

An aerial photograph of a coastal area, likely a port. In the foreground, there's a large body of water with a long pier extending into it. A large red cargo ship is docked at the pier. To the left, there's a city area with various buildings, including a large white dome structure. The coastline curves along the right side of the image, with a sandy beach and a breakwater. The sky is clear and blue.

EU-Japan International Conference on Tajikistan-Afghanistan Border  
Management and Cross-border Collaboration

# TRADE FACILITATION AND BORDER SECURITY. POSSIBLE SOLUTIONS FOR TAJIKISTAN AND AFGHANISTAN

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## Trade facilitation: interest for Central Asia states

- Cost of trade procedures may represent even as much as 4-5 % of the overall costs of trade transaction;
- This is about the same cost as the current tariff average on trade in industrial goods of industrialised countries, which is 3.8 %.

# European Commission Assistance to Trade Facilitation: Objectives

- Trade Facilitation is an area where assistance to developing countries to build capacity is crucial;
- Trade Facilitation is one priority area explicitly mentioned in the Communication (513) 2002 on “Trade and Development”;
- The European Commission is currently financing a number of projects related to trade facilitation around the world;
- Most of them with a focus on customs issues;
- A major objective of these projects is to improve trade efficiency.

## Tools for Trade Facilitation

- World Bank and World Customs Organisation (WCO) prepared „Customs reform and Modernisation Programme“;
- DG TAXUD has developed the so called “EU Customs Blueprints”.

## Expected results from implementation of specific facilitation projects

- Shortening of waiting time for goods in transit, customs release and clearance;
- Reduction of trade transaction costs for traders, especially for SMEs;
- Improved revenue collection and effectiveness of border controls;
- A more transparent and efficient regulatory climate for investors;
- Improvement of efficiency, morale and integrity of customs agencies;
- Improved relations between authorities involved in border control related activities and the business/trading community;
- Better functioning of public agencies, and a more reliable basis for implementation of government policy.



# Trade and Transit Development in Central Asia

- Cross-border trade facilitation is beneficial for regional economic development;
- Interregional trade is growing slower than imports from China;
- Transit of goods between the Central Asian countries and beyond is hampered by poor road connections and inefficient procedures at international Border Crossing Points (BCPs);
- Road network development in Central Asia countries should be matched with improvements in border management procedures;
- WTO versus Customs Union/Single Economic Space in Central Asia.

Border Management Programme in Central Asia  
BOMCA. Presentation of Wuria Karadaghy

11th Conference of the Central Asia Border Security Initiative (CABSI)  
2-3 October 2013, Ashgabat / Turkmenistan

## Assistance offered by Lithuanian customs

- Promotion of and training for customs to adhere and/or implement the Revised Kyoto Convention and other advanced effective and trade-friendly controls;
- Assistance in developing risk analysis and investigative capacities as well as new working tools for any types of smuggling of goods, fraud, etc.
- Provision of necessary legal and IT expertise for development of Electronic - E-Customs environment.

# International trade facilitation project : “VIKING” container train



## Partners:



## Basic information about „Viking train ”

- The ministers of transport of Lithuania and Ukraine signed memorandum of mutual consent in 1999;
- Cargo transportation in containers becomes the main direction of expanding cargo transportation due to its universal nature;
- Viking train clients have an opportunity of saving up to 46% of their funds comparing to other types of transportation;
- Clients have a guaranteed time of cargo delivery.



# International trade facilitation project : “VIKING” container train

## Basic information:

- Route: **Klaipėda-Minsk-Iljichyovsk;**
- Distance: **1766 km;**
- Average time of travel: **52 hr.**
- Transportation of 20, 40 and 45-foot universal and special containers, trailers, trucks and semi trailers;
- Runs daily;
- Award: **“Best intermodal project”(2009).**



# International trade facilitation project : “VIKING” container train

## Advantages



**Competitive price rates**



**Door-to-door cargo delivery**



**Safety of cargo delivery**



**Fast state borders crossing and simplified customs procedures (EU-CIS border in 30 min.)**



**Eco-friendly type of transportation**



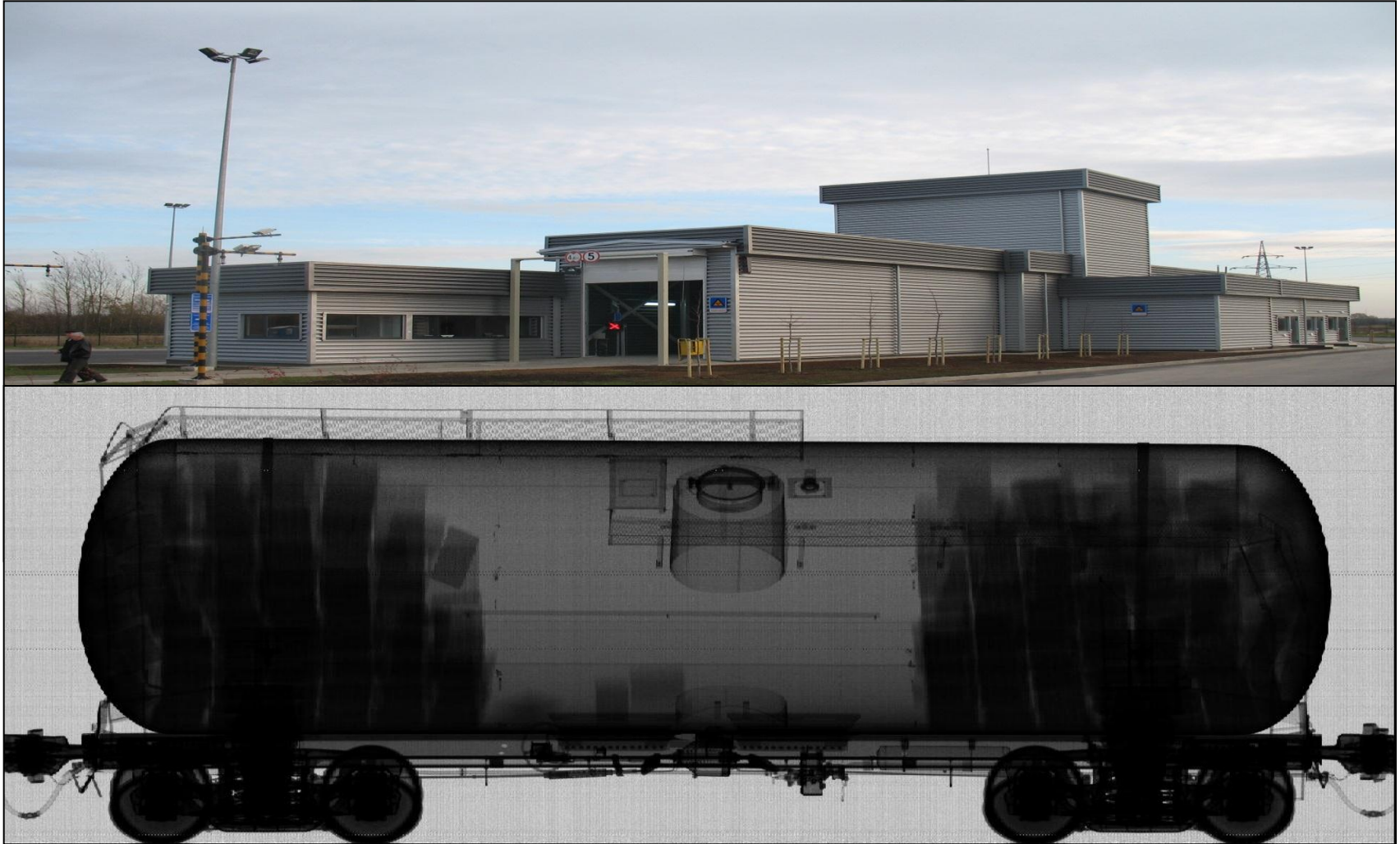
# International trade facilitation project : “VIKING” container train

## The introduction of modern control systems



# International trade facilitation project : “VIKING” container train

## The introduction of modern control systems



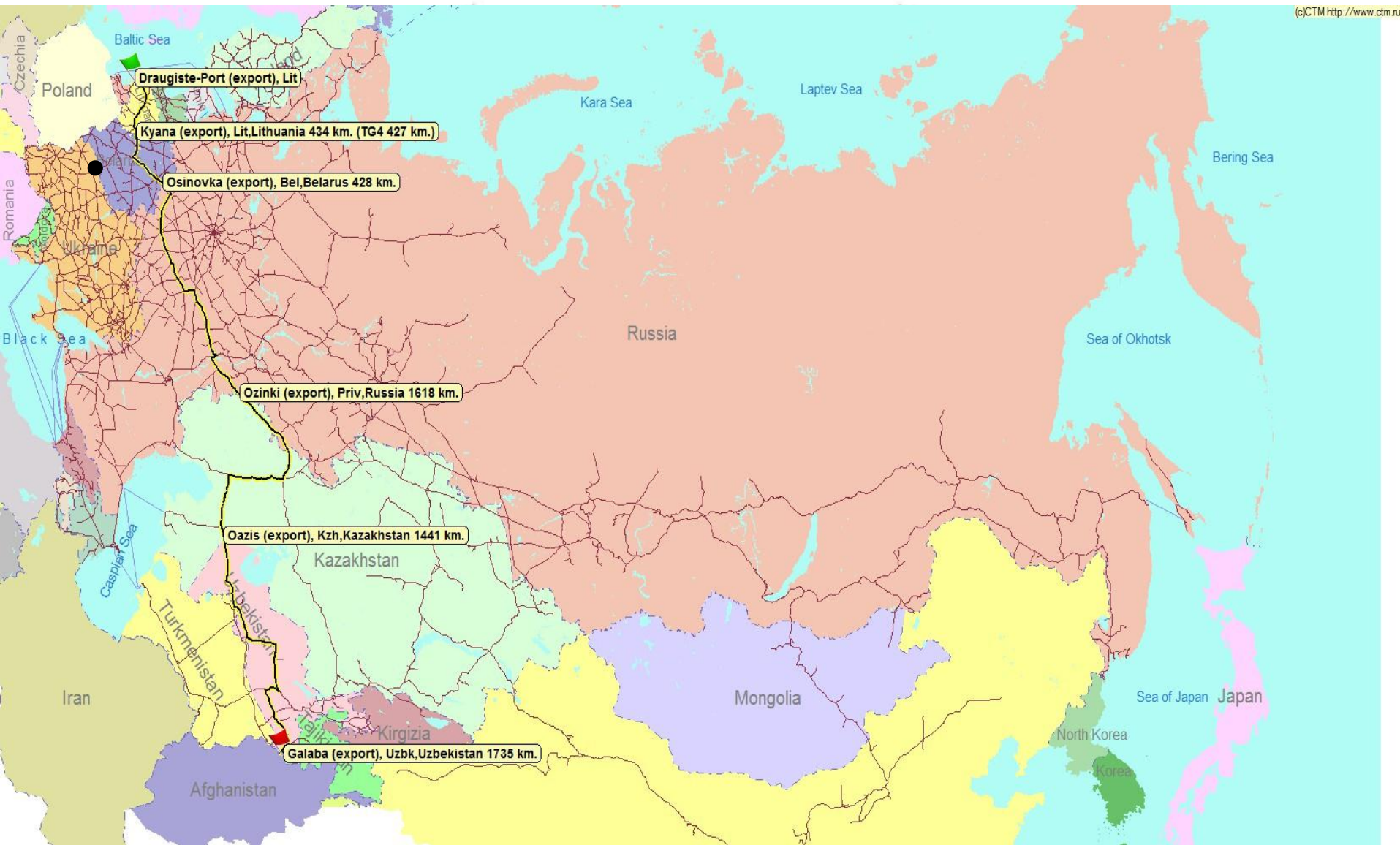


# Does the trade facilitation project: “VIKING” container train could serve as a prototype for trade facilitation projects in Tajikistan and Afghanistan?

**This could be achieved by:**

- Introduction of modern control systems and risk management;
- Introduction of simplified customs procedures and development of e-customs;
- Development data exchange systems “business-to-business“, as well “business-to-customs “ for controls of the movement of goods;
- Implementation of a single window;
- Development cooperation between customs authorities to exchange best practice on control of the movement of goods in transit.

# Klaipeda port and Lithuanian Railways – the best way to Afghanistan (Ruta Express train)



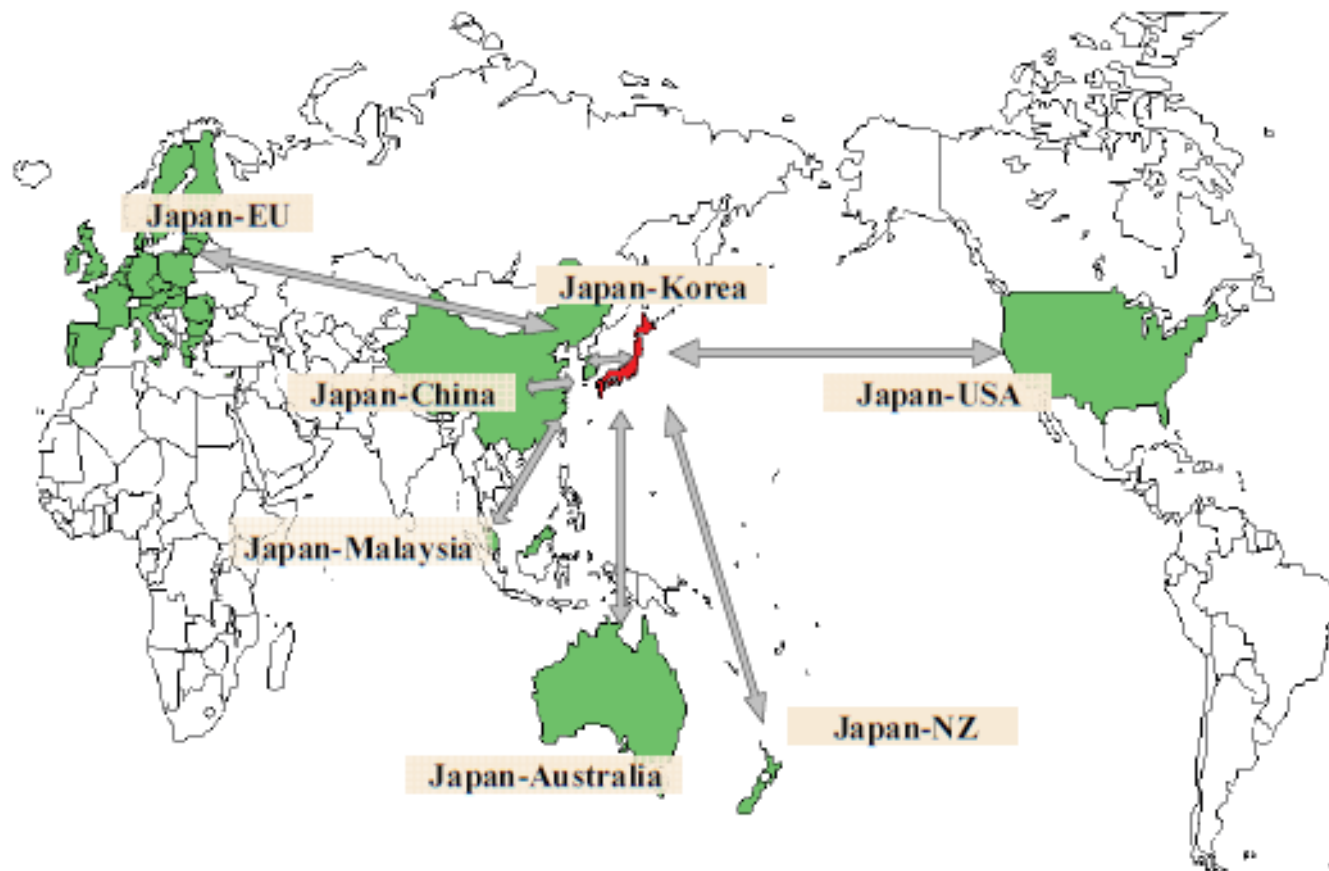


# NATO cargo transportation via the Klaipėda Seaport



# Japan-EU cargo transportation. Is there is space for Lithuania?

## Mutual Recognition under Consultation/Study



International supply chain to Tajikistan  
and Afghanistan has to be:



**and safe**

*C'est ce qu'on peut appeler avoir des "couilles" ...*



# Thank you for your attention



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