvement	There no major delays at the Norwegian side (Storskog) of the border in connection with exit. Short delays may occur on entry due to controls. However, trade request predictable regulations for transport of goods over Storskog/Borisglebsk. It is important that the customs authorities inform each other of changes in current regulations, and have a dialog regarding simplification of carriage of goods, and in the same time maintain the necessary controls.	
2	The infrastructure related bottlenecks	What infrastructure measures do you plan to enhance the BCP? specify location, time schedule expected improvement	Increased centralisation within Russian customs has lead to challenges in connection with transport of goods over Storskog/Borisglebsk. Transport of goods over the NO/RU border is therefore very limited. We have therefore no plans of introducing any specific infrastructure measures. New facilitations on the Norwegian side is recently opened.	
3	The number of procedures involved in the movement of freight, where the delays are greatest.	Do you plan to reduce the number of processes in the movement of freight? specify the reduction, location, time schedule expected improvement	We have no specific plans of reducing the number of processes in the movement of freight. However, we see a need for dialog between the different authorities in NO and RU e.g. the Norwegian Health Authorities and their Russian colleagues re simplifications.	

No.	Issues	Related question	Answer	Comment
4	Information system, communication networks, information readers, Advance Passenger Information (API) for both coach and rail transport.	Do you plan to upgrade your equipment? specify the changes planned, location, time schedule expected improvement	The Norwegian customs authority has no plans for upgrading our equipment.	
5	Cross border exchanges of Customs data and implementation of the aims of the TIR Convention	Do you plan to improve systematic cross border customs data? specify the changes planned, location, time schedule expected improvement	Exchange of customs data are discussed within the framework of WCO. Globally Networked Customs (GNC) may in the future be used for exchange of customs data between customs administrations. Both NO and RU are Contracting Parties to the TIR-convention. Electronic TIR (eTIR) are discussed within UNECE in Geneva.	
6	Need to use Automatic Number Plate Recognition (ANPR) systems on national and transnational bases.	Do you plan to deploy modern ANPR on national and transnational bases or upgrade? specify the changes planned, location, time schedule expected improvement	No. ANPT has been a test project in one custom region, however, we have no plans of expanding the project to ND.	
7	Russian's accession to the WTO with resulting reductions in duty rates.	Russian & Belarus customs: Are you preparing reductions in sequential customs procedures in view of the WTO accession? Specify the changes planned, location, time schedule expected improvement, ways and means of cooperation and information exchange cross border.	----------	
8	Queue management systems alongside the provision of off road parking at suitably equipped terminals.	Do you plan to expand modern queue management system? specify the changes planned, location, time schedule expected improvement	No plans.	
9	Secondment and deployments of staff between adjacent BCPs	Do you plan long term secondment of staff? specify the changes planned, location, time schedule expected improvement	A certain circulation of staff already exist within the customs region concerned, however, new customs officers will be considered.	
10	Transport corridors	Which transport corridors	We have only one transport	

No.	Issues	Related question	Answer	Comment
		in the ND area can be a priority for further development?	"corridor" between NO and RU = Storskog/ Borisglebsk.	
11	The suggested locations are Storskog (Kirkenes) – Borisoglebsk (Norway – Russia), Valimaa – Trorfyanovka and Nuijimaa-Brusnichnoe (Finland – Russia), Narva – Ivangorod and Luhamaa – Shumilhino (Estonia – Russia), Terehova – Burachki and Grebneva – Ubylinka (Latvia – Russia), Kybartu-Chernyshevskoe (Lithuania- Russia – Kaliningrad) and Medininkai – Kamenny log (Lithuania – Belarus) and all the Polish – Belarus crossing points in the immediate area of Terespol / Koroszczyn and Brest, together with Gronowo – Mamonovo or Bezledy - Bagrationovsk (both Poland – Kaliningrad).	Are these locations a priority for you? What is needed to be done in these locations on your side for improvement of traffic flow?	The transport corridor Storskog/ Borisglebsk is a priority for the Norwegian customs. We have discussed the following measures for improving the traffic flow: • Strengthen the dialog between the Russian and Norwegian customs authorities to contribute to predictable framework condition for customs clearance. • Work for expansions of type of goods to be transporter over the NO/RU border. Today Russian authorities only permit certain type of goods to be transport over this border. E.g. must high cost equipment be handled in St. Petersburg. • Make changes/additions in the bilateral agreement with RU.	
14	Pre-arrival information	16. What pre-arrival information is available at each BCP; time in advance to the physical arrival, type of information: cc. Road freight dd. Road pax ee. Rail freight ff. Rail pax 17. Do you execute this pre-arrival information cross border to the Schengen States? q. Road freight r. Road pax s. Rail freight	1. Pre-arrival information must be presented for all transport of goods (personal belongings are excluded from pre-arrival) to/from Russia. The pre-arrival information must be sent in electronically to the customs one hour prior to entry/exit. 2. The pre-arrival information must be declared for goods coming or going directly from third countries (countries outside the EU).	

No.	Issues	Related question	Answer	Comment
		t. Rail pax 18. Do you receive such pre-arrival information cross border from Schengen sates? q. Road freight r. Road pax s. Rail freight t. Rail pax	Norway has an agreement with the European Union regarding exchange of security data. We therefore neither receive nor send pre-arrival information from/to Schengen states.	
15	The implementation of the Definition of the Core Transport Network in the Northern Dimension area, TIR Convention and the international Convention on the Harmonisation of Frontier Controls of Goods should be a priority for the ND countries	Do you agree with this recommendation?	Norway is a Contracting Party to both the TIR Convention and the international Convention on the Harmonisation of Frontier Controls of Goods and we will follow the obligations and recommendations according to the conventions.	
16	Currently Russian Customs fulfil control on behalf of other Federal Control Agencies.	11. Does Customs integrate electronically all services **and** the private sector concerned? 12. Are the relevant data being transmitted internationally?	1. No 2. No data is transmitted electronically to RU.	
17	Authorized Economic Operator	Is the concept of the Authorized Economic Operator (AEO) acceptable to reduce physical inspections at BCPs?	Norway has implemented the concept of AEO according to the SAFE framework of standards. Norway has, however, no agreement with Russia regarding AEO. If such an agreement would be introduced in the future, physical control may be reduced.	
18				
19	The concept program e-Customs 2011 – 2015, Belorussian Customs	Do you practice/foresee interagency and international e-information and cooperation? If foreseen: specify the changes planned, location, time schedule expected improvement	----------	
20	Implementation of Non-Intrusive Inspection (NII) equipment and	If foreseen: specify the changes planned, location, time schedule expected improvement	No plans on the Norwegian side.	

No.	Issues	Related question	Answer	Comment
	construction of logistics terminals.			
21	- Faster movement of empty trucks - Delays due several sequential inspections (x rays, physical examination) and bad weather, delays due to shift changes and incorrect completion of import declarations	What can be done in this respect?	There are no major delays on the Norwegian side of the border.	
22	A recent pilot scheme for submission of transit data to Russia via the NCTS SPEED platform (the EU New Computerised Transit System for use by economic operators eligible to use Simplified Procedures) has not - yet - resulted in reductions to crossing times.	Is there readiness to extend the pilot based on MoUs accepted by all countries concerned?	Norway has very limited commercial traffic over Storskog/Borisglebsk, and we have therefore no plans of connecting to the SPEED platform.	
23	Malfunctions in IT system work	Can sufficient number of mobile equipment and exploitation of high speed and broad band data access infrastructure contribute to improve operational speed for bona fide travellers and goods?	Norway already has sufficient network.	
24	It is noted particularly that where batch systems are operated, with no movement until all participants in a group (e.g. of trucks) have been processed, movement is significantly slower than when continuous flow systems are applied.	Can you comment and recommend?		na
25	Customs ability to perform transport control and documentary control on behalf of the phytosanitary and veterinary inspection	Can the concentration process be supported and continued based on e-net available linking all concerned (intra-agency, inter-agency, international)?	Norway must follow the regulations for veterinary goods according to our agreement with EU.	

No.	Issues	Related question	Answer	Comment
	and other services.			
26	Weigh control takes several minutes, but with a queue can often take about one hour.	Can weighbridge be omitted based on weight certificate accepted? Alternatively drive through weighing?		na
27	Transport control can take more time for exit, when drivers obtain driving permits to the EU countries in the BCP.	How to avoid related delays? Can the common e-net linked intra- and interagency, providing special link cross border, be helpful in this respect		na
28	Many drivers and operators explained that minor errors resulted in them having to get new documentation and a result their place in the queue was lost.	What can be done in this respect? Can higher degree of licence be allowed to operators for mistakes which are not felt to be significant? Can all relevant ND customs recommend jointly the close cooperation and identification of licences being accepted?	This situation occurs mainly on the Russian side of the border.	
29	Challenges in relation to illegal migration and the proper processing of asylum seekers and the use of false documents.	Would ND countries establish and operate joint information system based on SELEC[103] (ex SECI) or similar experience?	Questions in relation to illegal migration and asylum seekers are under the responsibility of the police and must therefore be answered by the Norwegian police authorities.	
30	Delegation of responsibilities (Border Guard – Customs)	- Can be basic customs checks of passenger traffic be undertaken by Border Guards as improvements in passport integrity technology frees up resources for other purposes? - Delegation of passport checks at cargo lines for customs officers - Would you accept these recommendations based on e-net availability (joint risk assessment data base internationally linked) to ensure that full and transparent information is being available through automated procedures?	The cooperation between Border Guard and Customs is developing. However, this is on a more strategic level. The BCP Storskog will from 2013 be manned with 9 additional customs officers.	

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No.	Issues	Related question	Answer	Comment
31	Traffic flow management between both sides of the border	Current practices and what can be done in terms of improvement of cooperation in traffic flow management between both sides of the border?	Ref our answer to issue no. 5	
32	"Hotlines" and border delegates.	How can be improved use of "Hotlines" for cooperation at the both side of the border? How do you use the border delegates institution for interests of customs and other agencies? (border delegates institution initially build as a tool for cooperation between border guards at the both sides of the border)	No plans.	
33	There have also been cases of short term deployments of BMA personnel at the other side of BCP in frame of joint operations.	Can this experience be exploited and cooperation agreements be standardized as joint cross border cooperations? Note: this would trigger discussions on communications (e and r); could joint standards be discussed as *Tetra?*	Norway has joint customs cooperation at the NO/SE and NO/FI border. However, there has been no discussion with RU re joint cross border cooperation.	
34	Automated exchanges of data enabling the accuracy of export and import valuations and regular operational meetings should take place.	Would Eastern partners accept use of EU standardized software (similar to ASYCUDA) to operate cross border?		na
35	Introduction of long term automatic sharing of risk profiling information and the mutual recognition of Authorised Economic Operators between Schengen Area states and Customs Union states	Would this recommendation be acceptable based on joint e-system available?	Confidential information cannot be exchanged due to national regulations	na
36	need for enhanced exchanges and the carrying out of special joint information exchange exercises, and the long term deployment of staff	Would this recommendation be acceptable based on joint e-system available?		na

No.	Issues	Related question	Answer	Comment
	between states in relation to both the operational and "IT technical" aspects of information exchange.			
37	Key ways of reducing physical inspections would be to agree on criteria for mutual recognition of Authorised Economic Operators and the monitoring of their future compliance.	Would this recommendation be acceptable based on joint e-system available?	Norway has only AEO authorisation for safety and security and not for customs procedures.	
38	Railway crossings	Would it be acceptable to 17. deploy automated translations from SMGs to CIM and vice versa? Alternatively to unify consignment notes? 18. Data to be transmitted by e-system 19. Make joint operational use of equipment for detections? 20. Make joint use of risk management system?	Norway has no railway connection with Russia.	na
39	The lack of integration of IT systems requires the entry of the same data in several different systems and increases the duration of the actual processing.	Would it be acceptable to establish integrated IT system, or to assist extending existing ones?	Confidential information cannot be exchanged due to national regulations.	
40	There is limited use of continuous or automated risk profile information sharing between the Schengen Area and the CU.	Would it be acceptable to 13. establish integrated IT system, or to assist extending existing ones? 14. Make joint operational use of equipment for detections? 15. Make joint use of risk management system?	Confidential information cannot be exchanged due to national regulations.	
41				
42	One stop shop	How and to what extent is	No plans	

No.	Issues	Related question	Answer	Comment
		implemented one stop shop principle at road BCPs at your side of border, plans for future?		
43	Single Window	How are implemented Single Window in your country and its impact on BCP procedures?	No plans.	na
44	Planned measures	What future measures are planned to be implemented by your border authorities for improvement of work at road and rail BCPs at the border with the Northern Dimension countries, any strategies in place?	Norway has in 2010 introduced visa-free travel for citizens in the border region.	
45	Cooperation and interaction	Cooperation and interaction with BCPs authorities at the other side of the border: current forms, weaknesses and limitations, ways of improvement.	Norway has occasionally meeting with the Russian customs authorities re cooperation and interaction.	
46		What can be proposed for your counterparts at the other side of the border for elimination bottlenecks and queues at the BCPs?		na
47	Good procedural and technologic practices	Good procedural and technologic practices introduced at overall or specific Finish BCPs, what can be proposed to other Northern Dimension countries.	Ref our answer in point 11.	
48	Joint work at road border crossing points	Joint work at road border crossing points with neighbouring country:		
49		- To what extent it is possible and feasible?	Not feasible for the time being.	
50		- What would need to be done for introduction of joint work?		na
51		- What are possibilities for such type of rearrangements at specific BCPs using available infrastructure at both sides of the border.		na
52	Joint work at rail border crossing points	Joint work at rail border crossing points with neighbouring countries:	No railway transport between NO and RU	na
53		- To what extent it is		

No.	Issues	Related question	Answer	Comment
		possible and feasible?		na
54		- What would need to be done for introduction of joint work?		na
55		- What are possibilities for such type of rearrangements at specific BCPs using available infrastructure at both sides of the border.		na
56	IT network development	What can be done in terms of IT network development for data on goods, vehicles, and travellers being received on one side of the border be made available cross border?	Not possible due to Norwegian legislation.	
57	Master Plan	What would be the most suitable Master Plan (technologic scheme, workflow) for future newly built jointly operated BCPs with neighbouring countries?	We have for the time being no Master Plan for establishing a common BCP with Russia.	
58	Pre arrival declaration of imports of goods	What impact on BCPs workflow has introduction of a compulsory web based system for pre arrival declaration of imports of goods in Russia since 17th June 2012?	Since transport of goods is very limited over the NO/RU border, we have not received any information from trade of problems related to introduction of a web based system for pre arrival declarations in Russia.	

Answers of the Polish experts to the questionnaire

No.	Findings	Related question	Answer	Comment
1	It is felt that there is no single solution to the challenge of reducing delays in the movement of people and goods while maintaining the security of physical and fiscal borders. Word doc p. 4	What are your detailed measures to reducing delays? specify location, time schedule, expected improvement	Bobrowniki-Berestowica; Kuznica – Bruzgi Infrastructure needs to be developed current capacity is 400 trucks 24/hrs one way, Pax. Kucn 800 cars; 600 at Bobro one way Traffic analysis, focusing infrastructure, equipment, employment, working times of all services at the BCP. ICT applied at the BCP at both sides. Done in 2008 jointly with Belarus Cust. Conclusions and	The situation regarding the movement of people and goods and the necessary measures to reduce the delays are at various BCPs as follows: **1. Road VCPs with Russia** Grzechotki BCP infrastructure is prepared for a lot more freight than ever before. Queues are sporadic and do not arise from the activities of the Customs Service.

No.	Findings	Related question	Answer	Comment
			recommendations made. Improvements implemented by both services, e.g. same working times implemented. Brakes of the services are mutually agreed. On the Belarusian side parking side should be enhanced, but not implemented as yet, due to lack of funds. Polish Customs expect further development on the Bel side. Bel Cust has made plans but lack of funds stop implementation. E. g. another bridge needs to be built across Swislocz river to allow for more traffic. Entrances into the BCP to be widened at Kuz-Bruzgi for both sides. Infrastructure development under implementation at Polowce - Pieszczatko. 2014 expected to be finished and be upgraded to become international status. Truck drivers sometimes spent a brake inside the inspection area and block traffic flow. Polish authorities will establish new regulations to resolve this situation. Internet based Early Warning System has been established (4 times in 24 hrs. updated) to inform drivers for both cars and trucks on queuing situation. The information is exchanged across border to Belarus. The Belarus side informs Pol side vice versa. Heads of the shift communicate messages. If needed	Due to limitation in both directions of freight traffic to the total weight of 6 tons in Gronowo BCP and restriction of movement of up to 7.5 tonnes gross vehicle weight in BCP Gołdap-freight traffic is significantly reduced, there are no significant delays in clearance. Therefore, no specific measures have been introduced to reduce delays. There is a perspective for year 2013-2014 reconstruction of Goldap BCP and improve the infrastructure with additional cargo platform, which will significantly improve the conditions for trade in goods in the eastern part of the province. In the case of BCP Bezledy, delays are common and there is a necessity of eliminating the so-called. "bottlenecks". The freight and passenger traffic is impeded at the boundary line between both national sides having too few lanes for movement. Expanding this space will eliminate the mixing of passengers and freight within it and increase of BCP's througput **2. Road BCPs with Belarus** In the case of passenger crossings

No.	Findings	Related question	Answer	Comment
			higher officials are being informed. After construction works completed LED signs will be in use providing traffic information. The LED starts 10 km before the BCP. LED displays info for different trucks to avoid/reduce waiting. AEOs are accepted for fast processing at the BCP. Still the infrastructure as yet does not allow separate AEO line. Special processing is allowed for certain goods, e.g.. DG (ARD), perishables, animals. Note: BCP traffic regulations are under jurisdiction of BG. Therefore Cust has no legal right to change the situation. Cust reinforces staff at the BCP in view of special situations, e.g. holidays, etc. Electronic queue management as used in Estonia is proposed by Cust. This requires change of legislation. Inter-ministerial decision needs to be taken. Expected by end 2012. Budgets to be earmarked.	queues appear occasionally. In the case of freight traffic, the queues are a problem at Kukuryki / Kozlovichi BCP (Terminal Koroszczyn). The main reason for their formation is not enough speed of procedures at Belarus side. The basic condition for the elimination of queues is the correct implementation by the services in Belarus the procedures approved by the Chief of the Polish Customs Service and the Chairman of the State Customs Committee of the Republic of Belarus in the "Early warning system for the occurrence of an emergency situation on the Polish - Belarusian land border in order to maintain the smooth traffic". In connection with the above-cited document in the years 2011 and 2012 were held a series of Polish/Belarus meetings on the implementation of the abovementioned document. At the Kuznica – Bruzgi road BCP infrastructural conditions at Belarus side (Bruzgi) limit the throughput of the BCP in the direction from Poland to 400 vehicles per day.

No.	Findings	Related question	Answer	Comment
				Therefore, the Polish side sees the need for expansion of border crossing capacity at Bruzgi BCP in the Republic of Belarus, in order to increase throughput to the level equalled the Polish side and the need to increase the number of parking spaces on the side of the Republic of Belarus. Development of border crossings Bobrowniki-Bierestowica and Kuznica-Bruzgi caused increase of their capacity, but the road infrastructure on the border line, connecting national sides of BCPs itself did not change Therefore, there is a need of 1) construction of the second bridge over the river Svisloch in Bobrowniki BCP 2) widening of road between Kuznica BCP facilities and the border line. Clearance time is not always coinciding with the staying time of the vehicle at the terminal. Due to the fact that the border crossing freight traffic in Bobrowniki and Kuznica are the type of terminal Export terminals parking capacity - 96 places in Kuznica and 42 places in Bobrowniki, after completion of clearance vehicles usually expect to enter the BY. Often the driver when

No.	Findings	Related question	Answer	Comment
				entering the terminal does not report to the clearance or after the clearance did not go to the BY - taking time off to rest (treating the clearance terminal as a parking lot). That blocks the terminal, as other vehicles standing in line before the border crossing point, cannot entry the terminal. Therefore, the Customs considers the possibility of adopting legal regulations preventing the formation of a similar situation. In order to prevent disturbances in the flow of traffic in freight and passenger border crossings are conducted the following activities: - launching so called Early Warning System, - if the volume of traffic is increasing, to strengthen the most loaded lines by moving officers from other jobs, - planning work time and annual leaves officers to ensure smooth traffic flow, especially on weekends, - maintain permanent contacts with

No.	Findings	Related question	Answer	Comment
				the Belarusian side on the level of shift managers and heads of units After a visit of Polish officers to the Estonian Tax and Customs Board, Customs experts have developed a report on the possibility of introducing a system of "queue management". At present, ongoing analysis and consultations related to the introduction of possible solutions for the electronic registration of border crossing time. At the moment construction of road BCP Połowce-Pieszczatka and rail BCP Siemianówka-Svisloch is ongoing. Expansion of the abovementioned BCPs is funded the Swiss-Polish Cooperation Programme.
2	particularly that the non-infrastructure bottlenecks apply to all BCPs to some extent, and that infrastructure issues impact on other issues and vice versa. This thinking has to be considered throughout the Report. While physical infrastructure issues are highlighted, such as the need for more bridges at river crossings, the	What infrastructure measures do you plan to enhance the BCP? specify location, time schedule expected improvement	See above q. no. 1 Rail BCP Kuznica was developed and completed in 2008. Amendment of rail cargo on the Polish side is still expected until funds available. Concept is ready, detailed plan to be done. Railway BCP Siemianowka – Swislocz (cargo only) reconstruction started in 2012 August. End 2014 to be finished, financed (80%) by Swiss funds, 20 % by Polish side.	The situation regarding the infrastructure and resources necessary for its modernization is at various border crossings with Russia follows: BCP Grzechotki-Mamonowo II, Gronowo-Mamonowo, Bezledy-Bagriationovsk requires widening of bottlenecks on the boundary line, at least with one additional passage line. Such type of

No.	Findings	Related question	Answer	Comment
	modernization of procedural issues are seen as being of significantly greater importance, both in the short and long term.		Measures include new surveillance area, control buildings for BG, landing space for helicopter.	work is ongoing at Gołdap BCP. In addition, it is planned within 2-3 years to implement the modernization project of Skandawa rail BCP by pooling in one place the clearance of freight trains moving on the track gauge of 1435 mm and 1520 mm. In the case of the BCP Kozlovichi / Kukuryki (Terminal Koroszczyn) - PL / BY, modernization of customs road border crossing connecting the BCP Kukuryki with cargo clearence terminal Koroszczyn is needed, involving the construction of an additional lane for entry of vehicles belonging to carriers with AEO status and empty vehicles. A request for a change in terminal infrastructure Koroszczyn, facilitating the empty vehicles clearence is also reported. In the case of the road BCP Sławatycze / Domachevo there is a need of installation of new control booths. In the case of rail freight BCP Terespol / Brest is necessary to implement the SOC-K system integration with the scanner (implementation planned for 2013.)
3	needs to be a significant reduction in the number of processes involved in the movement of	Do you plan to reduce the number of processes in the movement of freight? specify the reduction,	One stop shop implemented in 2010 for pax traffic. Control by Cust and BG implemented: BG first	**Road BCPs with Russia** The following measures are planned:

No.	Findings	Related question	Answer	Comment
	freight, where the delays are greatest. Such reductions would be consistent with the letter and spirit of the Conventions to which some or all of the Northern Dimension Partnership states are signatories. The report therefore highlights the provisions of these Conventions, together with the encouragement of moving to free flow systems for the passage of goods and commercial and passenger vehicles. Such systems are defined in detail in the Report and the PT's calculations are that they can reduce crossing times by up to 40%. Definition of the Core Transport Network in the Northern Dimension area, FWC COM Lot 1 Page 5	location, time schedule expected improvement	control, Cust 2nd. Pilot project implemented at Kuz and Bobrowniki. Conclusion: Booths need to be changed to streamline process. One booth needed and window is needed between the two services. Presently Cust and BG check passports separately. Note SIS requirements to be observed. Cust has Automated Registr Plate Recog System in place. Risk analysis should comprise: 1. check car number plate, 2. check passport	- the registration empty freight vehicles SOC-T system, in which the registration would take place automatically based on the reading of number plates with cameras placed on the gates at the entrance (Automated Number Plate Recognition System). This will accelerate the registration of such vehicles. - The promotion and application of simplified clearance system for AEO. **Road BCPs with Belarus** The number of procedures for the freight traffic in the BCP Kukuryki / Kozlovichi is limited to the necessary minimum. Means of transport after entrance to the terminal is expected to make a clearance in one place. For a detailed inspection by the Customs Service and other control services - these checks are carried out on the ramp for detailed examination or sites dedicated to the needs of other services with regard to ensuring adequate control conditions (vet, phyto, sanitary). In addition, measures have been taken to separation of checks for vehicles belonging to carriers with AEO status and empty vehicles (means of transport for which the number of

No.	Findings	Related question	Answer	Comment
				processes is the smallest). However, implementation requires changes in terminal infrastructure - construction of an additional lane.
4	key identity verification equipment and the operation of the Schengen Information system can be slow or unreliable or both, leading to severe entry delays. Communication networks speeds need to be increased considerably, with significant excess capacity built in. Reliability and robustness of passport readers and fingerprint readers needs to be improved significantly, especially for use in bad weather. Reflecting the desirability of saving time, fingerprint checks might be limited to the checking of just one finger. Serious consideration needs to be given to much more detailed systematic use of Advance Passenger Information (API) for both coach and rail transport. Ibid p. 5	Do you plan to upgrade your equipment? specify the changes planned, location, time schedule expected improvement	Customs officers at border crossings do not have access to the SIS - have access Border Guard officers. However, it is desirable to increase the efficiency of the systems information supported by the Customs.	
5	needs to be much greater systematic cross border exchanges of Customs data regarding common and separate	Do you plan to improve systematic cross border customs data? specify the changes planned, location, time schedule expected improvement	Polish Customs Service does not exchange the data with the administration of Russian and Belarusian for risk assessment	

No.	Findings	Related question	Answer	Comment
	assessments of risk in order to move to genuine implementation of the aims of the TIR Convention which aims for generally unimpeded movement.			
6	Need to use Automatic Number Plate Recognition (ANPR) systems on national and transnational bases, which would support tackling cigarette, alcohol and road fuel smuggling into the EU and support the effective collection of Customs duties and VAT on private cars imported into the Customs Union (CU). Reaching agreement on such mutual exchanges will be challenging as there are currently very different trading patterns with imports into the Customs Union being generally of higher value with correspondingly greater risks for frauds such as misdescription and undervaluation.	Do you plan to deploy modern ANPR on national and transnational bases or upgrade? specify the changes planned, location, time schedule expected improvement	At the road BCPs the ANPR system is connected with customs information systems SOC-O for passenger fraffic and SOC-T for freight traffic. The data used in the analysis of risk in both passenger traffic and freight. The system is constantly being modified, updated and adapted to current needs. There are no plans to implement other systems. Data are not exchanged with Russia and Belarus. In addition, mobile groups operating on the access roads to the BCPs are cnected to the system and can receive warning (alarm) signals.	
7	Russian's accession to the WTO with resulting reductions in duty rates. These measures should be accompanied by reductions in the number of sequential Customs procedures required by Russian Customs and Belarus Customs	Russian & Belarus customs: Are you preparing reductions in sequential customs procedures in view of the WTO accession? If so, are you preparing to cooperate as recommended by President Putin? specify the changes planned, location, time schedule expected	No	

No.	Findings	Related question	Answer	Comment
	on behalf of Russian Customs, an aim recently highlighted by President Putin.	improvement, ways and means of cooperation and information exchange cross border.		
8	effective measures for reducing the costs burden on freight operators would be for a major expansion in the use of queue management systems alongside the provision of off road parking at suitably equipped terminals. For maximum impact, both need to be introduced as queue management has not necessarily reduced crossing times but has reduced the amount of time (and therefore costs) incurred in unproductive waiting which is regarded as being working time for drivers. The above measures are being introduced at several locations on the Schengen Area / CU border and active discussions should take place regarding harmonizing procedures on both sides of the border and on introducing queue management systems near simultaneously. Improved portable sanitation facilities need to be provided as a matter of urgency at several locations. . Definition of the	Do you plan to expand modern queue management system? specify the changes planned, location, time schedule expected improvement	It is planned to implement the pilot project "Electronic notification of the date of crossing the border - e-booking for the freight truck." Customs notification of e-booking for trucks is one of the initiatives of the 3i (Internet, intelligence, innovation).	

No.	Findings	Related question	Answer	Comment
	Core Transport Network in the Northern Dimension area, FWC COM Lot 1 Page 6			
9	Consideration should be given to the long term secondment of staff between adjacent BCPs. Such deployments would provide experience which might be used as a basis for considering the introduction of joint BCPs. Capabilities for a joint BCP already exist at Koroszczyn on the Polish border with Belarus.	Do you plan long term secondment of staff? specify the changes planned, location, time schedule expected improvement	Road BCPs with Russia No plans Road BCPs with Belarus In the case of the BCP Kukuryki / Kozlovichi, the supporting Koroszczyn Freight Terminal on the Polish side at the design stage has been prepared to conduct joint customs control with the Belarusian. Prepared infrastructure allowed the organization of joint control. However, taking into account the increased current traffic volumes the facilities would have to be upgraded in terms of collision-free and smooth conduct of activities by sevices of both countries. In the case at the international level it is decided to introduce common control - terminal should be developed for the requirements of each of the parties taking part in it. It should be noted that in connection with the construction in 2009 at Belarusian side Kozłowiczi terminal with a capacity similar to that in Koroszczyn terminal, at the moment there is no reasons to transfer services from both terminals to one that is too small to accommodate them. In the case of road	

No.	Findings	Related question	Answer	Comment
			passenger traffic BCP Sławatycze / Domachevo until 2010 the BCP Sławatycze (Polish side) held a joint Polish - Belarusian control. A common work was cancelled after the construction of border infrastructure on the Belarusian side in Domachevo.	
10	• Norwegian / Russian border crossings will link deep water ports of increasing importance, • and the Russian / Finnish choice is the direct link between Moscow and St. Petersburg with Scandinavia. • The proposals in the Baltic States are intended to ensure more effective movements of passengers and goods to and from both St. Petersburg and Moscow. • The routes from Belarus to Lithuania and, especially, Poland are suggested in order the meet the wider needs of the key Europe wide transport corridor between Berlin, Warsaw, Minsk and Moscow and to assist modernization of links with the	Do you agree with these findings?	Yes. This is confirmed by the fact that traffic at the most important BCPs at Belarus border (Kukuryki, Forge, Bobrowniki) is constantly increasing. Due to the location of a road BCP Kukuryki at the main transport route, leading from Berlin to Moscow, its role in the future will increase. Therefore, additional funding for investment in infrastructure to allow handling growing traffic still is desirable.	

No.	Findings	Related question	Answer	Comment
	Kaliningrad region of Russia.			
11	The suggested locations are Storskog (Kirkenes) – Borisoglebsk (Norway – Russia), Valimaa – Trorfyanovka and Nuijimaa-Brusnichnoe (Finland – Russia), Narva – Ivangorod and Luhamaa – Shumilhino (Estonia – Russia), Terehova – Burachki and Grebneva – Ubylinka (Latvia – Russia), Kybartu-Chernyshevskoe (Lithuania- Russia – Kaliningrad) and Medininkai – Kamenny log (Lithuania – Belarus) and all the Polish – Belarus crossing points in the immediate area of Terespol / Koroszczyn and Brest, together with Gronowo – Mamonovo or Bezledy - Bagrationovsk (both Poland – Kaliningrad).	Do you agree with these findings?	Yes	
12	The PT recommends that the suggested modernisation measures be tested out by carrying out objectively based trials of the recommended measures under close local (BCP) regional and national supervision. Because the	Do you agree with these recommendations?	☒Yes. Research of factors affecting the speed of the vehicle traffic at the Polish - Belarusian border was conducted in September and October 2011. The results of the study have been repeatedly discussed by representatives of the Polish and Belarusian border control services.	

No.	Findings	Related question	Answer	Comment
	relationships between factors impacting upon the speed of movements are complex, it is suggested that individual factors be examined at individual BCPs, with the results being then examined alongside similar trials of other factors at other BCPs.			
13	Given the relatively fast flows of commercial freight at the Finnish – Russian border and the recent introduction of a queue management system in Estonia, it is suggested that particular attention be paid to the views of the BMAs on both sides of these particular borders.	Do you agree with these recommendations?	In Poland, the administrations of regional governors support road BCPs in the following areas: - Ensure the maintenance of the BCPs; - implementation of investments in the construction of new or modernization of the existing BCPs. It should be noted, however, that the construction or modernization is performed according to the concept, indications and guidelines developed by major users, mainly the Customs Service and the Border Guard, and these services have an impact on the adoption of the model, which will be operated at the BCP.	
14	Russian Federation Customs moves towards reductions in the number of Customs procedures at import and the June 2012 introduction of a compulsory web based system for pre arrival declaration of imports of goods.	19. What pre-arrival information is available at each BCP; time in advance to the physical arrival, type of information Russia: gg. Road freight hh. Road pax ii. Rail freight jj. Rail pax	Information on planned arrival are not provided by the Polish Customs Service to Russia and Belarus. Polish Customs Offices require prior information about the goods to be brought into the customs territory of the European Union. Data should be provided to the customs authority at	

No.	Findings	Related question	Answer	Comment
	Such fresh data should allow early modification of our Conclusions, with some resulting modifications of our Recommendations. P. 13	Belarus: m. Road freight n. Road pax o. Rail freight p. Rail pax 20. Do you execute this pre-arrival information cross border to the Schengen States? Russia: u. Road freight v. Road pax w. Rail freight x. Rail pax Belarus: m. Road freight n. Road pax o. Rail freight p. Rail pax 21. Do you receive such pre-arrival information cross border from Schengen sates? Russia: u. Road freight v. Road pax w. Rail freight x. Rail pax Belarus: m. Road freight n. Road pax o. Rail freight p. Rail pax	least 2 hours in advance.	
15	Many private and official sources made it clear that if the requirements of the Convention were being more fully adhered to in the Customs Union, then movements of goods would be significantly faster. It is for this reason that the PT has highlighted in its **Conclusions** and **Recommendations** at Sections 17, 18	Do you agree with this recommendation?	Yes, especially if all the neighboring countries would adopt the same - a common and agreed upon solution based on one operating system, eg NCTS. Polish Customs Service respects and implements the provisions of the two conventions mentioned. Transport means transporting goods under cover of TIR are examined only in exceptional and justified	

No.	Findings	Related question	Answer	Comment
	and 19 below that the implementation of the Definition of the Core Transport Network in the Northern Dimension area, TIR Convention and the international Convention on the Harmonisation of Frontier Controls of Goods should be a priority for the Customs Union states in close cooperation with their EU neighbours, especially in relation to risk analysis procedures and the logical resulting reductions in the number of physical inspections. We stress that the implementation of the letter and spirit of these conventions and the resulting reductions in the number of processes, with enhanced risk management based supplementary checks, is **our number one recommendation**. P 14		circumstances.	
16	Currently, the FCS is focused on implementation of the following initiatives, strongly related to border crossing operations: 7. **Integrated control (One-Stop control)**. The Federal Law #394-ФЗ (28/12/2010) fully assigned all transport control activities	Russia: 13. Does Customs integrate electronically all services **and** the private sector concerned? 14. Are the relevant data being transmitted internationally?	Single Window is under implementation No	

No.	Findings	Related question	Answer	Comment
	and documentary control on behalf of the Medical Sanitary, Phytosanitary and Veterinary control at the Border Crossing Points to Customs. Currently Customs fulfil (document) control on behalf of other Federal Control Agencies, but according to road operators, around 30% of BCP's throughput capacity was lost due to insufficient training of customs officers in other forms of control delegated to them and low integration of Information Systems of various agencies, which requires multiple entry of the same data in several Information Systems. Further implementation of the integrated border control will focus on elimination of these gaps. 8. **Customs clearance in near-border Logistics Terminals**. According to			

No.	Findings	Related question	Answer	Comment
	the *'The concept of customs clearance and control in areas close to the State Border of the Russian Federation'* customs clearance will be mostly done in the frontier Logistics Terminals. It applies to many, but not all types of goods.			
17	According to the FCS, 100% of customs are now connected to the server and are ready to work with electronic declarations, and 90% of all declarations are submitted by traders through Internet channels. The two other countries of the Customs Union also achieved significant progress in implementing electronic declarations and remote customs clearance. The **logistics community believes that although this technology gives traders certain flexibility in planning truck routes from the border to the final destination, it may cause more physical inspection at the border.** This is because the trader	Is the concept of the Authorized Economic Operator (AEO) acceptable to resolve this problem of more physical inspections?	AEO concept contributes to some extent to improve border traffic by fewer physical and documentary checks. In the case of selection for the control shipment is carried out as a priority.	

No.	Findings	Related question	Answer	Comment
	is represented in the border terminal by a broker who may not be able to provide all answers about cargo to the customs officer. Shipments with multiple types of products will most likely go through physical inspection often.			
18	According to the Decision # 899 of the Customs Union Commission (09/12/2011), preliminary information should be provided for all goods to be imported at least 2 hours before crossing the border starting from 17 June 2012. Electronic preliminary information provided by a trader or a carrier should contain information about the goods (HS codes should be in HS6 format for transit goods and in HS4 for goods cleared at the border), consignors and consignees, carriers and vehicles, declarants, planned transloading (for transit goods) and applicable transport constraints (dangerous and other goods).	7. Are the concerned Schengen States linked to this data net? 8. Do Schengen States imply similar system(s) for their import/transit goods?	Ad. 1. Poland is not linked Ad. 2. Yes, based on a national computer system - like other EU countries. Fulfils the role of the Import Control System (ICS), which supports the entry summary declaration for goods imported from third countries. Data should be sent to the customs office of entry, such as border customs offices, before the goods are brought into the customs territory of the Community. They are used by the customs authorities for risk analysis primarily for safety and proper application of customs controls.	
19	Belorussian Customs implement similar initiatives and programs as Russian Customs. Within the concept program e-Customs	Do you practice/foresee interagency and international e-information and cooperation? If foreseen: specify the changes planned,	Any decision in this regard would be taken at the central level. Activities in this field are resolved by the relevant ministers for Home Affairs and Finance,	

No.	Findings	Related question	Answer	Comment
	(2011 – 2015) they plan to implement electronic declarations, Singe Electronic Window for traders and One Stop control at the borders. It is planned that Belorussia will follow the World Customs Organization (WCO) recommendations and will soon leave only two Border Management Agencies (BMA) on their borders – Border Guards and Customs.	location, time schedule expected improvement	responsible, among others for the proper functioning of BCPs and enforce the law. At the local level there is an ongoing exchange of information between cooperating services and focuses on: information about the current situation on the other side of the border (or quantities of vehicles waiting to cross the border), the planned changes in the procedures and regulations.	
20	Two other (Belarus) initiatives related to logistics infrastructure and border control technologies are implementation of Non-Intrusive Inspection (NII) equipment and construction of logistics terminals.	Do you practice/foresee interagency and international e-information and cooperation? If foreseen: specify the changes planned, location, time schedule expected improvement	At the BCPs with Belarus Non-Intrusive X-ray equipment is used for control. At the Kuznica, Koroszczyn and Bobrowniki BCPs there are stationary X-ray machines for scanning trucks and baggage screening. In the case of most of the rail transport reloading of goods is done at terminals. Installations are planned for the X-ray scanners of wagons. In appropriate cases, customs offices are supported by mobile X-ray units	
21	Factors given in relation to faster movements included the truck being empty and being subject to fewer checks outwards. Factors given as exacerbating delays were, not surprisingly, several sequential inspections (x rays, physical	Russia: Do you experience results of e-documents already If any, what is the effect cross border?	Referring to the weather conditions should be stated that they have no influence on the course and the time of customs clearance. However, preparation of customs declarations in an appropriate manner is dependent on the quality of the documents accompanying the consignment (formal requirements) and	

No.	Findings	Related question	Answer	Comment
	examination) and bad weather, delays due to shift changes and incorrect completion of import declarations, such as use of incorrect HS tariff codes		professional entities acting on behalf of carriers and importers / exporters	
22	Latvia has reported that a recent pilot scheme for submission of transit data to Russia via the NCTS SPEED platform (the EU New Computerised Transit System for use by economic operators eligible to use Simplified Procedures) has not - yet - resulted in reductions to crossing times. This pilot cross border scheme has been carried out under an EU level project with Russia. Clearly, other factors are impacting on the apparent lack of positive results. This demonstrates the need to consider measures in the context of other developments and not in isolation. In relation to this Latvian – Russian example, the PT would therefore advise that, if adopted, our proposals be shared with the other participants in this pilot scheme. Given the great interest in shown in Estonia's use of their GoSwift system for pre	Is there readiness to extend the pilot based on MoUs accepted by all countries concerned?	Any implementation of the solutions of the type used in Estonia is dependent on many factors, including infrastructure, for example, there is a certain distance from the buffer car parks to border crossings. To achieve the desired effects of the implementation of such solutions is also necessary to rely on the readiness of border agencies of the neighbouring country to accept a certain amount of vehicles targeted to them. At the moment, you cannot always count on the adoption by them of certain number of vehicles.	

No.	Findings	Related question	Answer	Comment
	booking of vehicles' place in BCP queues, and that system's use in providing greater time for the carrying out of risk analysis, Estonian involvement would be logical in order to determine what the relevant additional factors might be. P 20			
23	The sending of enquiries into the SIS and the input of suspect documents often took time and the system was not always available Werner: recommendations must contain actions in case the SIS is not available or slower than…..	Can sufficient number of mobile equipment and exploitation of high speed and broad band data access infrastructure contribute to improve operational speed for bona fide travelers and goods?	Undoubtedly, increase the speed of data flow in some circumstances can contribute to the improvement of cross-border traffic.	
24	sequential processes (are) applied in BCPs in Russia and Belarus in relation to freight movements. The principle of highly sequential, rather than near simultaneous processes also applies, to a lesser extent, to the movements of vehicle passengers. It is noted particularly that where **batch systems are** operated, with no movement until all participants in a group (e.g. of trucks) have been processed, movement is significantly **slower than when continuous flow systems are**	10. Can Polish agencies comment and recommend? 11. Do Polish agencies expect improvements upon system change and e-doc is applied? 12. Do Polish agencies want to recommend alternatives as . a. Turnkey solution (legal-, operational-,equipment-infrastructure adaptation) affecting intra-agency, inter-agencies, international cooperation ? b. E-System adaptation	Accumulation of vehicles on the Russian side and once on the Polish side letting go of a larger group of vehicles is not beneficial and may generate difficulties and the lack of traffic flow. The harmonization of these issues can contribute to improve the situation and improve traffic. The solution would be to transfer some checks from border to internal customs offices. There is no doubt that in the case of a "group", the flow of traffic within the crossing points, is slower. Therefore, it is necessary to avoid this kind of solutions. The free passage of vehicles through the crossing, however, is	

No.	Findings	Related question	Answer	Comment
	applied. Different systems sometimes apply at nearby BCPs on the same border, such as at the **Russian – Finnish border, where a batch system is used at Torfianovka whereas a free flow system is used at Brusnichnoe.**	(harmonization between East and West) having an impact on procedural improvements	dependent on the elimination of so-called bottlenecks and close cooperation of both sides of the border.	
25	In Russian BCPs, Customs perform transport control and documentary control on behalf of the phytosanitary and veterinary inspection. In Belorussian BCPs all controls are implemented by separate agencies (i.e. Transport control by Transport inspection of the Ministry of Transport, Phyto and Veterinary controls by inspectors of the Ministry of Agriculture)	Can the concentration process be supported and continued based on e-net available linking all concerned (intra-agency, inter-agency, international)?	Any acquisition of such a task by the Customs Service would require first of all: - Appropriate procedural and legal changes, - Additional staffing for the Customs Service, - Alignment in the logistics - infrastructure.	
26	After entry drivers park their trucks at the Border Guards documentary control area, pass passport control and drive to the weighbridge This control takes several minutes, but with a queue can often take about one hour. Weights are printed on the back side of the BCC. P. 25	Can weighbridge be omitted based on weight certificate accepted? Alternatively drive through weighing?	**1. Road BCPs with Russia** At the BCPs Grzechotki and Bezledy weighing process is not time consuming and does not affect the accumulation of the queue at the current level of traffic. **2. Road BCPs with Belarus** In accordance with current regulations - Customs performs weighing of vehicles crossing the state border on the basis of	

No.	Findings	Related question	Answer	Comment
			the Act on Public Roads and Traffic Law. In light of existing rules - there is no possibility of mutual recognition by neighbouring countries weighing results conducted by the relevant service of another country. Any recognition would require changes to the law or to sign an intergovernmental agreement on the control parameters and recognition of vehicles weighing. Referring to the passage without weighing it should be emphasized that the result of weighing is an additional element of customs control, to determine the estimated mass of the transported goods.	
27	Transport control can take more time for exit from Belorussia, because drivers often obtain driving permits to the EU countries in the BCP. Bilateral driving permits are purchased from the Transport control authority stationed at the BCP. This involves payment of the required fee in the bank (located in the BCP) and preparation of the road permit of the designated country (Poland, Lithuania, etc.) by the Transport authority. Both steps can take from several minutes (without queues) to more than an hour (with queues). Russian	Is there a model BCP infrastructure, suprastructure, and equipment that provides 13. sufficient **separation** (designed for peak levels) from routine checks, inspections and the various services in as much as all activities may affect minimum queuing 14. border services (customs and border guards) booth allowing one stop road-traffic control (sufficiently wide to accommodate equipment needs 15. joint risk analysis 16. common e-net linked intra- and interagency, providing special link cross border	Taking into account the existing infrastructure cannot be implemented joint customs and border guard control for the BCP in Kukuryki. There is however a possibility for joint control at border crossing points in Terespol, Sławatycze, Kuznica and Bobrowniki. Any decisions regarding the common risk analysis would have to be taken at the central level.	

No.	Findings	Related question	Answer	Comment
	drivers obtain road permits outside of the BCP areas, normally through local offices of the Russian International Road Carriers Association (ASMAP).			
28	it is suggested that there is close cooperation between Russian and Belarus Customs and their EU counterparts in order to share views on what degree of licence can be allowed to operators for mistakes which are not felt to be significant. EU experience in relation to the introduction of its own system would be likely to be highly relevant.	Can all relevant Schengen customs recommend jointly the close cooperation and identification of licences being accepted?	Yes, close cooperation among customs of Schengen countries will have a positive impact.	
29	All countries in the Schenges zone face challenges in relation to illegal migration and the proper processing of asylum seekers and the use of false documents. There was a clear need seen to coordinate on a regional basis the sharing of subject specific information on refused persons and the use of false documents. There seem to be weaknesses here. Persons refused entry into the EU in Estonia and who were returned to Russia were identified as	Would Eastern partners **and** Schengen states establish and operate joint information system based on SELEC[104] (ex SECI) or similar experience?		

104 **Convention of the Southeast European Law Enforcement Center (SELEC)**

No.	Findings	Related question	Answer	Comment
	attempting to enter into Finland a few days later, with the inevitable result that they were refused entry there. This problem is worsened by the fact that, though these persons are attempting to cross illegally into Europe, their presence in the CIS is fully legal and as long as they do not actually attempt to cross the border outside of BCP's, there is nothing that can stop them from moving around.			
30	basic customs checks be undertaken by Border Guards as improvements in passport integrity technology frees up resources for other purposes. The PT noted that at several BCPs Customs and Border Guards worked exceptionally closely together, to an extent that they might almost be regarded as one service, so such measures are considered feasible. P 29	Would Eastern Partners accept this recommendation based on e-net availability (joint risk assessment data base internationally linked) to ensure that full and transparent information is being available through automated procedures?	The activities of the Customs Service and Border Guards are mutually reinforcing cooperation. At passenger traffic lanes both services operate side by side. Is even closer cooperation in One-stop check is implemented in places, where both services at the same time carry out their activities in relation to the controlled vehicle, but each in its own sphere. Freight traffic on the other hand is characterized by significant differences in both aims as well as methods of control used by both services. In terms of international data exchange, from a technical point of view, the transmission of data to a neighbouring state, such as e.g. data about vehicle, is possible. Data recorded on one side of the border can be accessed by the	

No.	Findings	Related question	Answer	Comment
			other side using data files in XML format, the Web Service over the internet. The main issue is to preserve personal and commercial data protection.	
31	The operational / organizational issue of regulating traffic flow between BCPs used by Belarus and Polish Customs should be considered for adoption elsewhere, to the extent that it is not currently adopted. There are well established 24/7 procedures overseen by senior officers and their deputies on both sides which ensure that vehicles are only released from the truck BCP when sufficient space is available for them to cross. This does not in itself speed up clearance times, but does allow drivers to rest to some extent and to make use of refreshment facilities.	Would this recommendation apply for other BCPs and be accepted by all concerned?	Existing procedures oblige the Polish Customs Service and Border Guards, in the case of increased traffic to ensure the safety and order of the access roads to the BCPs. Supervising the entry / exit of the terminals is based on many years of experience in terms of the events occurred such as vehicle fires and emergency interventions.	
32	“Hotlines” were established at several BCPs, such as at Koidula in Estonia for contact with Pechory / Kunichina Gora BCP. In that case, given the very close cooperation between Estonian Border Guards and Customs, the link was in effect for all services.	Would this recommendation apply for other BCPs and be accepted by all concerned?	Similar approaches are applied at Polish-Belarusian border. Introduced solutions are sanctioned in a document signed by the Head of the Polish Customs Service and the Chairman of the State Customs Committee of the Republic of Belarus "Early warning system about the existence of an emergency situation at the Polish -	

No.	Findings	Related question	Answer	Comment
			Belarusian land border in order to maintain smooth crossings". There is a direct connection between the Polish services (Customs and Border Guards), and each of the services has a direct contact with its counterpart on the Belarusian side. Customs has permanent contact lines for clarification or information if necessary. . At the same time, at the local level, have signed the relevant agreement between the local authorities of the Customs Service and Border Guards, defining the conditions for proceedings of both services in the performance of customs and border control. Also on the Polish-Russian border stretch is maintained constant contact between services operating on a "hot line" principle.	
33	There have also been cases of short term deployments of BMA personnel between BCPS. In April 2012 Russian Border Guards were due to be based at Terehova during Operation ZAPAT, a joint exercise against illegal migration. In June 2012, there will be extended cooperation between all the BMAs of Poland, Belarus and Russia regarding ensuring speedy processing	Can this experience be exploited and cooperation agreements be standardized as joint cross border cooperations? Note: this would trigger discussions on communications (e and r); could joint standards be discussed as *Tetra?*	On the basis of the existing rules are functioning joint mobile groups, consisted of Border Guard and Customs officers.	

No.	Findings	Related question	Answer	Comment
	of football supporters travelling to Poland for the European football championships. These special measures will, the PT was informed, involve some forms of API use. P. 30			
34	automated exchanges of data enabling the accuracy of export and import valuations and regular operational meetings should take place. These operational meetings would seek to build upon the automated exchanges of core declaration data by discussing ways of dealing with particular tactical cases of mutual concern, within the context of dealing with the generic challenges, rather than simply dealing with each case as it comes. In view of the importance of this issue, it is now discussed further, immediately below.	Would Eastern partners accept use of EU standardized software (similar to ASYCUDA) to operate cross border?	At the moment there is no legal basis for the automatic exchange of data on trade in goods between the EU countries customs administrations and customs administrations of the Customs Union of Belarus, Russia and Kazakhstan. The Polish Customs Service exchange information and data on specific cases, working with the administrations of Belarus and Russia on the basis of relevant intergovernmental bilateral agreements on assistance in customs and legal matters.	
35	extensive and early efforts be taken to introduce long term automatic sharing of risk profiling information and the mutual recognition of Authorised Economic Operators between Schengen Area states and Customs Union states	Would this recommendation be acceptable based on joint e-system available?	Regulations related with risk analysis have been classified by the European Commission as "restricted".	
36	need for enhanced exchanges and the carrying out of	Would this recommendation be acceptable based on	The exchange of information requires a change in the law to	

No.	Findings	Related question	Answer	Comment
	special joint information exchange exercises, and the long term deployment of staff between states in relation to both the operational and "IT technical" aspects of information exchange.	joint e-system available?	enable the transmission of data between the customs administrations of the European Union and the countries of the Customs Union.	
37	key ways of reducing physical inspections would be to agree on criteria for mutual recognition of Authorised Economic Operators and the monitoring of their future compliance. Given that transport operators reported that clearance times were relatively short when entering or leaving Finland, there would also be opportunities for comparing the reasons for this with challenges experienced between Russia and Estonia and Latvia respectively. P. 32	Would this recommendation be acceptable based on joint e-system available?	Yes, In case of appropriate solutions at the EU level.	
38	Furthermore, in the case of Poland and southward, e.g. the countries which are not directly connected to the Russian railway system such as the Baltic States and Finland and are not party of the SMGS, the consignment notes must be changed from SMGS13 to CIM14 and the other way around as appropriate. This	Would it be acceptable to 21. deploy automated translations from SMGs to CIM and vice versa? Alternatively to unify consignment notes? 22. Data to be transmitted by e-system 23. Make joint operational use of equipment for detections? 24. Make joint use of risk management system?	1. Yes 2. Yes 3. Yes 4. Any possible changes in the regulation on risk analysis should be conducted at the level of the European Commission.	

No.	Findings	Related question	Answer	Comment
	process takes place on the cargo station close to the border. P 53 Unification of the types of consignment notes would also improve cargo flows			
39	The lack of integration of IT systems, especially in the Customs Union, requiring the entry of the same data in several different systems is a major factor that increases the duration of the actual processing without adding value to the process.	Would it be acceptable to establish integrated IT system, or to assist extending existing ones?	Interconnection of all systems used by border agencies can help to reduce the time of checks	
40	There is limited use of continuous or automated risk profile information sharing between the Schengen Area and the CU. While generic risk profiling information is exchanged, all parties consulted stressed that the needs and priorities of the Schengen Area and the CU are different, with the CU placing much greater emphasis on fraud risks through undervaluation of goods. There is a need to coordinate and enhance the quantity and especially the quality of operational risk assessment information between the Schengen Area and	Would it be acceptable to 16. establish integrated IT system, or to assist extending existing ones? 17. Make joint operational use of equipment for detections? 18. Make joint use of risk management system?	The exchange of information between customs administrations of the European Union and the countries of the Customs Union in the field of customs value would be beneficial from the point of view of elimination of possible abuse including undervaluation of imported goods. The exchange of information requires a change in the laws to enable the transmission of data on trade between the customs administrations of the European Union and the countries of the Customs Union. In addition, any regulations on risk analysis has been reserved by the European Commission as confidential, that currently also prevents any automated	

No.	Findings	Related question	Answer	Comment
	the CU, taking into account the greater dependence of the CU on import duties and that the true unit values of goods imported into the CU tend to be significantly higher than goods exported to the EU. This obviously leads to greater opportunities for valuation fraud.		exchange of data between administrations of the European Union and the countries of the Customs Union (Belarus, Russia and Kazakhstan).	
41	Key Performance Indicators should be created to ensure early monitoring of results, simultaneously on both sides of the border, and in agreeing on what data categories are material and which are less material in that errors can be tolerated, at least in relation to allowing immediate crossing without return or the obtaining of wholly correct documents. Such deployments should also be developed further by Border Guards, noting the very recent planned exchange of staff between Lithuania and Belarus in relation to illegal migration. In the longer term, consideration should be given to the manning of joint BCPs where most or ideally all relevant procedures are carried out at one site.	Would it be acceptable to 7. establish KPIs for all services/activities? 8. discuss joint BCPs operations?		
42		How and to what extent is implemented one	**Border with Russia** Principle of "one stop"	

No.	Findings	Related question	Answer	Comment
		stop shop principle at road BCPs (Polish side), plans for future?	is performed on the two-lane clearance - buses and vehicles entering the lanes "nothing to declare" for BCPs Bezledy and Gołdap. At Grzechotki BCP the procedure is carried out in relation to clearance of buses and cars as far as possible. In Gronowo BCP one-stop system shall be performed only check buses. **Border with Russia** A pilot scheme was carried out at Kuznica and Bobrowniki BCPs. Past experience suggests that further work on implementation of "one stop" should seek to: • identify the target model for BCP infrastructure to handle passenger traffic • identify the effective control technology • provide opportunities for single data entry to computer systems of the Border Guard and their automatic transmission to systems of the Customs Service. • in the case of some of the existing border crossings full implementation of the principle will be possible only after the modernization and reconstruction of control booths.	
43		How are implemented e-Single Window in Poland and its impact on BCP procedures?	Min if Finance follows this process and later development. It is expected to implement as from 2015 onwards. Some 14 different public authorities should be involved. This concept is part of the Polish Customs strategy 2010-2015,	

No.	Findings	Related question	Answer	Comment
			see internet for this doc. At Min of Finance website. Decentralized system is favoured. It will be established at the e-platform for public administration services (in Polish: e-puap). The Council of Ministers published on 25 July 2012 published this commitment. Inter-ministerial task group for implementation of the SW Concept at international BCPs. Cust are the leading agent. Others are border related agencies. Schedule of activities are identified until 2015. Min of Finance is responsible for implementing SW Concept until 2015. First stage development until 1st quarter 2013 includes: identification of detailed planning 2nd stage 4th quarter 2013 : trial runs with one institution (agriculture); until 2015 implementing other interested agencies. It is expected that SW will affect: • efficiency at the BCP • reduce cost, viz AEO will be processed faster. • Customs will establish paper-less services • risk assessment and selectivity improvement expected	
44		What future measures are planned to be implemented by Polish border authorities for improvement of work at road and rail BCPs, any strategies in place?	Planned improvements to the infrastructure of the BCPs at Belarus and Russian border: - Construction of a second bridge in order to improve the conditions of entry and	

No.	Findings	Related question	Answer	Comment
			exit in Bobrowniki BCP - Extending the Polish entry into the terminal from the border at Kuznica BCP - Development of border crossings in Połowce and Siemianowka - Modernization of the BCP in Gołdap - Plans to build a railway crossing in Skandawa and road in Michałkowo In addition, it is planned to install scanners at railway border crossings in Terespol and Dorohusk, installation of information electronic boards, and further work on the system "Queue management at the BCP."	
45		Cooperation and interaction with BCPs authorities at Belarusian side of the border: current forms, weaknesses and limitations, ways of improvement.	• Cooperation with Bel Cust is good. E. g “Early Warning System” works properly. • Regular meetings, even on daily basis, on either side of the border, prepare and submit change of regulations • Training executed by PL Cust to Bel • Joint Report on improvements needed • Twice year joint measurement of time needs for pax traffic. For cargo traffic measurement it was done 2011 including all border services. This is not done in two year’s interval • 4 times daily information on waiting times published, see: www.granica.gov.pl • Pl customs asks	Examples of good cooperation between Polish and Belarusian customs: 1) Implementation of Early Warning System on emergency situations at the Polish-Belarusian border. 2) Common measurement of border crossing times. 3) Information about the current situation at the border crossings. 4) Meetings at different levels 5) Common training (mainly in case of changes in customs regulations) At Russian border cooperation forms are similar. As an example can be indicated the joint project on "green corridor" in the BCP

No.	Findings	Related question	Answer	Comment
			drivers to obtain verified info on waiting times on Bel side • PL cust sends all results to min of Finance • PL Cust has established indicators for time needs a t the BCP. Results are communicated to Bel. Joint Report is being prepared. Sometimes PL Cust measures separately from Bel. Weakness is sometimes observed as : • recommendations are not always reflected in improved services, as reduced processing times • fluctuation of experienced staff on Bel side	Grzechotki-Mamonowo.
46		What can be proposed Russian/Belarus counterparts for elimination bottlenecks and queues at the BCPs?	Early warning system with Russia just started, slow progress noted	A major impact on elimination of so-called bottlenecks and queues at the Polish-Belarusian border would have the development of infrastructure at Belarus side (Belarusian BCPs have much lower throughput than Polish). For the Polish-Russian border is necessary expansion on the Russian side. For cargo traffic, transfer of some procedures beyond BCPs (alternatively internal customs terminals).
47		Good procedural and technologic practices introduced at overall or	SW and continuation on 1 stop shop, development of BCP at	Introduction of the concept of one stop and the Single

No.	Findings	Related question	Answer	Comment
		specific Polish BCPs, what can be proposed to Russian/Belarus counterparts.	Polowce- Pic needs implementation of 1 stop, Early Warning System (EWS) considered as good practice See Bel web site: www.grt.custosm.by and Russian site: www.grad39.ru IRU provides waiting time infos on the webpage Green corridors for pax works well PL-Bel cust discuss opening the separate processing line for MT Cont/Trucks 60% of incoming trucks are MT 3% trucks are MT outbound to Bel Pl Customs system: Cargo Traffic control SOC-T (for Cargo). The truck system contains infos on drivers as well. Pax car control (SOC-O). PL customs system cannot communicate with Bel. However, certain information is being communicated among the services. Bel and Rus system may not comply with EU standards. NCTS (New Customs Transit System) is used. Needs for improvement of processing MTs faster. Fuel limitations are being checked by visual checks of the tank (at random).	Window is advisable for Russian/Belarusian counterparts. On the Polish-Russian border is also necessary to implement an early warning system to respond adequately to emerging queues on access roads to the BCPs. Also appears to be useful entering of information about queues and clearance time on external web sites (for example www.granica.gov.pl and www.grad39.ru) and light boards at the hubs of access roads to the border crossing points, indicating the waiting time to cross the border by different types of vehicles. The procedural and technological solutions can also be offered: 1) green lane for passenger traffic; 2) freight traffic - "green lane for empty trucks. This requires the designation and marking of separate lines.
48		Joint work at road border crossing points with Belarus and Russia:	No joint work practiced. Political and infrastructural reasons At Bobrow joint clearance was done until 2006. PL Exp was done on the Pl side, PL imp done on the Bel side. And vice versa. At Kuz until 2003 joint clearance done	**Border with Belarus** At the moment, on the Polish-Belarusian border no joint clearance At Kuznica BCP joint work was done until 2003. At Bobrowniki BCP

No.	Findings	Related question	Answer	Comment
			At Polowce until 2007 joint clearance was done. PL/BL imp was done on BL side. PL/BL exp done on PL side. After new construction the BL president decided to use BL. Also the Schengen requirements demand control on the PL territory, not on BL territory. Exemption: For pedestrians at some BCPs BL customs works on PL side. However, joint control could be reanimated on PL side due to construction foreseen. For info: PL/Ukr joint border was done successfully during Championship. Now separate controls reactivated.	common checks took place until the year 2006. There are no spaces available for the Belarusian at the moment (rooms that were designed for the Belarusian border agencies have been adopted by the Polish Border Guard). At Połowce BCP common border checks took place until the year 2007. In the design of the new BCP after expansion and modernization is not envisaged organization of joint clearance. Koroszczyn cargo terminal at the design stage has been prepared to conduct joint control with Belarus agencies. Infrastructure available at the time allowed for the organization of joint control. However, taking into account the current increase traffic and the consequent number of positions needed to carry out physical checks the facilities would have to be upgraded in terms of collision-free and smooth conduct of border controls by both service; Infrastructure of Terespol road BCP allows joint control. Sławatycze BCP- joint control functioned until September 2011, ie until the construction of the terminal in Domachevo, where Belarusian services moved to. The reintroduction of joint
49		- To what extent it is possible and feasible?		
50		- What would need to be done for introduction of joint work?		
51		- What are possibilities for such type of rearrangements at specific BCPs using available infrastructure at both sides of the border.		

No.	Findings	Related question	Answer	Comment
				control would require upgrading of the BCP. The introduction of joint control by the services of the two countries would need appropriate legislative changes. It must be remembered that the provisions of the Schengen Border Code defines that border checks at the EU external border should take place on the territory of a Member State, so for the time being joint inspections of Polish and Belarusian services on the territory of Belarus are not possible for these legal reasons. However, there are no legal contraindications to the joint inspections on the Polish side. It should be noted that the joint control carried out in one place was an innovative solution launched at the Polish-Ukrainian border. It consisted of inspection of persons, means of transportation and goods performed together in one place by 4 border services of two countries. Signing of diplomatic notes between Poland and Ukraine was a legal background for introduction of this solution. In the same way could be introduced common checks at the Polish-Belarusian border. **Border with**

No.	Findings	Related question	Answer	Comment
				Russia The optimal solution for the Polish-Russian border would be to build new BCPs for joint work. Alternatively, joint control in the incoming direction of each country (from RU to Poland in Poland and vice versa). These require complex bilateral arrangements at the central level, after prior internal consultation with border customs services of both countries.
52		Joint work at rail border crossing points with Belarus/Russia:	BCPs are located some km inside national territories. This does not allow joint control as yet. Queuing is not observed anyway. So joint control may not affect improvements. Stopping time depends on the railway time table. Ca. 1 hr stop at PL side. There is shuttle train travelling between the two BCPs. At Terespol the long distance train clearance done on PL , train crosses the border . BL control is done during the changing of trolleys (different Spur size)	Border with Belarus For cargo trains movement joint control would not speed up procedures. Terespol - Brest railway BCP is serving both passenger and freight. Goods that pass the border are held by both sides at places with a few kilometres distance, namely Małaszewicze and Kowalewo. This organization results from the infrastructure formed many decades (designed for a specific type of goods terminals). From the point of view of cargo traffic introduction of joint cargo clearance is not as important as for passenger traffic, where the introduction of joint control would allow reducing the time of
53		- To what extent it is possible and feasible?	Not possible as yet, not feasible, see above	
54		- What would need to be done for introduction of joint work?	See above	
55		- What are possibilities for such type of rearrangements at specific BCPs using available infrastructure at both sides of the border.	See above	

No.	Findings	Related question	Answer	Comment
				stopping of the passenger train at the crossing point. Introduction of joint clearance for freight traffic would require huge financial investments to adapt the infrastructure in Terespol. Accordingly, introduction of a common clearance in cargo traffic seems not appropriate. The newly constructed building for border agencies serving Terespol passenger traffic has not been adapted to the possible introduction of joint Polish-Belarusian border control of travelers crossing the border by train. Border with Russia The optimal solution to the Polish-Russian border would be to build new border railway stations - using the existing rail infrastructure is impossible to implement joint checks
56		What can be done in terms of IT network development for data on goods, vehicles, and travelers being received on one side of the border be made available cross border?	BL needs to be treated as a sensitive country due to lack of human rights observed. Experience: Data on persons travelling may not be transmitted abroad from PL. A joint system would object observation of human rights. Cleared Statistical data can be exchanged. In case of organized crime data are being transmitted to General Prosecutor's office.	The introduction of the exchange of data between countries at border crossings require bilateral arrangements and to receive information from neighbouring country in the same range. An important issue is to preserve protection of personal and commercial data.
57		What would be the most suitable Master Plan	When planning a joint check should be	

No.	Findings	Related question	Answer	Comment
		(technologic scheme, workflow) for future newly built jointly operated BCPs with Russian/Belarus?	included large terminals, separately for export and import direction. Clearance lanes must be designed in such a way as to separate freight and passenger traffic to ensure appropriate work. The most appropriate and effective solution is to remain cargo clearance terminals with parking places, as an alternative to the continuos movement of trucks in queue.	
58		What impact on BCPs workflow has introduction of a compulsory web based system for pre arrival declaration of imports of goods in Russia since 17th June 2012?	No impact observed	
P1		Measures introduced during the EURO 2012 for smooth flow of persons and means of transport across the land borders. Lessons that could be learned for future facilitation of cross border traffic	- The "ebooking bus" - Green traffic lanes - Www.granica.gov.pl website as a source of information on the rules and the virtual guide for the border crossings - Advanced work on the concept of "ebooking truck" - Electronic refund VAT - TAX FREE - Electronic LED information boards installed in front of the BCPs The full final report, "The Customs Service for the UEFA EURO2012" is on the website of the Ministry of Finance: www.sluzbacelna.gov.pl	
P2		More detailed presentation of workflow Grzechotki-Mamonovo BCP (built from EU funds), what lesson could be learned?	Receive by e-mail from PL Cust No limit in the infrastructure: wide enough Green line idea just started on the Ru side. Once this is chosen	The scheme is attached.

No.	Findings	Related question	Answer	Comment
			there is no way of changing again.	
P3		What kind of impact on situation at BCPs has the introduction of local movement with Kaliningrad district	No impact observed. It is envisaged that the traffic may increase by ca. 20 %. Already 600 applications were lodged already.	Starting on 27 July 2012, local border traffic in the Kaliningrad today did not affect the increase in cross-border traffic. It should however be borne in mind that the opening of the local border traffic regime with the Kaliningrad region could soon result in an increase in passenger traffic.

Answers of the Russian experts to the questionnaire

No.	Issue	Question	Answers	Comments
1	Solving the problem of customs traffic delays while ensuring the security of physical and financial borders	Which measures are you taking to reduce delays? Please specify measures, places, schedules and expected improvements	Yes	Optimization of control measures. The introduction of modern customs tools. Presentation of the preliminary information on goods
2	Infrastructure bottlenecks	Which infrastructure development measures are you planning to introduce at your checkpoints? Please specify the place and schedule of expected improvements	N/A	
3	Number of cargo border crossing procedures where delays are the most common	Are you planning to reduce the number of truck traffic procedures? Please specify measures, places, schedules and expected improvements	N/A	
4	Information systems, communication networks and data readers Advance passenger information (API) on roads and railways	Are you planning to update your hardware? Please specify the changes you are planning, places, schedules and expected improvements	N/A	BCPs are procured with the necessary equipment, communication channels. Upgrading of equipment and information systems is carried out regularly on a scheduled basis
5	Cross border customs data exchange and implementation of the	Are you planning to improve systematic cross border customs	Yes	Decision of the Commission of the Customs Union of 09.12.2011 № 899 "On the introduction of compulsory prior

No.	Issue	Question	Answers	Comments
	TIR Convention goals	data exchange? Please specify measures, places, schedules and expected improvements		information on the goods imported into the customs territory of the Customs Union of Road Transport" set the obligation to provide advance information on goods transported by road prior to their importation into the customs territory of the Customs Union. Since the introduction of compulsory prior notification, time required for the customs authorities to conduct all assigned for them types of state control at the BCPs of the Customs Union, was reduced to 25 minutes and now is an average of 53 minutes
6	Need for applying the automatic number plate recognition system (ANPR) at the national and transrnational levels	Are you planning to implement the up-to-date ANPRs at the national and transnational levels or update the existing ones? Please specify measures, places, schedules and expected improvements	Yes	In 2007-2008's. 61 road BCPs were equipped with such systems
7	Russia's entry to the WTO and reduction of duty rates	Are you making preparations for the reduction of customs procedures in the context of your intended entry to the WTO? Please specify the changes you are planning, places, schedules, expected improvements as well as ways and means of cross border cooperation and information exchange	N/A	
8	Queue management systems along with providing parking lots in properly equipped terminals	Are you planning to introduce and develop the up-to-date queue management system? Please specify measures, places, schedules and expected improvements	N/A	
9	Assigning staff to adjacent checkpoints on the other side of the border	Are you planning on any long-term staff assignments?	N/A	
10	Transport corridors	Which transport corridors in the Northern Dimension could be of priority importance for further	N/A	

No.	Issue	Question	Answers	Comments
		development?		
11	Proposed places: Sturskug (Kirkenes) - Borisoglebsk (Norway - Russia), Valimaa – Torfyanovka and Nuyamaa-Brusnichnoye (Finland - Russia), Narva - Invangorod and Luhamaa - Shumilino (Estonia - Russia), Terehovo - Burachki and Grebnevo - Ubylinka (Latvia - Russia), Kibartay-Chernyshevskoye (Lithuania-Russia) and Myadininkay – Kamenny Log (Lithuania - Belarus) and all the checkpoints in the immediate vicinity of Terespol/Brest, Koroshchin and Gronovo-Mamonovo, Bezledy-Bagrationovsk (Poland - Russia)	Are these places of priority importance for you? What should be done at these places on your side of the border in order to improve the traffic?	Yes	In some BCP of the Russian Federation there is a need of partial reconstruction due to their obsolete infrastructure, and the introduction of modern means of technical control necessary to optimize and speed up customs operations
14	Pre-arrival information	What kind of pre-arrival information is provided to the checkpoints and how early? Road freight transportation Road passenger transportation Rail freight transportation Rail passenger transportation Do you provide pre-arrival information to the other side of the border? Road freight transportation Road passenger transportation Rail freight transportation kk. Rail passenger transportation Do you obtain any pre-arrival information from the other side of	Yes	Preliminary information is an essential element of the system of customs administration, which is one of the most effective mechanisms for minimizing the time required for performance of customs operations at border crossings of the Customs Union, expediting decision-making by customs officials of the Customs Union. Currently, the Russian FCS gets and uses preliminary information provided by the customs services of foreign countries, as well as interested persons in respect of goods transported by road, rail, air and sea transport modes. In order to optimize and speed up customs operations, and increase the efficiency of customs control solutions from CCC 09.12.2011 № 899 "On the introduction of compulsory prior information on the goods imported into the customs territory of the Customs Union by road" from June 17, 2012 a compulsory advance information was introduced in respect of goods imported into the customs territory of the Customs Union by road. FCS of Russia provided technical

No.	Issue	Question	Answers	Comments
		the border? Road freight transportation Road passenger transportation Rail freight transportation Rail passenger transportation		possibilities for all interested parties of providing the customs authorities of the Russian Federation with prior information on the goods imported into the territory of the Russian Federation, including the use of website portal solutions. Is put into operation portal "Electronic submission of information" (Portal EPS), which provides the possibility for economic operators to present electronically preliminary information about goods and vehicles before they cross the border of the Russian Federation on the basis of website technologies of the International Association of Networks "Internet"
15	Implementation of the Core Transport Network in the Northern Dimension region, the TIR Convention and the International Convention on the Harmonization of Frontier Control of Goods should be a priority for a country in the Northern Dimension	Do you agree with the recommendation?	Yes	A priority for customs authorities is to implement the international Convention on the Harmonization of Frontier Controls of Goods.
16	Currently, the Russian Customs executes control on behalf of the other federal authorities	Do the Customs integrate all the control services and private sector electronically? Does international transfer of these data take place?	Yes	In part, only within the framework of cooperation with the control bodies
17	Authorized economic operator	Is the authorized economic operator (AEO) concept suitable to reduce physical checks at the border crossing points?	Yes	In accordance with Articles 41 of the Customs Code of the Customs Union and 86 of the Federal Law of 27.1 1.2010 № 311-F '} "On Customs Regulation in the Russian Federation", the following special simplification, provide authorized economic operator (AEO) 1) temporary storage of goods in the premises, outdoor areas and other areas of the AEO without including it in the Register of owners of temporary storage; 2) release of goods before the customs declaration in accordance with Article 197 of the Customs Code of the Customs Union; 3) conducting customs operations related to the clearance of goods on the

No.	Issue	Question	Answers	Comments
				premises, outdoor areas and other areas of the AEO, including the completion of the customs procedure of customs transit for goods being delivered to the AEO when imported to the Russian Federation, in accordance with paragraph 3 of Article 87 of this Federal Law; 4) other special facilitations provided by the customs legislation of the Customs Union, including the preliminary customs declaration of goods, including the submission of incomplete and (or) periodic customs declaration, filing an incomplete customs declaration and the periodic customs declaration in accordance with Articles 193 and 194 of the Customs Code of the Customs Union and Articles 21 1-215 hereof. Thus, special facilitations provided by the customs legislation of the AEO, aimed mainly at simplifying customs operations for customs declaration and clearance/allowance. As part of the simplification of customs operations at the opening of the customs procedure of customs transit may be noted in sub-paragraph 1 of paragraph 2 of Article 217 of the Customs Code of the Customs Union, whereby at customs transit and in the provision of payment of customs duties, taxes are not required, if the title of the declarant of the customs procedure of customs transit, acts the AEO
19	E-Customs Concept Programme 2011 – 2015, Belarusian Customs	Is there any interdepartmental and international electronic information exchange and cooperation in place or in your plans? If planned, please specify the changes you are going to make, places, schedules and expected improvements	Yes	Between the Russian FCS and Eurostat are realized regular interagency electronic data exchange on statistics of Russian foreign trade with the EU countries in accordance with a strictly defined set of indicators. Between the member states of the Customs Union (Russia, Belarus, Kazakhstan) there is a regular interagency electronic data exchange on statistics of foreign and mutual trade basing on a strictly defined set of indicators. With regard to international cooperation are held consultative meetings with experts from Finland and Latvia (countries bordering with Russia) to compare the statistics of foreign trade and identify the causes of discrepancies
20	Introduction of non-intrusive inspection and construction of logistics terminals	If planned, please specify the changes you are going to make, places, schedules and	Yes	In the Russian Federation, are used the inspection systems as non-intrusive means

No.	Issue	Question	Answers	Comments
		expected improvements		
21	- accelerated unladen truck traffic - delays due to successive checks (X-ray, physical examination), bad weather, staff shifting and mistakes in the declarations	Which improvements could be made in this respect?	Yes	The implementation of compulsory prior notification. Minimizing physical inspections by implementing a risk management system (RMS)
22	Experimental operation of the system providing transit data to Russia through the NCTS SPEED platform (a new EU computerized transit system used by economic operators entitled to simplified procedures) has not helped to decrease border crossing times	Are the stakeholders ready to upscale the pilot project on the basis of memoranda of understanding?	N/A	
23	IT systems failures	Can enough mobile equipment and high-speed transmission lines help to quicken the procedures for bona-fide passengers and cargos?	Yes	
24	It has been observed that a checkpoint operates much slower when vehicles are let in by lots (groups) rather than uninterruptedly	Could you make any comments or recommendations?	Yes	Unevenness of input / output of vehicle at the adjacent BCP have a negative impact
25	Customs competences to execute vehicle and document control on behalf of phytosanitary, veterinary and other control services	Could the concentration process be maintained and developed on the basis of an e-network accessible to all stakeholders at the interdepartmental and international levels?	Yes	In order to automate common customs processes the Customs Union in the field of foreign and mutual trade in the common customs territory of the Customs Union, including the monitoring and recording of goods across the customs border of the Customs Union, in Russia was elaborated the concept of development of the national segment of the integrated information system of external and mutual trade in Customs Union (hereinafter - Concept) and the Action Plan to implement the Concept. As a focal point for implementation of the Concept was appointed the United Economic Commission, and the Ministry of Communications of Russia was appointed as a coordinator. Minutes of the These documents were approved on the meeting of Government

No.	Issue	Question	Answers	Comments
				Commission on the implementation of information technology in government agencies and local government, 18October 2011, Protocol № 21. The Concept aims to ensure information sharing between the federal bodies of executive power through the integration of departmental systems on the uniform principles and standards compliance, including maps of interagency cooperation. This can create a real mechanism for implementation of most promising scenarios of interdepartmental and intergovernmental cooperation, which include national (state) segment as a set of functional automated information systems that support the implementation of information and communication technologies in Russian Federation related with foreign and mutual trade in the Customs Union. The ongoing work is related to implementation of the provisions of the Federal Law of 28.12.2010 № 394-FZ "On Amendments to Certain Legislative Acts of the Russian Federation in connection with the transfer of authority for certain types of state control to the customs authorities of the Russian Federation" (hereinafter - the federal law), and, in fact, create conditions for the implementation of the principle of "one window". Customs authorities conduct transport, sanitation, quarantine, veterinary and quarantine phytosanitary control at the BCPs. Currently, the FCS of Russia in the framework of the federal law modernizes software of the Unified Customs Automated Information System.
26	Although done within no more than a few minutes, with a queue weighting can often take nearly an hour	Could weighting be conducted depending on the availability of weight certificates or, alternatively, right on the way?	N/A	
28	Many drivers and operators complain that a minor mistake in one's customs declaration results in losing one's place in the queue and having to undergo the document submission procedure again	What can be done in this respect? Is it possible to allow operators bigger deviations and slight mistakes?	No	

No.	Issue	Question	Answers	Comments
29	Challenges related to illegal migration, asylum seekers and counterfeit documents	Is it possible to create a uniform information system based on SELEC (ex SECI) or a similar practice in the Northern Dimension countries?	N/A	
30	Delegating responsibilities (border guards – customs)	- Could simple passenger checks be executed by border guards, improved passport control procedures helping to release resources for other purposes? - Could passport control of the cargo traffic be delegated to the customs? - Would you accept these recommendations on the basis of an e-network (joint risk assessment database) providing full and transparent information available through automated procedures?	N/A	
31	Traffic management at checkpoints on both sides of the border	What is the current practice and what could be done to improve traffic management cooperation on both sides of the border?	Yes	The introduction of the electronic queue and waiting areas at the access to BCPs will improve the situation with the traffic management
32	Hotlines and border representatives	How could hotlines be improved to enhance cooperation and coordination on both sides of the border? How do you use the border representatives institution to the benefit of customs and other checkpoint authorities? (initially, border representatives were conceived as an instrument for cooperation between border guards on both sides of the border)	N/A	
33	Short-term deployment of staff on the other side of the checkpoint for joint	Could this practice be used and standardized in order to improve checkpoint operations?	Yes	Only under the relevant agreements on joint control

No.	Issue	Question	Answers	Comments
	operations	Using joint communication standards such as Tetra?		
37	An important way to reduce physical checks would be to agree on the criteria for mutual recognition of authorized economic operators and their future monitoring	Could this recommendation be applied on the basis of a joint electronic system?	Yes	In accordance with paragraph 2 of Article 38 of the Customs Code of the Customs Union, AEO status is assigned to a legal entity created under the laws of the state, a member of the Customs Union, on the territory of which that person will be given this status. According to Article 86 of the federal law, authorized economic operator may be a legal person registered in accordance with the laws of the Russian Federation and included in the register of the AEO for import of goods used in industrial and other business activities and export of goods from the Russian Federation. Thus, the customs legislation of the Customs Union and the Russian Federation legislation on customs rule exclude the possibility of mutual recognition of AEO status. Discussion of ways to mutual recognition of AEO possible after careful consideration the legal framework of the Parties governing the assignment of AEO status issues, including the conditions for granting such status and a list of special simplified.
38	Railway border checkpoints	Would these be applicable? 1. Automated conversion from SMG to CIM and vice versa. Alternatively, B/L unification 2. Data transmission through an electronic system 3. Joint use of detection facilities, e.g. X-ray equipment 4. Joint use of risk management systems	Yes	The legal basis for information exchange between JSC "Russian Railways" and the Russian Federal Customs Service is done at 2004 agreement on information cooperation (the Agreement). Information transmitted JSC "Russian Railways" under the Agreement, is mainly used by the customs authorities for customs operations registering the arrival of goods and means of transport to the customs territory of the Customs Union. Further development of information exchange in order to allow acceleration (as in the BCP, and in destination customs) of customs procedures of goods and vehicles crossing the customs border of the Customs Union by rail is possible in the direction of improving the technology of interaction and the expansion of the data transmitted (train transfer sheet). In accordance with the action plan, phased improvement of electronic interaction between the FCS of Russia and JSC "Russian Railways" is

No.	Issue	Question	Answers	Comments
				envisaged until 2013. Article 128 of the Customs Code of Customs Union determines that strategy and tactics of the risk management system is regulated by national laws of Customs Union's members.
39	Lack of IT systems integration results in having to enter the same data in different systems and increases the duration of control procedures	Is it possible to create an integrated IT system or expand the existing ones?	Yes	The Concept aims to ensure information sharing between the federal bodies of executive power through the integration of departmental systems on the uniform principles and standards compliance, including maps of interagency cooperation. This can create a real mechanism for implementation of most promising scenarios of interdepartmental and intergovernmental cooperation, which include national (state) segment as a set of functional automated information systems that support the implementation of information and communication technologies in Russian Federation related with foreign and mutual trade in the Customs Union.
40	Limited automated risk information exchange between the EU, Russia and Belarus	Would these be applicable? 1. Creation of an integrated IT system or expansion of existing ones 2. Joint use of detection facilities 3. Joint use of risk management systems	No	Article 128 of the Customs Code of Customs Union determines that strategy and tactics of the risk management system is regulated by national laws of Customs Union's members.
42	One stop shop principle	How and to which extent is the one stop shop principle is implemented at road checkpoints on your side of the border and what are your plans for the future?	Yes	Customs authorities within the framework Federal Law of 28.12.2010 № 394-FF have received delegated responsibilities to implement other types of state control that implement the principle of one stop in the road BCP
43	One window	How is the one window implemented in your country and what impact does it have on checkpoint procedures?	N/A	
44	Future measures	Which measures are planned to improve road and rail checkpoint operations on the border with the Northern Dimension countries? Is there any strategy?	Yes	Optimization, reducing the number of stamps, electronic (paperless) document workflow

No.	Issue	Question	Answers	Comments
45	Cooperation	Cooperation and interactions with checkpoint authorities on the other side of the border: applied forms, weaknesses, constraints and possibilities for improvement	Yes	Cooperation is only possible under the relevant agreements on joint control
46		What can be suggested to eliminate checkpoint bottlenecks and queues?	Yes	Optimization, reducing the number of stamps, electronic (paperless) document workflow
47	Best practices	Good procedural and technological practices applied at all or some of the checkpoints in your country which can be proposed to the other Northern Dimension countries	Yes	Mandatory preliminary information on road transport
48	Joint operations at road border checkpoints	Joint operations with the neighbouring country at road border crossing points:	Yes	Joint working modalities for road BCP are only possible under the relevant agreements on joint control
49		- To which extent is that possible and feasible?		
50		- What should be done to effectuate joint operations?		
51		- What are the possibilities for this kind of reconstructions at individual checkpoints with the existing infrastructure on both sides of the border?		
52	Joint operations at railway border checkpoints	Joint operations with the neighbouring country at railway border crossing points:	Yes	Joint working modalities for road BCP are only possible under the relevant agreements on joint control
53		- To which extent is that possible and feasible?		
54		- What should be done to effectuate joint operations?		
55		- What are the possibilities for this kind of reconstructions at individual checkpoints with the existing infrastructure on both sides of the border?		

Background information provided to the Study by the Federal Agency for the Development of the State Border of the Russian Federation (Rosgranitsa) on current issues of BCP development

Interagency cooperation with the authorities of neighbouring countries on border management
In order to exchange information on the administrative structures dealing with the borders and ensuring the coordinated development of BCP it is recommended to conclude interagency agreements between Rosgranitsa and competent governmental authorities of neighbouring countries, including the European Union, the "Northern Dimension" on cooperation in development of BCP across the border.

A similar agreement was signed with Latvia (in the framework of the XIV International Economic Forum 17June 2010 in St. Petersburg, signed between Rosgranitsa and the State Revenue Service of Latvia, the State Border Guard of Latvia).

In 2012, the agreements are concluded:
1) Between the Federal Agency for the Development of the State Border of the Russian Federation and the Ministry of Internal Affairs of the Republic of Estonia on cooperation and information exchange in the field of BCP development at the Russian-Estonian state border;
2) Between Kaliningrad territorial administration of Rosgranitsa and Directorate of BCP under the Ministry of Transport and Communications of the Republic of Lithuania on cooperation and information exchange in the field of construction and development of the BCP on the Russian-Lithuanian border.

In 2013 are planned to sign agreements:
1) Between Rosgranitsa and the Ministry of Justice and Emergency of Norway on cooperation and exchange of information in the functioning and development of BCP across the state border;
2) Between Rosgranitsa and Border Guard, Customs Service of the Republic of Finland on cooperation and information exchange in the field of arrangement of BCP on the Russian-Finnish border.

In order to exchange experiences and best practices in the field of BCP arrangement in August 2009 was signed the Memorandum of Understanding between Rosgranitsa and the International Organization for Migration (IOM). In 2011 was signed a Memorandum of Cooperation between Rosgranitsa and the Association of European Border Regions (AEBR).

In 2012 Rosgranitsa coordinates the following activities:
1) Russian part of the Working Group on the BCP of the Latvian-Russian Intergovernmental Commission on economic, scientific, technical, humanitarian and cultural cooperation;
2) Russian part of the Sub-group on the study of the prospects for cooperation in the reconstruction of infrastructure BCP Borisoglebsk - Storskog in the frame of the working group on inter-regional and cross-border cooperation of the Russian-Norwegian commission on economic, industrial, scientific and technical cooperation;
3) Russian part of the Expert Group on Development of BCP and border infrastructure in the frame of the Russian-Polish commission for inter-regional cooperation.

The organization and implementation of training programs on the use of international best practices at BCP
Federal Agency for the Development of the State Border of the Russian Federation monitors international experience of neighboring and other foreign countries. Special attention is paid to the experience of the European Union.

Materials of international experience in BCP arrangement were considered designing the concept of the federal specific program "State Border of the Russian Federation (2012-2020)"). Further information concerning the foreign advanced systems at the BCP will be used in the implementation of activities of the program.

From September 2009 to May 2011 in the frame of the European Union program "Common Space" on the Rosgranitsa's application was implemented a joint project with the International Organization for

Migration (IOM) "Improving governance arrangement of BCPs through the state border of the Russian Federation".

In the frame of the project 4 study tours of interagency delegation (comprising representatives of Rosgranitsa, Border Guard Service of Russia, Federal Customs Service of Russia and IOM staff in Moscow) took place:

1) To Finland to study the experience in the arrangement of BCP across the border (from 16 to 21 November 2009);
2) France and Belgium in order to familiarize with the Schengen Information System and the production of X-ray inspection systems (21 to 27 March 2010);
   - To Poland to study the experience in arrangement of BCP across the state border (September 2010);
3) In Portugal and Spain in order to become familiar with the Centers for police and customs cooperation of Portugal and Spain, the implementation of migration policy of these countries(from 01 to 07 May 2011).

A system for Interactive Training Center was developed. The center includes the following training elements:

1) An interactive diagram of a typical BCP, which is designed as a basic BCP with the possibility of changes and enhancements to the scheme of work;
2) Modular training manual for training of Rosgranitsa's staff;
3) A database of legal acts of the Russian Federation and international acts regulating relations in the sphere of infrastructure arrangement at the state border;
4) A database of international organizations competent in the sphere of BCP construction and operations;
5) English-Russian glossary on topics related to development of the state border check points;
6) Testing module for staff of central and regional offices of Rosgranitsa.

In 2010-2011 a series of five teaching and training seminars for employees of the central and regional offices Rosgranitsa took place: in 2010 - Moscow, Kaliningrad, Nizhny Novgorod, in 2011 - in Belgorod, St. Petersburg.

At the site of the Russian Academy of National Economy and Public Administration under the President of the Russian Federation, Rosgranitsa organized annual international conferences studying of management approaches at national frontiers.

Application of best international practices in BCP arrangement

International experience has been incorporated into the work of the expert group of the Commission of the Customs Union "Construction and equipping of BCP at the external border of the Customs Union" (The Group was managed by Rosgranitsa). One of the results has been the development of the Uniform standard requirements for equipment and material and technical equipment of buildings, facilities and structures necessary for the organization of border, customs, quarantine, veterinary, phytosanitary quarantine and transport control exercised at BCP at the external border of the Customs Union, approved by the decision of the Commission of the Customs Union on June 22, 2011 № 688 (hereinafter - Standard requirements).

Standard requirements describe 17 systems, which BCP should be equipped with. Experience of countries with the most developed BCP infrastructure (EU, U.S., Singapore) showed that among these systems are:

1) Passport Control System with the possibility to upgrade software and hardware for automated control of passport and visa documents, including verification of the holder basing on his biometrics in the electronic chip;
2) Database of issued and invalid national and foreign passport and visa documents using software and hardware for reading graphic information, machine readable strings and chips, placed in passports and visas;
3) Non-contact temperature measurement for remote detection of individuals with increased body temperature;
4) Integrated BCP information system, developed taking into account the provisions of the Concept of formation of the integrated information system of foreign and mutual trade of the Customs Union.

In order to regulate the throughput of BCP, Rosgranitsa informs citizens by posting on the official website of information about work regime, classification and location of the BCPs, as well as images from cameras that monitor the status of queues on the access road to the crossing points (project "Border Real time ").

Given the Finnish experience of passenger control in moving trains Russia launched a similar mechanism to the Finnish-Russian and Russian-Ukrainian areas, work on the implementation of this approach on the Russian-Latvian, Lithuanian-Russian frontiers.

Rosgranitsa pays a great attention to the implementation at the BCP of the state system of production, processing and control of passport and visa of the new generation. Application of the system will greatly enhance the efficiency of passport control at Russian BCP.

In 2012 it is planned to equip software and hardware for control of new generation passport and visa the following BCP, located on the border with the countries that belong to the European Union:

1) Road BCP Ivangorod, Svetogorsk, Sovetsk, Mamonovo (Gronowo), Pogranichnoe, Morskoe, Maritime, Kunichina Gora, Burachki, Shumilkino, Ubylinka, Posin;
2) The airport in St. Petersburg (Pulkovo);
3) Railway BCP Ivangorod, Mamonovo, Sovetsk;
4) Pedestrian BCP Ivangorod;
5) Sea BCP Primorsk, Vysotsk, Big Port of St. Petersburg, Kaliningrad, Bright, Baltic (pool № 3, № 4 of the Baltic Naval Base);
6) River crossing Kaliningrad.

Also in 2012 Rosgranitsa in the frame of development of departmental segment of the Border Service of Russia will provide a number of BCP with technical means of migration cards printing and data transfer to the state information system of migration control, including BCP in the airport of St. Petersburg (Pulkovo), seaports Big Port of St. Petersburg and Passenger Port of St. Petersburg.

In world practice security requirements are under modernization, including the protection of identity documents from counterfeiting. International Civil Aviation Organization (ICAO) has developed recommendations that member countries (a total of 190) have to issue electronic (biometric) passports.

The Russian side has been working to ensure adherence to the ICAO Public Key Directory. Further work is planned by Rosgranitsa to upgrade software of the Border Service of Russia to control passports and visas at the BCP with their scan using this directory.

As part of the cross-border cooperation of the European Neighbourhood and Partnership Instrument (hereinafter - ENPI) "Estonia - Latvia - Russia" Program and in order to form a new image (with good international experience) and integrated development of road BCP Brunishevo, Rosgranitsa in coordination with the Ministry of Regional Development of Russia and with the GAO Latvia "National property" prepared large-scale project "Development of the BCP Brunishevo (Russia) and reconstruction of the BCP Vientuli (Latvia)."

The project will implement a range of design and construction works on the reconstruction of the BCP and procurement with the necessary technical means, as well as IT that meet modern requirements.

As part of the same program there was elaborated a project proposal "Reconstruction of BCP Ivangorod (Russia) and Narva Estonia)." On the Russian side the project aims at the implementation of reconstruction and rehabilitation pedestrian BCP Ivangorod (Parusinka) and partial reconstruction and arrangement of road BCP Ivangorod. Pedestrian BCP Ivangorod (Parusinka) is in poor conditions, and is used by inhabitants of border towns Ivangorod and Narva, who carry out their labor (educational) activities in the neighboring state.

Road BCP Ivangorod has satisfactory capacity; however, Narva BCP (Estonia) does not meet the level of freight and traffic passing through it.

In this regard, the project "Reconstruction of checkpoints Ivangorod (Russia) and Narva (Estonia)" will be eliminated inconsistencies of capacities of neighboring BCP.

Rosgranitsa, in cooperation with the competent authorities of the Republic of Finland, carry out development projects in the framework of the "South-East Finland - Russia» ENPI.

As a part of the program are developed two projects: "Development of railway crossing points Svetogorsk - Imatra," and the large-scale project "Complex reconstruction of road BCP Svetogorsk."

Railway BCP Svetogorsk - Imatra will be partially reconstructed at the Russian side.

The second project "Integrated reconstruction of road BCP Svetogorsk" provides a wide range of reconstruction activities to improve effectiveness, create comfortable working conditions for control service, reduction of the control procedures time and, therefore, reducing the waiting time in the queue for passenger and freight transport.

On 30 October 2012 in the city of Murmansk at the conference, "Best practices in program Kolarctic 2012 - Experience of active development of the European North" was discussed a possibility of redistribution of financial resources for the program "Kolarctic".

Previously, it was decided to consider at the regular meeting of the Monitoring Committee of "Kolarctic the application of Rosgranitsa to participate in the "Kolarctic" program in order to implement the project "Reconstruction of road BCP Borisoglebsk on Norwegian-Russian state border".

Besides that, technology "electronic queue“is under implementation. At the negotiations with the Ministry of Interior of the Republic of Estonia on 20 and 21 June 2011 in Tallinn, representatives of the company LLC «Girf» presented the information system GoSwift, which allows drivers of vehicles to book their places in queue to cross the Russian - Estonian border.

On 14July 2012 was launched a pilot project for electronic booking of time to enter the Road BCP Kunichina Gora (Pskov region) on the Russian-Estonian border. Book A time of entry to the BCP can be booked on the website GoSwift.

In case of a positive result of the experiment, the practice will be extended to other BCP.

On 1 May 2012 was launched a pilot project "Green Corridor" in road BCP Mamonovo-Grzechotki on the Russian-Polish border. This project is aimed at accelerating crossing of border by people in vehicles for personal use.

The objectives of creating a "green corridor" are to:

1) Improve the capacity of the BCP, the revival of tourist contacts between the Kaliningrad region of the Russian Federation and the Republic of Poland, the revival of economic relations;
2) Reduce waiting time by limiting customs formalities to the necessary minimum.

F. BCP SPATIAL DEVELOPMENT

1. Spatial development

Spatial development of border-crossing points is important as an efficient spatial deployment improves capacity and effectiveness of a border-crossing point leading to seamless flow of passenger and freight movements.

Transport infrastructure could be defined as the cross border road and rail networks, coupled with the access roads and rail lines. The BCP infrastructure refers to the building facilities and road and rail lanes actually at the BCP, regarding mainly the vehicle lanes within the BCP area. BCP terminals are considered as being both BCP infrastructure, as well as adjacent transport infrastructure, even if they are not actually located within a BCP. Without improvements on transport and BCP infrastructure, any organizational and institutional intervention towards enhancing the level of service of BCPs may lead to a result which would be of limited effectiveness due to physical constraints (Study Report on Common Border Crossing Points Management between Schengen Area and Russia/Belarus.").

The spatial model of many Russian and Belorussian BCPs is based on the “stop - gap” principle: a central building includes the core services like border guard and customs control. Other services (veterinary, phytosanitary, sanitary-quarantine and transport), and other agencies are scattered and accommodated in small posts within the BCP area. Relevant services such as phytosanitary and veterinary should be co-located in order to rapidly put through these clearance processes. The common spatial model of Russian and Belarusian BCPs has many components that determine its efficiency level. The number of traffic lanes is deemed as adequate. There is also high flexibility allowing the vehicles to shift to a “faster” lane if needed. This results in higher level of service as lanes are normally designated for specific use (e.g. commercial perishable goods, passenger coaches, and EU citizens) (Study Report on Common Border Crossing Points Management between Schengen Area and Russia/Belarus.").

In order to denote the significance of the way spatial models affect capacity and level of service of border-crossing points, an example indicating the discrepancy caused by the different capacity levels between adjacent BCPs is presented: the border crossing point “Privalka” located in Belarus on the border with Lithuania has an estimated capacity of 320 vehicles per day. At the same time, the border crossing point “Raigardas” on the Lithuanian side (EU) has a capacity up to 1000 vehicles per day. Traffic flow on this part of the Belarusian-Lithuanian border is about 790 vehicles per day. The border crossing point “Grigorovshchina” located in Belarus on the border with Latvia has an estimated capacity of 200 vehicles per day. At the same time the adjacent border crossing point “Paternieki” on the Latvian side has a capacity up to 500 vehicles per day. Existing traffic flow on this part of the Belarusian -Latvian border is 340 vehicles per day. As such, long vehicle queues are created at the Belarus side whereas seamless traffic flows are indicated at the Latvian side (European Neighbourhood and Partnership Instrument).

An indicative paradigm of a Russian/Belarusian border crossing point is Kammeny Log. Kammeny Log border crossing point and the respective Oshmyanska Customs Office is located in Grodno region, in the west of Belarus. Due to its geographic coverage, Kammeny Log customs offices handle international road traffic between Western Europe and Eastern Europe and Asia. Administratively and territorially, Kammeny Log offices cover the Postavsky district (Vitebsk region), Myadelsky district (Minsk region) as well as Ostrovetsky, Oshmyansky, Smorgonsky, Voronovsky, Ivyevsky and Lidsky districts (Grodno region).

Kamenny Log is the biggest international border customs clearance point. The point was reconstructed between 1998 and 2002 to increase its carrying capacity. Figure 8 presents spatial allocation of services at Kammeny Log BCP, figure 9 is a picture of Kammeny Log maquette and in figure 10 there is a panoramic view of Kammeny Log.

The Kamenny Log customs point has the following technical characteristics (Characteristics Kamennyi Log BCP):
Area: 8.96 ha = 89600 m^2, Floor space: 3998.4 m^2

The customs point includes:
Office building:
1. number of floors – 3
2. built-up area – 1476.22 m^2
3. total area – 1476.22 m^2
4. incl. the basement – 860.90 m^2

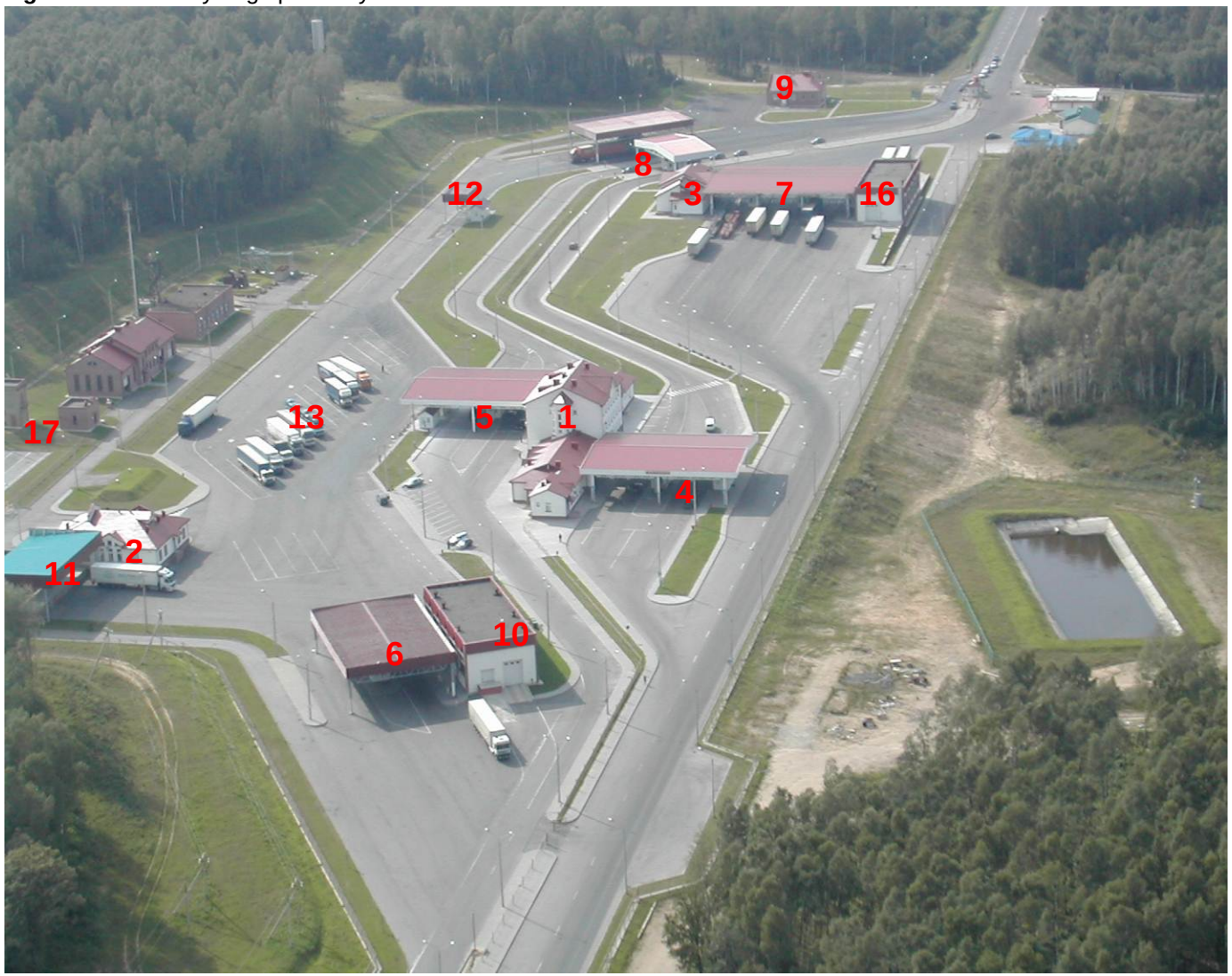
The building has 2 rooms where inbound and outbound physical persons are examined as well as a transit car clearance room. Besides, it accommodates the customs point administration and border guards.

- Building for inbound customs examination and cargo clearance:
  - number of floors –1
  - total area – 304.7 m^2
- Building for outbound customs examination and cargo clearance:
  - number of floors – 1
  - total area –253.50 m^2
- Box for in-depth customs examination of outbound freight vehicles:
  - total area – 340.30 m^2
- Box for in-depth customs examination of inbound freight vehicles:
  - total area – 340.30 m^2
- Storehouse for arrested inbound cargoes with a platform and a shed:
  - total area –116.1 m^2
- Building for sanitary, quarantine, veterinary and phytosanitary control:
  - total area – 146.55 m^2
- Processing line booths (a border guard booth and a customs officer booth) – 10
  - total area – 139 m^2
- Border control booths – 2
  - total area – 27 m^2

The customs point has a number of auxiliary structures:

- Customs point maintenance service building:
  - number of floors – 2
  - total area – 486.03 m^2
- Boiler house with two E 1.0-0.9 M-3 steam boilers:
  - total area - 254.6 m^2
- Transformer substation:
  - number of floors – 2
  - total area –30.0 m^2
- Diesel power station:
  - overall capacity – 33.2 m^2

Figure 1. Kammeny Log spatial layout and services



LEGEND

1 – Office building

2 – Customs clearance (entrance)

3 – Customs clearance (exit)

4 – Passenger vehicles control (outbound)

5 – Passenger vehicles control (inbound)

6 – Freight vehicles control (inbound)

7 – Freight vehicles control (outbound)

8 – Passport control

9 - Building for sanitary, quarantine, veterinary and phytosanitary control

10 - Box for in-depth customs examination of outbound freight vehicles

11 - Storehouse for arrested inbound cargoes with a platform and a shed

12 – Vehicle weight and size check

13 – Parking spaces for inbound freight vehicles

16 - Box for in-depth customs examination of inbound freight vehicles

17 – Parking area for arrested and lost vehicles

Figure 2. Kammeny log. (BCP Kamennyi Log scheme)

The spatial planning of a common Russian-Belarusian BCP like Kammeny Log is characterized by dispersing of facilities that accommodate basic BCP services such as sanitary/phytosanitary/veterinary control. In addition, low traffic capacity leads to creation of long queues especially for outbound traffic. Parking areas for freight vehicles seem to be inadequate (in terms of size) and not indicatively protected for extreme weather conditions. Of secondary importance services such as banks are located far from the main inspection area. Lack of support and leisure infrastructure is considered as disadvantage due to high delays pinpointed at Kammeny Log. Such types of amenities could be considered very useful to BCPs that are characterized by control delays. Customs clearance premises are located far from the main area of controls. This could be an issue that can cause further traffic delays due to the long time needed to undertake the respective controls. In addition, the rest customs control offices are located in easily accessible spots within Kammeny Log area.

Inbound and outbound passenger flows are serviced by four lanes for each direction. In contrast, for freight flows, three traffic lanes are used both for inbound and outbound flows. The delay data of Kammeny Log results in the need to vitally enhance capacity lanes (along with many other interventions).

In Medininkai, the border crossing point which is adjacent to Kammeny Log on Lithuanian side (EU), traffic congestion is getting worse by the fact that supporting facilities such as duty free shops and insurance agencies are very close to the main BCP services and thus, huge congestion is created in spite of the increased capacity that this BCP offers. Another spatial deployment issue is lack of parking areas away from main traffic lanes of Medeninkai border-crossing point. Trucks and other freight vehicles should be capable to access parking areas far away from basic road axes. Such spatial deployment discrepancies should be avoided in BCPs ("Study on Common Border Crossings Management between Schengen and Russia / Belarus", 2009-2011). Customs clearance is carried out in a more efficient way in Medininkai. Integrated spatial planning for adjacent border crossing points should be a process under the umbrella of wider master plans due to the fact that fundamental diversification in spatial deployment may lead to significant bottlenecks between adjacent BCPs. In this respect, seamless flows and time-saving procedures are achieved which are considered as basic leverage to reach more efficient level of international logistics.

2. Operational features

As far as the operational features of the BCPs along the Schengen and both Russia and Belarus borderline, despite the lack of analytical statistical data per BCP in the area of study, a generic fact, based on stakeholders' point of view, is that both for passengers and freight, the volume and flows are far bigger than the disposable capacity, while there is no satisfactory exploitation of the existing infrastructure. According to truck drivers' and generally road users' opinion, this is the main reason of waiting lines existence. All of this evidence is depicted in detail and analyzed in depth in the context of "Study on Common Border Crossings Management between Schengen and Russia / Belarus, 2009-2011" and was particularly figured out based on a questionnaire survey, on the road users, concerning the main barriers standing against the accomplishment of seamless transportation of passengers and cargo through the BCPs of the study area.

Furthermore, pertaining to the delays caused by congestion, the normal time required for cross border movement of cargo and passengers is estimated at 6 hours, while, in some cases, during peak periods, a delay of 3 days or more is considered to constitute an "acceptable" value. The problem is not only the inefficiency of infrastructure, but stands in the utilization factor and the lack of necessary personnel to make proper use of them. In addition, according to the network users, the number and intensity of border controls has repeatedly proven to be a preventing factor against seamless transportation in the area of study.

The group of involved stakeholders most often consists of customs staff, border control guards and police officers, health, veterinary and phytosanitary inspectors, specialized law enforcement agents and even armed military forces, while accountants, computer specialists, mechanics and administrative personnel has been assigned to process office work, support documentation, and perform authorization check and control through data bases where available.

Concerning passengers' border crossing processing, they are still on the visa (Euro vignette) regime, while several other documents are requested in order to get authorization for entry, especially from Schengen area to Russia and Belarus. In addition, there are several information systems and data bases used, while passport and fingerprint readers are also applied in many cases, providing the opportunity for human check even in a moving vehicle (bus or wagon). In any case, usually, passengers are subject to the controls of the vehicles they are travelling with. Thus, measures, disciplines and actions adopted for modes of transport, such the queue management system, directly affect the processing and the time of passenger border control.

On the other hand, in order to face the waiting lines, as well as the huge delays in freight vehicle border crossing, in order to eliminate bottlenecks, several methods and techniques are used. Towards the better exploitation of waiting time in the BCP, several queue management systems are adopted to face off road parking, such as the Estonian "Go Swift" system for pre booking of vehicles' place in BCP queues. Even though they do not necessarily reduce crossing times, they allow for much more productive waiting time as the vehicles and their drivers do not have to wait in a queue but can do other productive activities or at least wait in terminal vehicle parks which have more comfortable facilities, especially leisure facilities.

The cargo is usually inspected with x-ray scanners, while in special cases (e.g. dangerous goods) it may need disassembling and re-assembling from the beginning in special areas, in order to be more thoroughly inspected.

3. Current scenario of border crossing between Schengen and Russia/Belarus

Even though it was described in previous chapters in detail, typically, the passenger and freight border control in Russian - Belarusian BCPs consists of four (4) steps, according to the area where the different types of control take place:

- At the Entry Gate, addressed to all vehicles
- At the Document control area, again for all vehicles
- At the Physical Inspection Area, only for high risk vehicles (25% of total)
- At the Exit Gate, concerning all vehicles.

In order to be able to enter from EU to the Russian and Belarusian territory, the Border Control Checklist (BCC) for physical check has to be filled in with the requested information, including document check (e.g. passport control) and other authorizations (e.g. immigrant card and visa), medical and human health, food safety, veterinary and phyto-sanitary control and vehicle examination and weighing. The personnel elaborating cross border control belongs either to customs or to the border guards' crew. Each personnel are assigned with individual border control activities, while there are also several tasks where their collaboration is necessary.

In particular, customs bureau is responsible for the inspection of goods and the legality of importing and exporting of them. Customs personnel may often search for goods hidden in vehicles, compartments, cabins, trunks and cavities, while border guards are usually in charge of searching people hidden illegally in vehicles, elaborating the passport control. Nevertheless, both personnel groups have been assigned the task of controlling the vehicle's related documents, such as the registration certificate, insurance and driving license.

A number of successive, time consuming and very often unnecessary passenger and vehicle controls has characterized cross border waiting times and delays of 6 hours (normal) to 3 days as "acceptable", preventing from transport of passengers and goods between the Schengen area and both Russia and Belarus lack in continuance, effectiveness and economic profitability and development. The problems produced are depicted in detail within the next paragraph.

4. Summarizing gaps and bottlenecks in functions related with BCP spatial deployment

Below are summarized once more the main BCP functions that are resulting to bottlenecks related with the need for common BCP spatial design and planning.

As it was observed in the previous chapters, the problems, gaps and deficiencies, such as delays and bottlenecks, faced in the border crossing of passengers and vehicles in the area of study are mainly due to organizational and procedural issues, while there are also some infrastructure inefficiencies.

in most BCP, the equipment is obsolete and insufficient to meet the demand, while the situation is burdened due to inadequate internal spatial deployment of service buildings and networks. In addition, the interoperability problems are significant, as in neighboring BCPs major service capacity differentiations and variations are recorded between the Russian – Belarusian and the Schengen side. For example, based on the "Study on Common Border Crossings Management between Schengen and Russia / Belarus" (2009-2011), as well as on internet sources such as Google Maps, Wikimapia, and Google Earth, the capacity, number and spatial position of lanes may not comply when going from a Schengen to a Russian – Belarusian BCP, similar to the lack of gauge compatibility at the rail cross border transportation.

In any case, it is believed by the involved stakeholders that improvement can be made both through better management, avoiding the infrastructure investments. Targeting at the joint BCP model, where the flexibility in delegating tasks amongst BMAs and the possibility for dynamic redistribution of tasks and responsibilities amongst personnel are considered as a "given", based on the results and findings of the present Study and of the previous "Study on Common Border Crossings Management between Schengen and Russia / Belarus" (2009-2011), it seems that legal, operational and institutional barriers constitute the most important hindrance towards BCP integration. Nevertheless, three different categories of gaps have been identified: infrastructure related / structural, managerial / operational and institutional / legal problems and deficiencies.

In addition, there is the differentiation of the processing of border crossing control amongst various BCPs in the area of study, as some, especially the ones with limited personnel, use batch systems servicing groups of approximately 10 customers at a time, while other BCPs are in favor of free flow systems, proven to be more effective. The batch model processing causes bottlenecks and loss of effectiveness of almost 30% which causes significant increase in delays. In some cases, the problem may become bigger due to different infrastructure capacity from one to the other side of the border, jeopardizing the seamless transportation of passengers and goods. So the problem appears to be twofold: to begin with, there is low utilization of the existing infrastructure and respective equipment and on the other hand, in many cases the BCPs lack in adequate infrastructure., An important gap recorded in almost all BCPs of the study area is the lack of infrastructure for leisure activities, such as hotels, motels, restaurants, banks and other types of accommodation to be used during the waiting times, which, in many circumstances may last from a few hours up to some days.

Another issue is that the involved stakeholders at both sides of the BCPs consist of local and international authority personnel, which is not in collaboration with each other. In fact, there is no coordination of the undertaken tasks and modules, nor information exchange systems or ICT interoperable systems of any kind between them. As a result, there is no cooperation between them during the border checking procedures and, consequently, there is much overlapping in border crossing controls, entailing extra time and burdening the waiting lines and the delays – as it was stated in previous chapters in detailed analysis. Nevertheless, even if personal communication is common practice, they face another obstacle, associated with the differentiation of communication protocols between neighbouring countries and also to persuade the involved users about the necessity of private ICT system providers in the process.

Furthermore, this task is always very difficult to be achieved due to denial from the part of the shipping companies to allow for the diffusion of confidential data, and to the existence of increased competition from rival companies. Also, in many cases, in order to use such ICT control, surveillance and monitoring systems, a number of special authorizations from public bodies is required and so, the whole process is usually stalled because of the complex legal matters.

In addition, especially in rail transport, as it was described in previous chapters, in many cases there is lack of infrastructure related interoperability due to the different rail gauges applied in rail tracks, which causes an entire train to be unloaded and then loaded from the beginning in another train when crossing the border, causing significant time and money losses. The situation becomes even worse, considering the fact that the inspection of cargo must be done twice, as the information exchange software packages used lack in operational interoperability and compatibility.

This means that also transport planning is part of the overall spatial planning improvements for IBM implementation.

In road transport, there is a lack of vehicle parking space at several BCPs. This leads to long queues on public roads in conditions which lack proper sanitary facilities and, crucially, require truck and passenger coach drivers to stay vigilant, only to move their vehicles a few meters forward at a time. This situation is particularly serious at borders which include river crossing through bridges, as the scope for physical expansion of the number of traffic lanes between BCPs is limited by bridge size or the additional cost of building bridges.

Moreover, there is significant differentiation in the time and way through which the declaration forms required for the crossing of border are checked and validated. The differences are recorded either amongst individual BCPs or between the two neighbouring sides of the same BCP. Thus, pertaining to the provided services, the document processing may entail from manual intervention applied in some systems up to automated mechanisms, such as the e-customs program used for the electronic declaration involving single electronic window for traders and one stop control at borders. The differentiation in border control processing has been highlighted many times in this study as one of the main reasons for the creation of bottlenecks and big waiting lines at the borders, resulting in significant time and money losses due to BCPs' low productivity and effectiveness. In addition, very often there are differences recorded in the extent and the frequency of system operation, especially concerning Advanced Information Systems such as Automatic Number Plate Recognition (ANPR) systems and, additionally closed circuit TV (CCTV), working either locally or internationally and providing information on a 24/7 basis or not.

The bottlenecks summarized here are related with time management procedures.

Concerning system operation, the lack of integration of IT systems, especially in the Customs Union, requiring the entry of the same data in several different systems and in different format is a major factor that increases the duration of the actual processing without adding value to the process. In addition, there is limited use of continuous or automated risk profile information sharing between the Schengen Area and the CU. As stated before, there is a need to coordinate and enhance the quantity and especially the quality of operational risk assessment information between the Schengen Area and the CU, taking into account the greater dependence of the CU on import duties and that the true unit values of goods imported into the CU tend to be significantly higher than goods exported to the EU. This obviously leads to greater opportunities for valuation fraud. Also, the EU electronic pre arrival data input system is not always as reliable as had been hoped for and electronic documents often need to be matched with paper ones, which is a very time consuming procedure.

Finally, in many cases, all troubles caused are associated with the lack of implementation concerning both the letter and spirit of international conventions on the speedy and efficient movement of goods, especially in relation to the TIR Convention and the International Convention on the harmonization of Frontier Controls of Goods. This lack of implementation is demonstrated by the excessive level of physical checks on consignments of goods. The lack of implementation is also demonstrated by a lack of effective use of risk management systems in several states, which is a reason for the excessive level of physical checks. These limitations are made more severe by the lack of sufficient staff for examination and risk analysis purposes.

5. BCP spatial development scenarios

5.1 Introduction

The physical infrastructure of a border-crossing point plays a significant role on its operations and efficiency level. Both transport infrastructure (road and rail networks together with their identical accesses) and buildings that accommodate customs and guard services (vehicle lanes, border guards, passport controls, customs and in-depth clearance) should harmonically be combined and structured so as the organization of operations and processes are not subject to physical limitations. Queue management, flexible and efficient vehicle lanes, proper parking location in the BCP and seamless flow of freight vehicles through all necessary controls without impeding the progress of other customs services are some of the operational needs that combine wise spatial deployment of services within BCP area.

In the context of the current situation, the delays caused by traffic bottlenecks are the main problem a spatial BCP layout design is requested to address In fact, each vehicle has to stop at least 4 times (at the entry gates, in the control zone for border guard control, in the control zone for customs control and at the exit gates) at each side of the border, while in the worst case scenario, in case of intensive traffic flow, the batching system is applied. In order to meet study objectives, concerning Integrated Border Management (IBM), three different spatial development scenarios incorporating both managerial (organizational) and infrastructural modifications are proposed and designed. The scenarios include measures at tactical, operational and strategic level of action and are presented according to an ascending scale of interventions to be applied on the current situation, starting with the minimum, followed by the higher and the highest one.

5.2 Methodological approach

The deployment of the three scenarios is based on the existing operational, institutional, legal and technological features of BCPs identified in study area. Existing needs and relevant good practices were also taken into account.

The specific models are based on the elaboration on the chapters 3 to 5 and 7 mostly and were produced with the contribution of data elicited from information by previous literature as well as by visits of PT to the border-crossing points. The data were derived by literature and interviews on the applicability of one-stop window to road border-crossing points of ND area and how this principle could apply with forecasted traffic flows. The cooperation between BCPs was investigated, basically at institutional and organizational level along with national legal frameworks. Two literature sources also served as the main information banks to shape the three scenarios and served as the principal source that assist to develop and deliver the scenarios:

- “A study on Common Border Crossing Management Between Schengen area and Russia/Belorussia”
- “Handbook of Best Practices at Border Crossings – A Trade and Transport Facilitation Perspectives. (OSCE), 2012”

The methodological steps pursued towards the implementation of the spatial development scenarios are the following:

1. Understanding and adherence of the provided guidelines towards the expected outcomes of the scenarios.
2. Understanding and examination of the legal and institutional framework applied in the Russia/Belorussia and Schengen border crossing domain and the agreements that affect the spatial development of study area.
3. Investigation on several best practices for the design and spatial planning of border-crossing points around the world – Categorization of border services and applicability investigation.
4. Provision and studying of the necessary bibliography and maps, photographs and spatial designs of Belorussian BCPs
5. Feedback from the interviews taken place during the project development.

6. Capturing the existing geographical coverage, the transportation networks crossing the area, the BCP spatial models, the expected ICT needs, the operational framework affected by these models and shaping the gaps and bottlenecks which need to be mitigated.
7. Determination of a design prototype and scenario-based roll out in line with the sources reviewed and the guidelines of the study.
8. Dynamic interaction with quality audit and incremental improvements.

The final spatial models that are proposed stem from a blend of already existing Russian/Belorussian BCP spatial models and Schengen BCP spatial models. Special heed was paid on avoiding excessive and dispensable infrastructure allowing fast border controls and sufficient capacity for parking and maneuvering. The different spatial models were designed in terms of different integration levels of IBM. Traffic data were not relevant for the case.

Within the context of the low traffic spatial model, the rational was based on the OSCE guidelines for the design of BCPs servicing low and very low traffic volumes.

5.3 Scenario deployment and description of spatial models

5.3.1 Minimum scenario

Scope and objectives. Within the minimum scenario some small-scale and low cost spatial interventions are proposed to be implemented, with view to enhance the available resource management system, by adopting better organizational policies. The afore-mentioned organizational policies do not widely affect the spatial deployment of BCPs' services, as no significant modifications are identified. This is a demand – response capacity adaptation scenario, based on the management of the existing infrastructure. Thus, the main focus is given on the better organizational structure of the existing infrastructure and cooperation framework. To this extend the main suggestion is not only to simplify and fasten the cross border control system, but also to increase the level of provided services especially under urgent circumstances, so as to reduce stops and extra delays in the BCP for cargo and passengers.

Scenario development. In the context of the current situation, the main problem faced during border crossing is associated with delays caused by the number of necessary stops (at least 4) at several areas for document checking and / or vehicle inspection. For example, the checking of passports and the customs control take place in different booths located at a distance of at least 10 meters from each other contrary to the one stop principle, resulting in extra stops and additional delays. Also, in many cases, the flows of one direction are significantly larger than the ones of the opposite direction, resulting in the creation of bottlenecks and in the idleness of personnel, respectively. In most of the cases it has been proven that the management of the available resources (infrastructure, equipment and working personnel) plays a fundamental role in the BCP's level of provided services. So the current scenario is targeted at the addressing of delays, the upgrading of the BCP's operation and the enhancement of its effectiveness.

The core idea is to acquire the ability and flexibility to exchange personnel amongst different work posts in the BCP (e.g. border guards, customs office etc) when urgent needs emerge. These needs are associated mainly with high traffic congestion (peak hours, days or bigger periods of time within a year) towards a certain direction and the concurrent lowering of cross border flows in the opposite direction. Secondment practices within the same as well as between adjacent BCPs could be applied for both sides, on condition that all personnel are responsible for performing all kinds of tasks (border guards and customs control officers). This objective may be better achieved by teaching and bequeathing proper training to all administrative and officer personnel of a BCP. This provides a way to successfully and immediately tackle with any 'last-minute' operational dissonance, such as bottlenecks occurring due to increased traffic congestion. In order to eliminate additional costs, the training of the personnel may be performed through the organization of informative seminars in the administration building (or any other available facility), open to all personnel. The exchange of experience and practice between the border guards and the customs officers should be an interactive activity so as to increase the absorption of knowledge diffused to all the participants leading to operational and professional integration.

In order to achieve full integration, secondment practices have to be accompanied by the same flexibility level by the services' structure of the BCP, in terms of capacity adjustments. The way to perform this measure is to change the direction of flow (inward to outward and vice versa) for passengers and freight, increasing the service capacity of the BCP by 50% in the direction of peak traffic flow, while diminishing the personnel and the equipment idle time in the opposite direction where the servicing needs are significantly lower, resulting to the upgrading of the level of service provided by the BCP. The passport and customs control can be performed by the same personnel in order to accommodate the reverse flow lanes. Nevertheless, each passenger or vehicle has to make all the necessary stops and go through all the respective cross border controls.

For instance, according to the minimum scenario concept, customs clearance office could be easily transformed into passport control office after the proper allocation of the personnel. Therefore, BCP's services and personnel could adjust to any special circumstances with emerging high traffic volume regardless of the direction that it may have. It is evident that such changes are easier to be applied to passenger flows, but with use of appropriate mobile road marking similar modifications may be adopted for freight flows, respectively.

Concerning freight vehicles, they are subject to a double control (passport and customs declarations) before leaving the country. In particular, according to the respective layout for minimum scenario, freight vehicles entering each national BCP follow a two lane road to the passport control. The passport control is performed by a border guard in the entry of BCP. The next stop takes place in the customs control area where, especially for cargo, the customs clearance is obtained after document checking, weighing and in depth vehicle inspection (e.g. using x-rays) at special facilities. On specific occasions, according to the type of the transported cargo, the freight vehicles may need to undergo many supplementary controls, such as veterinary and phytosanitary ones, so they are destined to the respective special control area. Before exiting the BCP, the final control of the documentation in the border control area is performed by border guards. For freight flows moving along the opposite direction, the border crossing includes the same control posts and methods.

As far as the passenger flows are concerned, there are certain border controls performed by all kinds of BCP officers. According to the spatial model, a passenger vehicle enters the BCP area and arrives at passport control. The passengers do not have to get out of the vehicle and they undergo passport control by the officer. In the meantime, customs control is being performed by declaring any goods to customs officer. The vehicle is also checked by the delegated officers at the same time so as to accomplish the border control at once.

Applicability. The concept proposed in the context of the current scenario may be applicable in all types of BCPs, regardless of size and geographical location, on condition that:

1. there are at least two lanes per each direction for the servicing of passengers and vehicles,
2. there is available personnel and infrastructure for the respective task allocation and direction shifting to be processed and
3. the personnel is given the proper training and necessary jurisdiction to perform all kinds of controls.

The advantage of this suggested layout regards the flexibility potential of the BCP's services and personnel for addressing unexpected traffic volume. In any case, the adoption and deployment of the minimum scenario may appear to be an interesting, low-budget, fast implemented and simple solution, avoiding extra cost and time consuming modifications.

Nevertheless, the proposed traffic alleviation measures and fastening of cross border procedures remain far from the one stop shop concept or single window principle (according to the most updated requirements at international level and worldwide). As a result, the establishment of a common control system among the involved nations seems necessary, as in the minimum scenario, there may be simplification and fastening of the procedures, but the general concept of integrated border control management still remains in contradiction with the one stop principle. To be more precise if only the

minimum scenario is implemented, after the completion of all border controls, all passenger and freight flows (including vehicles) may have to visit the other national BCP on the other side of the border in order to undergo a second round of border controls, as well, entailing extra delays, due to double checking.

To continue with the weaknesses and the inefficiencies of the minimum scenario solution, the high level of flexibility could be accomplished only on condition that there is guarantee that the space (geographical area) reserved for mutual shift of the staff is sufficient according to the demand. Also, because of the need for high disperse of the infrastructures; the spatial layout could be better applied for larger BCPs with segregated passenger and freight terminals that could accommodate significant volumes of traffic.

5.3.2 Higher scenario

Scope and objectives. The second scenario incorporates the single window principle or one stop shop concept. The single window model is commonly used in the majority of border management applications, aiming mainly at the simplification of the procedures and the reduction of delays. The effective application of the single window plan is strongly related with the co-operation and co-ordination framework established among involved parties (local, regional and national authorities, governments, private stakeholders etc.). This scenario development aims at improving co-operation and co-ordination among neighbouring nations in an effective and efficient way enabling:

- Efficient control of cargo and passengers
- Reduction of waiting times and number of stops
- Minimization of delays
- Simplification of the cross border control process

In opposition to the minimum scenario, the servicing capacity of the BCP is mainly the change in spatial layout which will be used: the first scenario envisaged separate inbound and outbound cargo traffic terminals whereas this higher scenario 'uses' a totally different lane-based approach accommodated by additional lanes, each one receiving certain crossing users and vehicles. This scenario regards a specific number of lanes, assigning to each of them a certain type of users and vehicles movement and level of control. Moreover the exact allocation of infrastructures is designed in a way to service the movements and control procedures, based on the single window principle. In addition to the first scenario, this one could be applicable to a new BCP area development or to an existing one, but always regarding space requirement and in particular, land acquisition, expandability potential and geomorphological characteristics (see applicability).

The single window scenario is suggested in order to fulfil the existing gaps in the analysis of the current situation for both shipping traders and governments along with enabling a better and more efficient use of available resources (personnel, infrastructure and respective equipment and controlling systems). In particular, traders will be able to experience a faster clearance and release and thus cost saving along with higher predictability and transparency of government regulations. Governments, on the other hand, will face higher levels of compliance and release and be able to manage efficiently control and clearance.

Scenario development. In the single window model there is a single entry point where all import, export and transit related regulatory controls take place. To this end, passport and customs control happen simultaneously in the same area and building. The one stop window requires the proper training of the personnel in the booths, where custom and passport control takes place. This scenario is developed in a layout of 6 vehicle lanes and one pedestrian lane close to the administration building. Specifically the layout considers in the following order from the administration facilities to the extended BCP area the following lanes : 1 pedestrian, 1 green car, 1 car, 1 coach , 1 truck without declaration needs and 2 truck. Pedestrians follow an "open" way with one stop in the custom and passport control booth (simultaneously both controls).

A car/coach stops in an information and control booth located in the pre-entrance area of the BCP. To this booth all drivers take a priority entrance to the corresponding lanes upon their need for control. Close to that booth is located a truck parking where all vehicle take a priority entrance number, same as for car/coach users but assigning them to the truck lanes. In the pre-entrance BCP area there is located a

Variable Message Sign (VMS) where the ordering number appears along with the lane this number corresponds to. So all vehicle users have to follow their order and be assigned in the specific lane. BCP staff should check the proper priority numbering provision. The parking serves tracks and provides priority entrance to their lanes in order to avoid additional delays in an organized waiting area. Moreover, near the parking area should be located a motel/hotel able to serve drivers need for rest.

In the information and control booth all travellers (passenger/freight) indicate their need for control and enter upon guidance the relevant lane. This enables the pre-entrance assignment of the vehicles in the proper lanes. For example a car driver having nothing to declare will indicate this in the information and control booth and be assigned to the green lane, while an empty truck will be assigned in the relevant track lane. After entering the BCP zone one stop for simultaneously boarder guard and customer control will take place. The passport and custom control will be located in a toll-type infrastructure where drivers will be checked for both issues. Especially for truck drivers before the passport-custom control point they will face weight and dimension control for their vehicles along with radiation detection control in the same point and in relevant infrastructure. The green lane drivers will immediately after control have non-stop exit of the BCP area while all other drivers will follow a different procedure and make a number of stops upon need for control.

Drivers are allowed to lodge standardized information and documents through this single point. In this structure, there is one entrance point development (physical or electronic nature) for handling of all procedures, requirements and data coming from release and clearance of an international trade transaction.

Single window point acts like the core of a cell in a spatial planning perspective. Strengthening the activities in the cell by predetermining and organizing an effective structure is as crucial as developing the influence area of the cell in a way to serve and decongest the core loading. The design of the spatial model relies on one basic principle. Close proximity of most services and guaranteeing of visual or electronic communication. To this end, the type of layout is toll-layout. The freight and passenger vehicles are entering the area, they underlie simultaneous passport and customs control for each vehicle. The vehicle window stays in front of the booth window without needing anyone (neither passengers nor officers) to move. In the meanwhile, a customs officer is performing car checking to the car and the driver declares goods, etc.

The vehicles destined for in-depth control follow the corresponding traffic lanes passing through the fixed X-ray inspection premises and subsequently to in-depth inspection facilities. In the case of detecting a threat vehicle, this vehicle can be precluded and driven out of the control traffic lanes. Veterinary and phyto-sanitary controls are delegated to customs control. This spatial layout supports the principle of direct communication between relevant agencies like passport and customs control which are co-located and very close to in-depth inspection area. Besides this, the information which is lodged by drivers to the initial control is already channeled to all services of BCP (through the existent data exchange systems) and it is open to both border guard and customs officer in the same time and at the same place (single window policy).

Applicability. The vital tool to reach a successful outcome that does not fully apply to spatial approaches but it acts in compliance with spatial planning is a decent funding scheme for this additional infrastructure investment and systems that support data sharing between agencies. In general, technologies that apply information sharing could act as a cornerstone to the proper implementation of the scenarios and support spatial planning of cooperating agencies.

The higher scenario and other generic BCP spatial planning scenarios are applicable in border crossing areas where the geomorphological characteristics can support the type of the proposed layout (number of lanes, available area for the infrastructure allocation etc.) along with the existing BCPs' that can be expanded to support the proposed plan.

Moreover, a proper personnel training is necessary for the efficient operation of the scenario development.

5.3.3. Highest scenario

This scenario constitutes a Master Plan concerning both national parts (sides) of the BCP. The model could be used for the upgrading of the existing BCPs as well as for the planning and construction of new ones. Such a plan will be able to operate efficiently in a collaborative international structure meeting common goals and perspectives.

The single Master Plan envisages the close cooperation and the joint execution of all controls into a single road BCP. The basic principles of this Master Plan are the following ones:

- Development of an organized framework of tasks that have to be processed
- Provision of quick and effective border control procedures
- Establishing proper controls and information sharing of involved agencies
- Supporting of activities for traders and citizens of surrounding areas
- Enhancing visual attractiveness to the crossing area
- Guarantee of higher environmental awareness
- Providing of facilities which cover every need of both passengers and working personnel

The main objective is to develop an effective and efficient integrated border crossing control area in terms of mobility, services and stops. The principles presented above apply also to those objectives that the U.S National Institute of Building Sciences quotes as the ones that should be accomplished while designing a land border crossing point (OSCE, 2012):

- Aesthetics
- Functionality and operationality
- Production
- Security and Safety
- Sustainability

Spatial planning should be integrated into a generic strategic plan that takes into account extended and fundamental construction of new buildings at BCPs. Consequently, effectiveness could be claimed only through the reconsideration of the existing layout or through constructing new one. As such, most of spatial master plan will be accounted for integrating new infrastructure.

The suggested spatial development model is based on the postulation that the BCP appeals to a medium traffic volume and thus it is considered as medium sized. The model of spatial layout of traffic lanes applies for control checks on separate traffic lanes for passengers and trucks without the existence of space consuming terminals keeping in mind that high investments for an integrated border crossing checking should be balanced with the mitigation of its size, etc.

The spatial layout is geared towards utilizing advanced ICT technologies similar to the Estonian GoSwift that anticipate queue reservation systems for empty or loaded trucks and adopt the single-window principle. This is also proven by the fact that customs and passport control booths for both countries are close enough to ensure enhanced visibility and seamless information flow both for documented information sharing and for electronic one. The same booth structure is used at Medyka BCP.

Efficient spatial planning foresees that vehicles would have to stop for border controls the fewer times possible and that they will have to cover the less distance between these stops. Also, the suggested layout warrants preclusion of detained vehicles aside of traffic lanes and also provides the proper capability for suspect vehicles to leave the control lanes. This requires specific road marking to close any road safety voids.

Finally, the suggested concept is based on a hypothesis of a medium-sized BCP. Normally, BCPs should be designed taking firstly into consideration the capacity of traffic flow that is forecasted to accommodate. This kind of information determines how many traffic lanes are needed (OSCE, 2012).The suggested model in this study is in line with the precondition that integrated management of Joint BCPs regards medium-sized BCPs and the characteristics of this scenario stick to this hypothesis. In any case, plans

and designs of BCPs should incorporate the future expansion potential, especially for traffic lanes as well as for additional building infrastructure.

Scope and objectives. The main scope of the development of a spatial model of a joint BCP is manifold:

- To reduce any delays which are caused within BCP area and to phase out any bottlenecks occurring in the road part between the adjacent road BCPs.
- To make the operational plan of the road BCP more efficient assigning special infrastructure and services to special users of the BCP (i.e. green lane, coach lane, nothing-to-declare truck lane, etc.).
- To provide the users of the BCP with supplementary services such as duty-free shopping and additional amenities for longer staying at the BCP.
- To mitigate any operational and maintenance costs by allowing controls operations to a single facility.
- To facilitate cooperation, communication and trust between bilateral agencies and also information sharing and better use of resources in the BCP.
- To achieve infrastructure and control equipment sharing (European Commission, 2009).
- To avoid reserving additional area for extra customs and passport controls saving valuable space.
- Minimizing the number of stops for passenger and freight vehicles in compliance with 'one-stop' and single window principles.
- As establishing a single BCP area, it is easier for the BCP to be located in case the existing terrain does not allow BCP construction.

The main difference between this scenario and the two previous ones is the 'integrated' character that governs this approach and the 'joint management' culture that is pursued within this context. In The single window principle is still in force and developed between the agencies of this single BCP. Practically, there is only one joint infrastructure that accommodates mixed staff of officers and employees of the two nations like, for instance, the cooperation and co-location of customs clearance services and border guard passport controls. The administration includes both countries' staff and it is underscored by a single Master Plan for this BCP. In this respect, the organizational framework could be underpinned by the joint infrastructure – rather than double (BCPs of two national parts) that is foreseen in the previews scenarios.

Scenario development. In a nutshell, this highest IBM scenario foresees the use of electronic queue management system for commercial vehicles serviced by a dedicated parking area just outside of the BCP. Passenger vehicles (cars and buses) as well as pedestrians are allowed to enter the BCP without having to wait.

There are three lanes for each type of vehicle per direction (freight or passenger) of which:

- One of them takes advantage of the electronic queue reservation system facilitating freight vehicles (trucks) without anything to declare (empty trucks)
- Two of them apply for the rest (loaded) trucks with additional facilities (X-ray and in-depth). Truck lanes have the proper road exits allowing threat trucks to abandon the traffic lane and forwarded to detained vehicle area.
- A single traffic lane is associated to coaches.
- Another traffic lane caters cars with goods to declare.
- A green lane, especially for cars without goods to declare
- Pedestrians are serviced by a special lane, protected by the traffic lanes, next to the green lane and also very close to administration building.

Apart from the core services there are others that are indispensible for the operation of a joint BCP management. The main services and infrastructures of the highest scenario model are:

- Places for staff interface, i.e administration building and also parking area for staff vehicles located near central administration building. Staff will be assigned an entrance card that is identified by the officer in the information and control booth
- Offices for customs brokers and freight forwarding agents
- Joint offices for customs officers and border guards

- Joint offices for senior management of the BCP, in the administration building
- Meeting rooms
- Toilet facilities
- Kitchen facilities for BCP employees
- Canteen and restaurant
- Changing and locker facilities
- Detention and police cells
- Police interview rooms
- Interrogation or second-line document inspection offices
- IT and communication offices (might be separate for all the services)
- Police departments, are settled for the safeguarding of the border area in order to prevent legislative violation or any other infringing activity (smuggling, trafficking, etc.). Police office buildings are established at entry/exit points in order to create a sound guard zone of the area.
- Training rooms for personnel (inside BCP area). Training center could be used as a base for providing basic training skills to officers that work in the border-crossing points with view to making them flexible regarding the tasks that they will be charged to undertake.
- Customs brokers
- Banks and money transfer services

To underpin local community and economy growth, the spatial development of such an area should consider a list of facilities providing added value services and located in close proximity to the BCP. The strategic spatial planning should foresee these needs that may apply to all 'users' of border crossing point. Thus, added-value services are anticipated to operate within the wider area of BCPs providing the opportunity for leisure and rest time to drivers, passengers and visitors of the area. Some additional infrastructures are proposed that should be located outside BCP restricted area:

- Consular institutions
- Accommodation facilities (i.e. hotels). Hotels located in the wider border area could be very attractive to targeted tourism, and for instance, they could also be considered as a temporary accommodation for truck drivers whose driving capacity is very low and they are qualified as non-capable of driving.
- Fuel stations
- Automobile repair services

Within the context of spatial layout, traffic lanes are separated between each other with plastic road barriers that are filled with sand or water (Fig. 12). Integrated Border-crossing Management claims joint use and operation of many facilities and services of border-crossing point area. To this end, employees of the adjacent countries co-exist and cooperate in a single BCP. In particular, border guard booths are next to customs booths for countries 1 and 2. The sequence of controls is customs control of country 1, passport control of country 1, passport control of country 2 and finally customs control of country 2. Mixed staff could also be used in X-ray inspection facilities, in-depth control facilities and administration.

Figure 3. Road barriers (http://www.asiatradingonline.com)

The BCP area is securely fenced, properly lighted with gate protection (i.e., blast protection), shaded and bunkered sites for border guard and police (OSCE, 2012). The only commercial service is a shopping mall with duty-free services for passengers, car drivers or truck drivers that have to stay in the BCP area for longer period.

The model of the highest scenario of the BCP development proposes a queue management system that allows the vehicle driver to pre-declare the goods that are transported by phone or via an internet platform. This added-value service fits better the current IBM view (highest intervention scenario) in line with the suggested spatial deployment. At this stage, it is also determined whether the truck should be destined to in-depth inspection. Subsequently, when they approach the BCP they park their truck into a designated parking area and claim their arrival to the pre-check officer. This officer is working in a control booth and his main task is to inform the users of the BCP about their control process and assign a vehicle registration number to each truck. OSCE (2012) highlights that '*with pre-declaration information, customs and security management staff can decide which vehicles can undergo fast track export and import processing, and Customs staff can begin risk assessment processes'*.

This parking area is also equipped with a distinct electronic variable message board which informs truck drivers about the priority of trucks that wait to enter the main BCP area in accordance with their time of arrival and with the pre-reservation characteristics. In addition, empty trucks are directed to the respective truck lane. This lane acts as a green lane for trucks that have nothing to declare or carry up to the minimum allowed quantity of cargo to declare.

Regarding passenger vehicles, when entering the BCP area, they pass by the up-front information and control booth and the officer (which is not border guard) informs about the type of controls that they are subject to and appoints them to the respective passenger lane. The main difference between passenger and freight vehicles is that the latter park and wait at a tailored parking area before entering the BCP whereas the passenger proceeds directly to the BCP area. A similar practice is being implemented at Medininkai BCP (Lithuania, in the border with Belarus).

Freight vehicles that enter the traffic lanes for the main control at first they are weighed and electronically inspected for any radio-active materials that may transfer. This process takes about five to ten minutes. Weighing facilities are located just before joint customs and passport control premises.

The truck stops one time near the passport control window of the booth[105]. The truck driver provides with all necessary documents to the border guard of country 1. The border guard, in turn, is sharing any information needed with border guard of country 2. In the meanwhile, customs officers from both countries take on primary vehicle inspection. Undertaking simultaneously passport and initial customs control contributes to the mitigation of delays that are identified while performing separate passport and customs control. Information provided by truck drivers is used by customs officers of both countries. Questions are being asked by all BCP officers and border guards that are inspecting the truck and information is lodged into a single electronic platform accessed by officers of both countries. Passport and customs control should not take more than 30 minutes in worst case scenario. In case of a threat, suspect vehicles are rerouted to a specific area and held there. These areas are for detained vehicles and it is securely segregated from the rest of BCP services (OSCE, 2012). Special emphasis should be accorded on the fact that other types of controls such as veterinary and phyto-sanitary are delegated to be undertaken by customs officers within the context of expediting border controls along traffic lanes.

After accomplishing customs and passport controls by officers of both countries, the trucks are free to leave the BCP area and proceed to hinterland.

In case when trucks are not empty and should undergo extra border controls (such as X-ray or in-depth), the truck should proceed to the fixed vehicle X-ray inspection system established after passport and customs control, in the same lane (except of 'nothing-to-declare' freight lane). Fixed tunnel cargo X-ray equipment (Fig. 13) performs inspection to the most possible vehicles, in accordance with risk management system of the BCP. X-ray inspection usually lasts 1-2 minutes (OSCE, 2012).

Figure 4. Fixed vehicle X-ray inspection system (www.defence.gov)

In the case of threat detection, the suspect vehicle is driven out of control lanes in order carry out the typical process that is followed. Threat vehicles forwarding to a secure area is possible in the freight lanes three times (after customs-passport control, after X-ray inspection and finally after in-depth control). Otherwise, the vehicle is inspected and formally permitted to leave the BCP area.

[105] The revised Kyoto Convention recommends that drivers stay in vehicles with border agency booths at the height of the driver cub of commercial trucks (OSCE, 2012).

At last, when a further detailed inspection is needed the vehicles are driven to in-depth inspection tunneled post. Afterwards, trucks are allowed to exit BCP area or directed to detained vehicle area. In the event of increased traffic volume within a single freight lane the vehicle stuck in the queue can use the next lane. More than one truck can use the same traffic lane to undergo border controls. However, trucks that are anticipated for in-depth inspection may be identified before entering the corresponding lanes through the queue reservation system. Due to the potential of shifting to next lane, special heed should be paid to the road marking that should be placed between lanes.

As far as passenger lanes are concerned, a special lane dedicated to coaches is designed. In this respect, coaches stop in the special roadside area and either passengers get out of the bus to be checked their passports or the border guards get on the bus to check passports. The role of this road space is to insulate any vehicle from the rest traffic and alleviate the traffic lane when needed. In this regard, it is easier for any vehicle that has completed all required controls to leave the lane as soon as possible. Also, there is an X-ray facility for luggage inspection and extra customs control. A bus is under customs and passport control temporarily parked in the special area. In the meantime, the coach lane remains vacant. After, the performance of the required control, the coach is free to leave the BCP.

Pedestrians are entering the BCP and undergo passport controls and (if needed) luggage control. The pedestrian way is protected from the rest traffic and located next to the administrative building. Pedestrians undergo passport controls and normally they are allowed to leave the BCP.

Individual passenger vehicles cross car lane and green lane. The car enters directly the BCP area (after having passed the initial information and control booth at the entrance of BCP) and directed to border guards and customs officers of both countries to be subject to passport and customs control. The driver stops the car just in front of the window of border guard booth. The border guard checks the documents of all passengers of the car while he communicates directly with the border guard of the country number 2. In parallel, customs clearance takes place by the officers of both countries. After the integrated control of both customs and both passport services, the car is allowed to leave the control area. If there is any kind of suspicion, the detected vehicle is insulated in a dedicated parking area aside of the lane.

Green lane supports car passenger flows that do not have anything to declare. Information services at the entrance of the BCP guide the drivers to the respective traffic lane that they should pursue. When the cars enter the green lane, they undergo only border controls by border guards and not customs control. They stop near the booth window and provide to the border guard with the necessary papers. The border guard of country 1 checks papers in close cooperation with the border guard of country 2. Booths are attached and whichever document needs to be cleared by both countries' guards could easily be transferred hand-by-hand. After the completion of passport checking, cars are either authorized to exit the BCP or could be parked to roadside place for detailed control.

Among the advantages of the proposed layout are:

- Division of passenger and cargo traffic in a way that these flows are not exclusive themselves
- Proper spatial consumption leading to enhanced visibility by general administration and polices guard
- Safety and security levels are adhered by the spatial planning
- Optimal flexibility of adjusting services to traffic flows
- Efficient data exchange supported by technological and physical measures (i.e. proximity of agencies responsible for commercial vehicle controls to administration offices)
- Development of structure that supports one-stop window
- Provision of extra amenities to meet shopping and food needs of BCP visitors

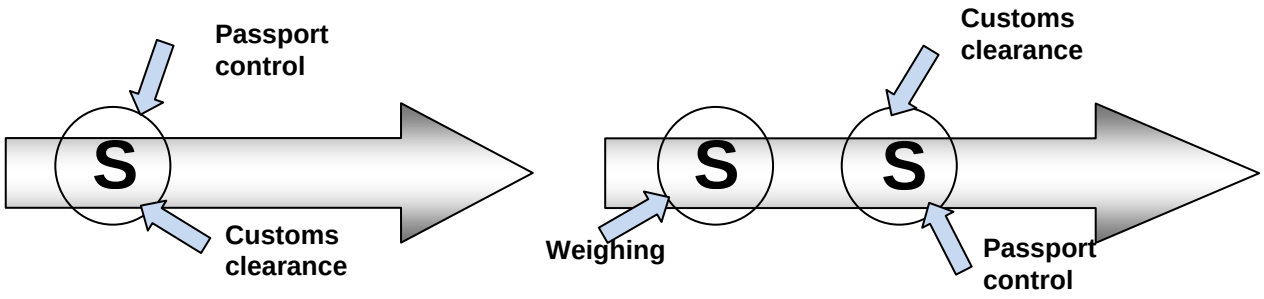


Figure 5. Usual number of control stops needs for passenger cars and coaches (a) and trucks (b)

Table 5. Usual case of stops per vehicle (towards Single Window principle)

		Lane and vehicle type					
		Trucks	Trucks w/o goods	Coaches	Cars	Cars - GL	Pedestrians
Number of stops (usual case)	1			x	x	x	x
	2	x	x				
	3	x					
	4						
	5						

Applicability. Adequate space should be committed so as to exploit the potential of expansion that a BCP may need, either in the number of traffic lanes or in the rest infrastructure. Space assessment of new BCPs should weigh up a list of certain criteria like expected traffic volume (commercial and passenger), type of goods that may be handled, number of pedestrian traffic, staff and executives parking needs and seasonal variation patterns (OSCE, 2012). Within the context of space assessment, the proposed spatial planning could be used to larger BCPs in the form of efficient expansion of traffic lanes and tailored infrastructure.

OSCE (2012) emphasizes also that to construct a BCP, many criteria must be taken into account. The local topography, environmental impact of the new infrastructure, existing land-uses, seasonal and weather characteristics, local market and local transport network (supply and demand).

Also, presence of commercial services providers should be very limited at BCPs (OSCE, 2012). As such, it is proposed that the only non-BCP commercial facility that is be located in BCP area is a duty-free shopping mall, with a restaurant and cafeteria. The visitors of BCP could do shopping and rest in a cafeteria, while they can also eat.

Furthermore, dissimilarities between structures could undermine integrated border management. Similar facilities types between nations will surely contribute for working staff to smoothly get used to it. The most important issue in order for a Joint BCP structure to be implemented is the political will of governments of adjacent countries and the cooperation culture that should be fostered. However, this issue does not apply to spatial approaches and regards mainly political strategic planning and bilateral relations.

5.3.4. Highest scenario for low traffic volume

For low traffic volumes, joint management of BCP operations may be achieved, preserving the basic concept of the above highest scenario, while reducing the scale of spatial development.

In general, the model layout concept complies here as well with the layout presented in the **chapter 7 in the design of Cargo traffic control at the jointly operated BCP.**

Here, still, a joint infrastructure development accommodates both nations, through integrated customs clearance and border guard passport control services, allowing for single-stop window.

Vehicles of any type, enter the BCP on the same traffic lane, and complete the required controls. If more control is required, the vehicles are directed to special designated parking lots, separated for cars/buses, and trucks. The parking lots are used by vehicles waiting for clearance, and when in-depth inspection, weighing, or x-raying are required, these vehicles follow an internal path until they receive clearance, get back on the main traffic lane and exit the BCP.

All facilities remain the same as in the case of the medium size BCP of the same scenario. Thus, passport and customs control booth is located along the main (entry) traffic lane, and all other facilities are placed in the BCP area, commonly used by incoming traffic of both directions. Operations taking place at these facilities include weigh truck control, X-ray, in-depth inspection, and detained cargo areas.

Personnel and pedestrian lanes are also designed, as well as administration building, training facilities, other personnel facilities and police.

Duty free shops and other collateral services, stationary and residential facilities, are excluded from a low traffic volume BCP.

6. A roadmap to joint BPC spatial planning

Integrated BCP management is a complex process that requires advanced cooperation between actors of involved countries. Decision-making that involves various actors should focus on integrating the fundamental pillars of management of BCPs, namely legal and institutional frameworks, traditional operational characteristics, conflicting political views, separate master planning, etc.. Joint spatial development of a BCP is a basic dimension of the effectiveness of a BCP and should be approached with certain attention as it may compromise different cultures of spatial development between countries.

Spatial development as itself consists of designing phase and implementation phase. The planning phase which also constitutes of the design stage could be described by guidelines that should be taken into account:

1. Strategic Master Plan for the Integrated Border Management of adjacent countries. This implies a common strategy in terms of cooperation framework that will enclose mutual aims, common objectives and parallel efforts by two countries to attain the objectives. Governments and involved administrative authorities should cooperate cordially with each other and stay committed to the joint effort. Political will is the initial and the soundest step to commence such initiatives. Joint BCPs with integrated level of management require the share of infrastructure which should be structurally adjusted to both actors. Jointly BCPs have as a prerequisite the existence of common infrastructure to perform border controls on goods, vehicles and passengers at once, so as to save time and energy. This principle is also endorsed by the Schengen Treaty (http://eur-lex.europa.eu/LexUriServ/) .

   After engaging the political will, there are some technical pathways that should be attended:

2. When the project is assigned, a detailed review should be made to the existing spatial models and designs applied in other cases to identify and forestall any emerging gaps. The geometrical features and spatial deployment of the national border-crossing points should be examined.

Preferably, when following a standardized model, it is wise to perform a review of existing models that match the rationale that is determined to be implemented. I.e. it is not possible to design a US-oriented model that is going to be applied in Russia. It is more useful to have copies of such BCP designs.

This part of the process should incorporate the identification of gaps and bottlenecks as well as strong points of each BCP case and the conduction of further scrutiny on the reasons that caused the inefficiencies. This part of the study is very useful as it congregates all the retrieved gaps and matches them with design-based discrepancies.

3. Moreover, the current legal and regulatory framework should be examined in order to develop a legitimate design of the BCP regarding statutory decrees associated with land-use, national and regional rules of spatial planning, and environmentally protected areas by the law, constructions standards, property rights at the border crossings, etc. The matters concerning property relations and border crossings management should be resolved in a homogeneous way.

   Regarding administrative needs, they do not correspond directly to the design phase of a BCP but are indirectly related as it involves transaction with institutions. These are permission certificates, approvals (especially by authorities relevant to environment and spatial planning), land acquisition, utility network permissions and relocation, historical and site-preservation laws (in case of areas of special treatment by the national or European laws) (OSCE, 2012).

   Also, any conventions between countries or international agreements should be revised in order for the spatial development to comply with what is envisaged in these agreements.

   A question for legislative analysis is whether the IBM concept implies a single integrated law on border management. Because there is not a single law, there is a need to have multiple trained and equipped agencies which are assigned with different tasks. Therefore, a single, IBM strategy becomes also necessary (Summereder et. al, 2006).

   It further means that it is now necessary:
   - to establish a clear delegation of tasks among agencies in order to avoid overlapping of responsibilities
   - to enable a coordinated approach (legal, operational, etc), as required by the IBM concept

4. Spatial models should also facilitate the provision of services and operations, taking place in the BCP area. So, it must be upfront clear the operational framework of the BCP, with focus on single-window principles, single-office, so as to conduct proper planning in line with the a-posteriori status quo.

   Expected traffic demand should also be recognized likewise in order to design the BCP layout allowing a specific traffic capacity. This could be facilitated by the investigation of the flows that are expected to pass through the BCP. Usually, this is determined by the road axes that are used, their capacity and significance. Further investigation of the crossing transportation (both road and rail) network should be undertaken. Using traffic forecasting models, the expected traffic demand could be calculated. Maybe it could be better to prepare a preliminary design including a wider view of the BCP area and incorporating the regional transport networks that contribute to channelling the flows to the BCP (OSCE, 2012).

5. The acquisition of spatial data it is essential in terms of: existing maps (geomorphologic and civil maps), information statistics (regarding civil features of the area, demographic data, etc), national and international standards, national architectural guidelines (OSCE, 2012). Also, collection of local and regional data, performance of site surveys to validate the existing data, and establishment of a decision-making framework with certain criteria with view to deliver robust engineering designs applicable to each case could be a helpful solution.

Spatial consideration of the location of the BCP is deemed to encompass a range of criteria that are associated to the local environment (ground, air) for site assessment. These criteria are considered by local administrative authorities to assess suggested positions of BCP establishment. Criteria are the following (OSCE, 2012):

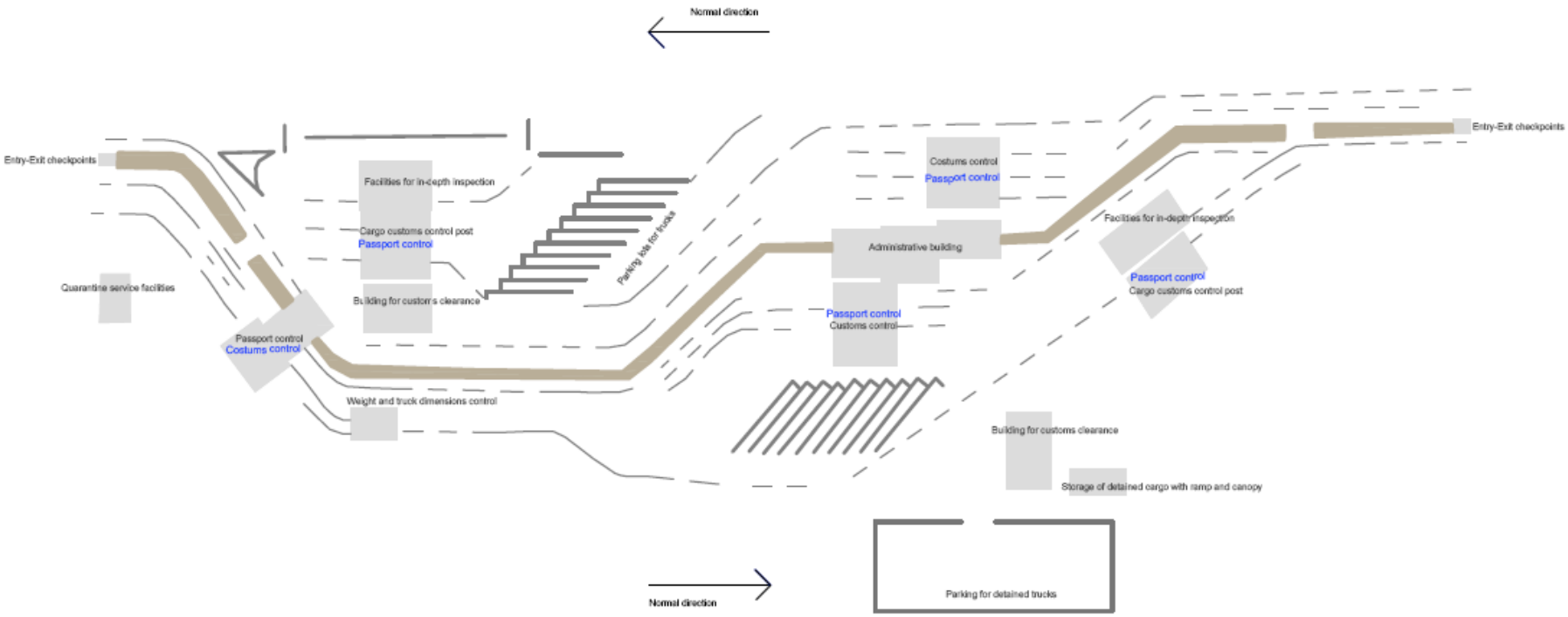
- Topography – ground survey with view to examine the composition of ground components and its statics
- Environmental impact assessment in line with the existing regulations
- Existing land use at site and also surrounding area
- Seasonal weather characteristics
- Neighbouring road network condition
- Commercial activities pinpointed in the vicinity
- Impacts on surrounding habitants
- Waste disposal
- Proximity of any passenger terminals

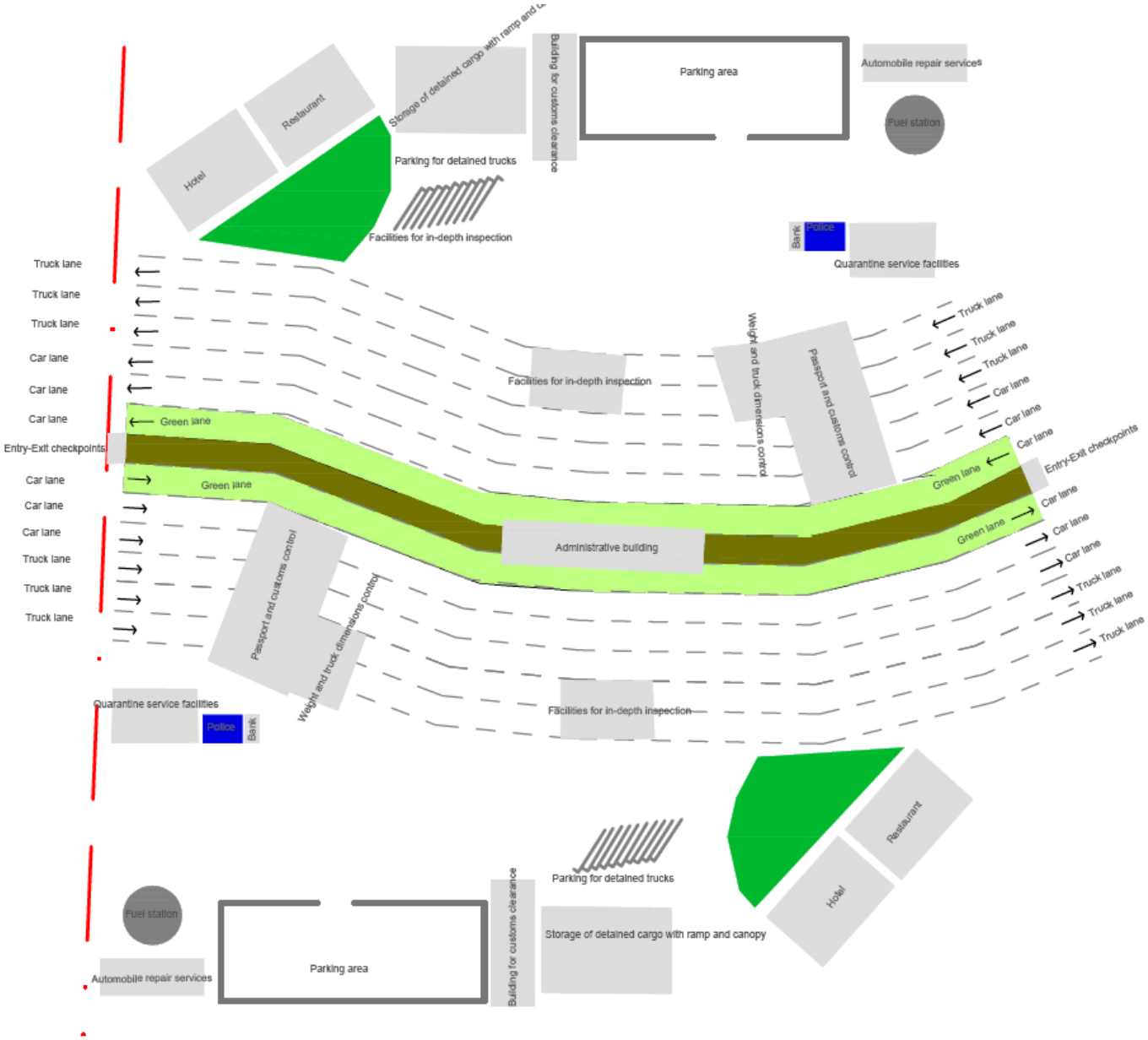
Space assessment is another technical process that estimates the requiring space (capacity) that should be developed. Space needs are deduced in compliance the following criteria (OSCE, 2012):

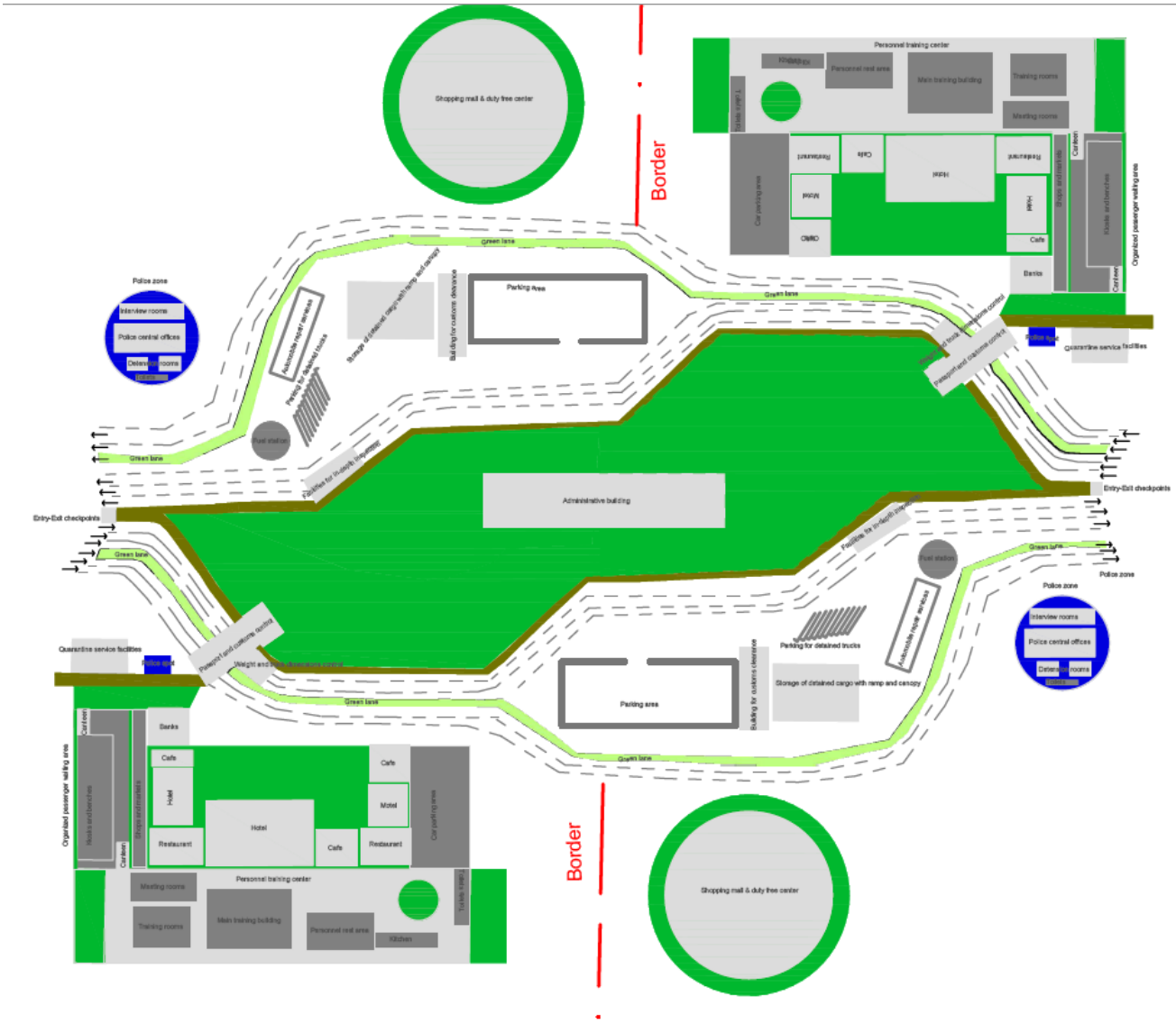
- Commercial vehicle truck traffic
- Type of goods according to truck type
- Pedestrian traffic
- Passenger car traffic
- Bus (coaches) traffic
- Seasonal patterns (that may lead to peak and weak periods)
- Space for parking needs (for staff and rest BCP users)

Within the implementation stage, it is necessary to maintain evaluation mechanisms that ensure that the jointly operated BCP works well, in spite of the intrinsic differences of the collaborating agencies. In order to monitor, evaluate and improve all services running in a jointly operated BCP, a proper mechanism is needed. Summereder et. al (2006) highlight a range of actions that integrated border management (IBM) coordination mechanism should launch:

- Necessary reforms to ensure that proper administrative, institutional and legislative conditions are held within IBM context
- Wise allocation of available funding for these actions
- Adjustment of national legal and regulatory frameworks with cooperating countries
- Monitoring of the IBM strategy and adjust national initiatives in line with it
- Common strategies between involved countries and fostering of cross-border cooperation projects
- Supervision of the work of the implementing actor
- Cooperation between involved agents
- Providing suggestions for tackling issues


Normal direction
Entry-Exit checkpoints
Facilities for in-depth inspection
Cargo customs control post
Passport control
Quarantine service facilities
Building for customs clearance
Passport control
Costums control
Weight and truck dimensions control
Parking lots for trucks
Costums control
Passport control
Administrative building
Passport control
Customs control
Facilities for in-depth inspection
Passport control
Cargo customs control post
Entry-Exit checkpoints
Building for customs clearance
Storage of detained cargo with ramp and canopy
Parking for detained trucks
Normal direction


Hotel
Restaurant
Storage of detained cargo with ramp and canopy
Building for customs clearance
Parking area
Automobile repair services
Fuel station
Parking for detained trucks
Facilities for in-depth inspection
Bank
Police
Quarantine service facilities
Truck lane
Truck lane
Truck lane
Car lane
Car lane
Car lane
Entry-Exit checkpoints
Car lane
Car lane
Car lane
Truck lane
Truck lane
Truck lane
Green lane
Green lane
Facilities for in-depth inspection
Weight and truck dimensions control
Passport and customs control
Administrative building
Passport and customs control
Weight and truck dimensions control
Facilities for in-depth inspection
Quarantine service facilities
Police
Bank
Truck lane
Truck lane
Truck lane
Car lane
Car lane
Car lane
Car lane
Entry-Exit checkpoints
Green lane
Green lane
Car lane
Car lane
Car lane
Truck lane
Truck lane
Truck lane
Parking for detained trucks
Storage of detained cargo with ramp and canopy
Building for customs clearance
Parking area
Automobile repair services
Fuel station
Hotel
Restaurant


Shopping mall & duty free center
Border
Personnel training center
Kitchen
Personnel rest area
Main training building
Training rooms
Meeting rooms
Car parking area
Canteen
Shops and markets
Kiosks and benches
Organized passenger waiting area
Hotel
Motel
Restaurant
Cafe
Club
Banks
Green lane
Police zone
Interview rooms
Police central offices
Detention rooms
Parking area
Storage of detained cargo with ramp and canopy
Building for customs clearance
Parking for detained trucks
Fuel station
Administrative building
Entry-Exit checkpoints
Quarantine service facilities
Police spot
Passport and customs control
Weight and dimensions control
Facilities for in-depth inspection
Automobile repair services
Border
Shopping mall & duty free center

G. PUBLICATIONS CONSULTED

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(IMO, International Maritime Organization, 2012)
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UNECE/CEFACT (2012)

H. ACKNOWLEDGMENTS

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At the same time, the PT accepts full responsibility for the views expressed in the Study Report.

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Igor Mahovikov – Head of Customs Control Organization Division, State Customs Committee HQ, Minsk;
Valeriy Stelmah – Head of IT Technologies and Communication Division, State Customs Committee HQ, Minsk;
Irina Bolotina – Head of International Assistance programmes Division, State Customs Committee HQ, Minsk;
Dmitriy Taranko – Deputy Head of IT Technologies Division, State Border Guard Committee HQ Minsk;
Sergey Belko – Deputy Head of Border Control Division, State Border Guard Committee HQ, Minsk;
Aleksandr Potapenko – Head of International Road Carriers Association, BAMAP, Minsk;
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Andrey Barkovskiy – Deputy Head of Customs Post at Kamenny Log road BCP;
Customs, BG, Veterinary and Phytosanitary officers at Kamenny Log road BCP;
Ulrich Rainer – Co-operation Officer, EU Delegation, Minsk

Estonia (Visit 6-8 September 2012)
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Vello Valme – Officer of International Cooperation Division, Estonian Tax and Customs Board, Tallin;
Helen Nieder Veerme – Officer of International Cooperation Dept., Estonian Police and Border Guard Board, Tallinn;
Evelin Vaik – Leading Officer of Development Bureau, Estonian Police and Border Guard Board, Tallinn;
Aldo Rauk – Head of EU Cooperation Division, Estonian Police and Border Guard Board, Tallinn;
Lidia Friedental – Contact Person, Estonian Chamber of Commerce and Industry, Tallinn;
Hannes Plinte – Representative of the company GoSwift;
Customs and BG representatives at Narva road and railway BCP

Finland (Visit 3-5 September 2012)
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Markku Hietanen – Senior Customs Officer, National Board of Customs, Helsinki;
Samy Gardemeister – Director of Controls, National Board of Customs, Helsinki;
Arto Niemenkari – Border and Coast Guard Division, Border Guard Department, Helsinki;
Tommi Kivilaakso – Director of Eastern Customs District;
Petri Kukkonen – Senior Customs Inspector, Eastern Customs District;
Representative of the Ministry of Transport and Communications, project on“Smart Corridor” between Finland and Russia;
Customs and BG representatives at Nuijamaa road BCP

Latvia (Visit 22-25 August 2012)
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Sabine Dubulte – Senior Customs Expert of Modernization Division, National Customs Board and State Revenue Service, Riga;
Vladimirs Zaguzovs – Chief of the Administration Board, State Border Guard of Latvia, Riga;
Mariks Petrushins - Head of Border Control Board, State Border Guard of Latvia, Riga;
Oksana Halupjaka – Head of the International Cooperation and Protocol Unit, State Border Guard of Latvia, Riga;
Jurijs Kondratenko – Senior project manager, State Joint Stock Company „State Real Estate”, Riga;
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Lithuania (Visits 10-12 September 2012, 15-17 October)
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Vitas Volungevicius – Head of Customs control Management Division, Customs HQ, Vilnius;
Rimantas Karpavicius – Deputy Head of Border Control Board, Border Guard Service HQ, Vilnius;
Audrius Pauliukevicius – Chief Specialist of BCP Division, Border Control Board, Border Guard Service HQ, Vilnius;
Vladas Bradauskas – Lithuanian National Road Carriers Association Linava, Vilnius;
Laura Sereniene – Strategic Sectors Policy Division, Ministry of Foreign Affairs, Vilnius;
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Algirdas Blaškevičius – Head of Construction Division, Border Crossing Points Directorate under the Ministry of Transport and Communications, Vilnius;
Customs, BG, Veterinary and Phytosanitary officers at Medininkai road BCP, Lavorishkes road BCP and Kena railway BCP

Norway (Provision of written information November 2012)

Eli Kallevik - Department of Customs, VAT and Movement of goods, Directorate of Customs and Excise;

Poland (Visit 27-30 September 2012)

Miroslaw Sienkiewicz – Director of Customs Chamber, Bialystok;
Andrew Lukaszuk – Head of Legal and Organization Department of the Customs Chamber;
Anatol Panasiuk – Deputy Head of Customs Office, Bialystok;
Piotr Poplawski – Head of Tobacco Products Control Department, Customs Chamber, Bialystok;
Mariola Dabrowska – Legal and Organization Department of Customs Chamber, Bialystok;
Maciej Czarnecki – Spokesperson of Customs Chamber, Bialystok;
Slawomir Markowski – Head of Division, Border Guard HQ, Warsaw;
Aleksander Strzondala – Senior Specialist, Border Guard HQ Warsaw;
Anna Dudziak-Anuszewska – Expert, International Cooperation Department, Border Guard HQ, Warsaw;
Customs, BG officers at Kuznitsa road BCP and Kuznitsa railway BCP

Russia (Visit 23-24 October 2012, Provision of written information November 2012)

Mariya Gracheva – Head of Division in Analytical Department, Russian Federal Customs Service;
Viacheslav Folts – Deputy Head of International Relation Division, Rosgranitsa;
Oleynikov Alexander – Consultant, Department on Development Programmes, Ministry of Transport
Vladimir Korostelev – Single Window Project Director, Sea Expres Group Moscow Division;
Mikhail Pimonenko – Director of North-Western Analytic Centre of Transport Logistics, St. Petersburg;
Yuriy Chigkov – Director of North-Western division of International Transport Academy, St. Petersburg;

European Commission (Visit 9-10 October 2012)

Jose Laranjeira Anselmo – Policy Officer, Project officer unit B1, Trans-European networks and investment strategy, DG Move, Brussels;
Pawel Busiakiewicz – Policy Officer, DG Home Affairs, Brussels;
Marko LÄTTI – Head of Sector - Eastern Europe, Southern Caucasus, Central Asia; Unit B.5 - International Coordination Candidate & Neighbouring Countries, DG Taxud, Brussels;
Maria Orlova – International Relations, Unit B5, DG Taxud, Brussels;
Fabian Lutz – Policy Officer, DG Home, Brussels;

Frontex (Visit 30 August 2012)

Tim Cooper – Principal Research Officer, Research and Development Unit, Frontex, Warsaw;

NDPTL (Visit 05 September 2012)

Gražina Šiaučiūnaitė – Project Coordinator, Secretariat, Helsinki;

European Neighbourhood & Partnership Instrument

Dzmitry Sharko – Project Manager, Cross Border Cooperation Programme Latvia-Lithuania-Belarus, Vilnius;
Valentina Chaplinskaya – LSP Coordinator, South-East Finland – Russia, St. Petersburg;

I. TERMS OF REFERENCE

A Study on Integrated Border Crossing Points Management between Schengen Area and Russia/Belarus
FWC COM 2011 - LOT 1

1. BACKGROUND

The Northern Dimension policy

The Northern Dimension (ND) is a common policy of the EU, Russia, Norway and Iceland, with Belarus also playing an increasingly important role in the cooperation. The Northern Dimension was first initiated in 1999, and it gained new momentum after the adoption of a revised Action Plan in 2006. The Northern Dimension aims to promote security and stability in and around the wider Baltic Sea region and to address the special regional development challenges of the region such as long distances, wide disparities in the standards of living, cold climatic conditions and insufficient transport and border crossing facilities.

The Northern Dimension is based on the principle of equal partnership among the partner countries. The cooperation takes place in the form of meetings of senior representatives from the participating countries as well as in the four partnerships: the Environmental Partnership (NDEP), the Partnership for Public Health and Social Well-being (NDPHS), the Partnership for Transport and Logistics (NDPTL) and the Partnership for Culture (NDPC).

The Partnership for Transport and Logistics (NDPTL) is one of the newest partnerships. It was established in October 2009. The NDPTL activities are supervised by the Steering Committee, which is composed of senior officials of all the participating countries. The Secretariat of the NDPTL, which provides administrative and technical support to the Steering Committee, became operational in January 2011, and it is hosted by the Nordic Investment Bank (NIB) in Helsinki.

With the general aim of promoting international trade in the Northern Dimension geographical area, the specific aims of the NDPTL include:

- Facilitating improvements in the major transnational transport connections between the partner countries with the view of stimulating sustainable economic growth at the local/regional and global levels;
- Accelerating the implementation of transport and logistics infrastructure projects along the major transnational connections, and facilitating the approval of projects of mutual interest;
- Accelerating the removal of non-infrastructure related bottlenecks, affecting the flow of transport in and across the region, and facilitating the improvement of logistics in international supply chains;
- Providing effective structures to monitor the implementation of the proposed projects and measures.

Border management, transport and logistics issues in the Northern Dimension region

The Northern Dimension geographical area spreads from Denmark and Germany in the South West to the Russian North Western federal district in the North East.

One of the hurdles for transport in this region is related to the crossing of the Schengen borders with Russia/Belarus, in particular when the borders are crossed physically by road or rail. Carriers and passengers are still facing long queues and waiting times at the BCPs between Russia/Belarus and the bordering Schengen countries. One of the reasons for these delays is that institutional efforts are mainly concentrated on higher country levels, while the results at particular BCPs at large extent are dependent from local planning, organization and internal logistics at each individual BCP.

There is a need to address these hurdles because the effective functioning of the border crossing points (BCP) is an essential factor affecting the overall success of the interaction between the transport systems of the countries in Northern Dimension area.

Best practices testify that successful results along the external borders of Schengen countries may be best achieved through an integrated approach, coordinated planning and harmonized working methods of the BCPs on both sides of the border.

Some efforts have already been taken to analyse the problems, to make improvements and to achieve an integrated approach at the BCPs:

- A dialogue is taking place between the EU and Russia in relation to the matters of customs cooperation. The EU-Russia Strategic Framework for customs cooperation agreed by Commissioner Šemeta and the Head of Russian Customs A. Belyaninov in December 2010 is being implemented by EU-Russia Customs Cooperation Sub-Committee and EU-Russia Customs Working Group on Customs Border Issues.
- Also, the Russian Federation has established a special agency in October 2007 to develop and maintain Russia's border-crossing points - the Federal Agency for the Development of the State Border Facilities of the Russian Federation (Rosgranitsa).
- Some earlier studies have been carried out as regards customs and border management bottlenecks, e.g. *Technical Assessment of the Border Control Infrastructure at selected Border Crossing Points in the St. Petersburg/Pskov Region* performed recently (July 2010) by the International Organisation for Migration under the EU funded project *Enhancement of Management of the RF Border Checkpoints.*
- Recently request for a Study on Common Border Crossing Points Management between Schengen Area and Russia/Belarus was announced under FWC COM 2011.

Further efforts are however still needed to make the crossing of borders smoother at the Russian/Belorussian – Schengen borders. The Northern Dimension area needs a clear roadmap and expedient, harmonized and complex guidelines and recommendations, which may be applied at every BCPs in uniform way on both sides of the border.

2. DESCRIPTION OF THE ASSIGNMENT

➢ Global objective

The overall objective of this action is to develop a regional model of integrated BCP management between the Schengen area and Russian Federation and Belarus.

➢ Specific objective(s)

The specific objectives of the action are:
- to develop recommendations and practical guidelines for the improvement of border crossing issues at the borders between the Schengen area and Russian Federation and Belorussia through integration of BCP management;
- to propose a regional model for implementation of Integrated Border Management (IBM) for road and rail BCPs in the Northern Dimension region;

➢ Requested services, including suggested methodology

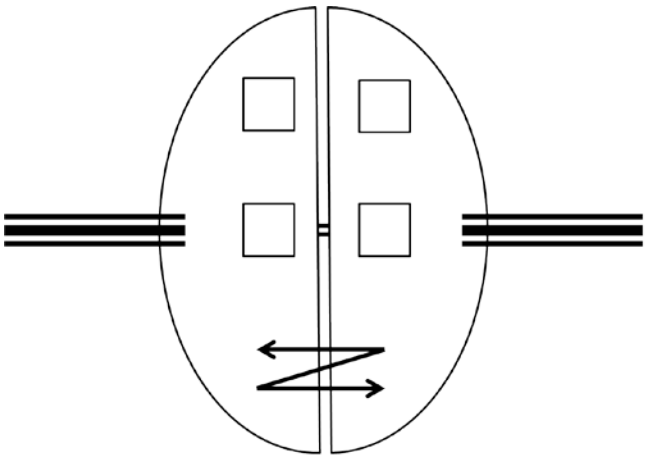
1. Development of an IBM model.

The consultant will take into consideration outcomes of the “Study on Common Border Crossing Points Management between Schengen Area and Russia/Belarus” and perform own desk study of best international practices on implementation integrated BCP management on the Schengen area external borders and results of other earlier similar studies on border crossing management matters.

For implementation of this task the consultant will visit, if necessary, BCPs on the borders between the Schengen area and Russia/Belarus or at BCPs at the Schengen area external borders outside ND area (e.g. BCP between Bulgaria and Turkey).

The consultant will propose a model of integrated BCP management, based on outcomes of the "Study on Common Border Crossing Points Management between Schengen Area and Russia/Belarus" and on own study of results of other earlier similar studies on border crossing management matters and on best international practices on implementation integrated BCP management.

The proposed model shall take into the consideration the integration of BCP management several degrees and levels. For example, minimal level of the integration may apply a better organizational co-ordination between two national parts of the BCP. One of higher IBM levels could include integrated ICT system (single database, single-window system etc.), allowing fast decisions regarding procedures to be applied to every particular transport unit. One of highest IBM levels could consist of one single Master Plan for both national parts of the BCP. The model will be used for upgrading of existing BCPs as well for planning and construction of new BCPs in the ND area.



2. The conclusions and recommendations

The Consultant will draw up conclusions and recommendations for the improvement of BCP management basing on the analysis of:

- information and outcomes of the already accomplished or ongoing similar exercises dedicated to development of integrated border crossing points management;
- best international practices on implementation integrated BCP management;
- results of other earlier similar studies on border crossing management matters.

➢ Required outputs

The required output of this assignment is a **Study on Integrated Border Crossing Points Management between Schengen Area and Russia/Belarus** that shall contain at least the following information (see also "specific objectives" above):

- Proposals to improve methods of cooperation between institutions, responsible for development of border facilities and accesses on both national sides;

- A proposed structure (model) of integrated BCP management along Schengen countries - Russia/Belarus road borders;
- The guidelines and practical recommendations on the improvement of BCP management on the Schengen countries - Russia/Belarus road borders;
- Analysis of the possibilities to develop conditions for arrangement of the one-stop-window and integrated ICT system of all control bodies at road BCPs;

The study output is expected to support the actions of the NDPTL and promote partners' cooperation on removal of bottlenecks and improvement BCP management in the ND region.

The Contracting Authority reserves the right to disseminate the report to the interlocutors of the NDPTL and other interested parties, as well as to publish the report or parts of it.