METHODOLOGY
OF EVALUATING CHECK POINTS

General Provisions

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

2. Evaluation of the check points' operation in the countries is performed annually in the following 4 areas:

1. Infrastructure (12 issues, 25 points);
2. Information technologies (7 issues, 20 points);
3. Processes and procedures (11 issues, 25 points);
4. Opinion of carriers (19 issues, 30 points).

Each area has a definite number of points (in accordance with Appendix 2 and Appendix 3 to the present Methodology), which totally make one hundred points.

3. The source for the data for area 1, 2 and 3 (collected with the Questionnaire given in Appendix 2) is the information provided by the authorized bodies of the countries to the Permanent Secretariat. The source for the data for area 4 (collected with the Questionnaire given in Appendix 3) is information provided by national carriers. The information from the authorized bodies and national carriers may be received both in written form on a letter headed paper, and by online survey tools by completing the questionnaires. The Permanent Secretariat may collect information from the carriers with surveys organized jointly with national or international associations of carriers.

4. The deadline for provision of the information is 1 April of the year following the evaluated year. In the event that the countries conveyed the information after the deadline given in this item of the present Methodology, the Permanent Secretariat is entitled not to include it in the annual evaluation if there is not sufficient time to meet the deadline given in item 6 of the present Methodology.

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

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

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

90 points and over – excellent;
75-89 points – good;
60-74 points – satisfactory;
59 points and less – unsatisfactory

Each check point is evaluated individually.

Calculation of characteristics within "Infrastructure"

8. The area of "Infrastructure" includes 12 characteristics, which in the aggregate equal 25 points.

9. The characteristic "State of approach roads to the check point" assesses the quality of approach roads as "excellent" (3 points), "good" (2 points), "satisfactory" (1 point), and "unsatisfactory (0 points). With the view of determining the state of approach roads, the zero defects characteristic for each area is calculated for each section by the following formula:

$$D = \frac{Doverall - Ddef}{Doverall} * 100\%,$$

where,

D – zero defects characteristics, in percentage terms,

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

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

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

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

10. Characteristic "Organization of traffic lanes segregation" evaluates the available and operational traffic segregation as the "green truck lane with advanced cargo information (e.g., TIR-EPD, NCTS)" (3 points), "green truck lane without advanced cargo information (e.g., TIR lane)" (2 points), "specially designated truck lane" (1 point) and "not provided for" (0 points).

11. Characteristic "Control lanes" evaluates the number of vehicles' control lanes. The evaluation "Sufficient number of vehicles' control lanes" (3 points) is determined when the capacity of the vehicles' control lanes corresponds to the actual flow of traffic, including peak hours. In the event that the capacity of the vehicles' control lanes does not correspond to the actual flow of traffic, including peak hours, this characteristic is evaluated as "Insufficient number of the vehicles' control lanes" (1 point). In case of absence of the vehicles' control lanes the characteristic is evaluated as "Unavailability of the vehicle control lanes" (0 points).

12. Characteristic "Parking space" evaluates the standing places for cargo vehicles. The evaluation "Sufficient parking space for cargo vehicles" (3 points) is determined when the capacity of the parking space corresponds to the actual flow of traffic, including peak hours. In the event that the capacity of the parking space does not correspond to the actual flow of traffic, including peak hours, this characteristic is evaluated as "Insufficient parking space for cargo vehicles" (1 point). In case of absence of parking space, the characteristic is evaluated as "Unavailability of the parking space for cargo vehicles" (0 points).

13. Characteristic “State of infrastructure (traffic lanes and other facilities)” evaluates the capacity and its conformity with the actual characteristics. The determination gradation is classified into the following types:

“conforms to the capacity” (3 points) if the actual characteristics are below the checkpoints capacity but projected to conform the capacity for estimated increase of traffic in next 5 years, and up to slightly below the check point capacity (90-99%);

“minimum, requires re-equipment, increase of traffic lanes, etc.” (3 points), if the actual characteristics slightly conform to the check point capacity or slightly exceed it (100-110%);

“became obsolete, requires construction (reconstruction)” (0 point), if the actual characteristics exceeds the check point capacity (over 110%).

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

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

16. Characteristic “Customs control technologies for inspection of goods (customs inspection complexes)” evaluates the availability of advanced facilities (e.g., x-ray scanners and optionally other control equipment for non-intrusive inspection and/or for unloading /loading of cargo) allowing to perform inspection of a vehicle and bulk cargo in a short time for the examination of their contents. Where x-ray scanners (and optionally other control equipment) are available 3 points are conferred. Where only other control equipment is available (without x-ray scanners) 1 point is conferred.

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

18. Characteristic “Designated areas for auxiliary services” evaluates the availability of the service facilities (food services area, teller terminals, exchange services, post and other facilities). Where available, 1 point is conferred.

19. Characteristic “Warehouses for temporary storage” evaluates the availability of a specially allotted and organized premises or other place where goods and vehicles are stored temporarily to be moved across the state border of the countries (temporary storage warehouse, where the goods and vehicles are placed for temporary storage from the date of presented at the customs to their exit under relevant customs procedure). Where available, 1 point is conferred.

20. Characteristic “Approved plan on check points’ improvement” evaluates the availability of the approved plan on check points’ improvement by the relevant authorized body or the government of the country for a specified time. Where available, 1 point is conferred.

Calculation of characteristics within “Information Technologies”

21. The area of “Information Technologies” includes 7 characteristics which in the aggregate make 20 points.

22. Characteristic “System of electronic booking of a check point entry” evaluates the availability of the functioning system of electronic queue of the vehicles for entry to road

check points across the state border of the country, booking the time of vehicles entry to these road check points, as well as operation of waiting areas. Where online system with virtual queuing for cargo vehicles (before actual arrival at the checkpoint / designated parking near the checkpoint) is available, 2 points are conferred. Where system for electronic ticketing is available only upon physical arrival at the checkpoint / designated parking near the checkpoint, 1 point is conferred.

23. Characteristic “Implementation of electronic (paperless) Customs transit declaration” evaluates the availability of the functioning of fully electronic (paperless) Customs transit declaration system (without requirement for systematic submission of paper-based accompanying documents), which allows processing of Customs transit procedure without paper-based Customs transit declaration. Where electronic Customs transit processing for international Customs transit procedure is available (e.g., eTIR, NCTS, etc.), 4 points are conferred. If only electronic Customs transit processing for national / union Customs transit procedure is available 2 points are conferred.

24. Characteristic “System of automatic identification of weight and size specifications” evaluates the availability of the system, which allows automatic identification and recording of vehicles, permissible axle load, total weight and sizes. Where multifunctional dynamic systems that take measurements without stopping of the vehicles are available, 3 points are conferred. Where only automated dynamic weighing scales are available (without size measurements), 2 points are conferred. Where only static weighing scales are available that require stopping of vehicle to take the measurement 1 point is conferred.

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

26. Characteristic “System for identification of prohibited / restricted goods to be carried” evaluates the availability of Customs transit systems (international, national / union) with embedded list of prohibited goods (forbidden to be carried) and restricted goods (allowed to be carried only under certain conditions and specific licences/permits). Where available, 2 points are conferred.

27. Characteristic “System of electronic payment” evaluates the availability of the system which allows electronic payments. Where available, 2 points are conferred.

28. Characteristic «Risks assessment system before the arrival of goods to the physical border” evaluates the availability of the system, which enables advance notification (e.g. preliminary information, entry/exit summary declaration etc.) and/or advance declaration, which allows to present and collect advance information on goods, vehicles, and participants in customs operations, study of the information, and results with risks assessment, defining measures on risks mitigation and ways of their application, risks identification, risk treatment, as well as monitoring and analysis of the impact. Where available, 4 points are conferred.

Calculation of the characteristics within “Processes and procedures”

29. The area of “Processes and procedures” includes 11 characteristics which in the aggregate make 25 points

30. Characteristic “Status of a check point” evaluates the status of a check point as “bilateral” (0.5 point) or “multilateral” (1 point).

31. Characteristic “Hours of operation” determines the hours of operation in accordance with the following grading, subject to the operating hours:

“up to 8 hours” corresponds to 0,5 points;

"from 8 to 12 hours" corresponds to 1 point;
"from 12 to 18 hours" corresponds to 1,5 points;
"from 18 to 24 hours" corresponds to 2 points;
"twenty-four-hour 24/5 (24/6)" corresponds to 2,5 points;
"twenty-four-hour 24/7" corresponds to 3 points.

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

33. Characteristic "Customs operations time" evaluates the time spent on the customs operations of Customs transit procedure on a per vehicle basis, measured in hours. This is aggregated time of all specific Customs operations (e.g., preliminary inspection, inspection applying technical means of verification, sensor monitoring, documentary control, physical examination, etc.). In the event, that customs operations do not exceed 1 hour, this characteristic is evaluated as "to 1" (3 points). If customs operations require from 1 to 2 hours, the characteristic is evaluated as "from1 to 2", and 2 points are conferred. In customs processing, which takes from 2 to 3 hours, this characteristic is evaluated as "from 2 to 3", which corresponds to 1 point. All customs operations taking more than 3 hours are evaluated as "more than 3" and 0 point is conferred. In order to calculate this characteristic, it is needed to measure time from the beginning of the customs operations to their finalizing for 5 vehicles at the least, after which the mean time spent for customs operations is measured in accordance with the following formula:

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

where,

B_{mean} – mean time of customs operations;

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

*n*X – number of vehicles processed by customs with their time measured.

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

Alternatively, for the calculation of Customs operation time the findings from performance measurement based on World Customs Organization (WCO) Time Release Study methodology could be used (provided that such exercise has been conducted at the checkpoint in the evaluated year).

34. Characteristic "Rate of physical inspections" evaluates the percentage of Customs transit declarations (national/union and international, including TIR Carnets) selected for physical examination out of all Customs transit declarations processed at the checkpoint in the evaluated year. In the event, that the rate of physical inspections does not exceed 1%, this characteristic is evaluated as "Up to 1%" (3 points). If the rate physical inspections ranges between 1% and 3%, the characteristic is evaluated as "from 1 to 3%", and 2 points are conferred. For the rates of physical inspections over 3% and up to 5%, this characteristic is evaluated as "from 3 to 5%", which corresponds to 1 point.

35. For land checkpoints, the characteristic "Waiting time (queuing) before entry to the check point" evaluates the time spent by a vehicle from the time of arrival at the check point or exit from the adjacent check point of another country till its entry to the check point.

For seaports, the characteristic "Waiting time (at berth, on the roadstead of the sea port) for registration of the ship's arrival at the check point or departure from the check point" evaluates the time spent at berth or on the roadstead of a sea port waiting the officials of

the controlling authorities for registration of the ship's arrival to the check point or departure from there.

The calculation of this characteristic is performed similar to the formula indicated in item 33 of the present Methodology (excluding tankers in the case of seaports).

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

36. Characteristic "Overall time spent at the check point (from gate to gate)" evaluates the time spent by a vehicle for processing in Customs transit procedure from the time of entry to the time of exit. The calculation of this characteristic is performed similar to the formula indicated in item 33 of the present Methodology. This is aggregated time of all formalities and control operations by Customs and other border agencies and all waiting time at the checkpoint.

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

"Overall time spent at the check point (from gate to gate)" takes more than the "Customs operations time" indicated in item 33 of the present Methodology. Conflicting responses will not be accepted, and in such case the PS IGC TRACECA will adjust the response based on the indication from item 33 of the present Methodology.

37. Characteristic "Overall time of crossing the border" evaluates the overall time needed for crossing the border taking into account the time of crossing through the adjacent check point. This is aggregated time of overall time spent at the checkpoint (from gate to gate) in the country of exit, waiting time (in queue / at the berth) and overall time spent at the checkpoint (from gate to gate) in the country of entry. The calculation of this characteristic is performed similar to the formula indicated in item 33 of the present Methodology (The Permanent Secretariat combines information on the time required to cross the border provided by neighbouring countries to determine the overall time of crossing the border).

In the event that the time of crossing the border does not exceed 2 hour, this characteristic is evaluated as "to 2" (2 points). If the time of crossing the border makes from 2 to 4 hours, the characteristic is evaluated as "from 2 to 3" and 1 point is conferred. If the time of crossing the border makes from 3 to 4 hours, this characteristic is evaluated as "from 3 to 4", which corresponds to 0,5 point. The time of crossing the border taking between 4 and 6 hours is evaluated as "from 4 to 6" and 0 point is conferred. If the time of crossing the border is taking over 6 hours, it is evaluated as "over 6" and 1 point is subtracted on this characteristic.

"Overall time of crossing the border" takes more than the "overall time spent at the check point (from gate to gate)" indicated in item 36 of the present Methodology. Conflicting responses will not be accepted, and in such case the PS IGC TRACECA will adjust the response based on the indication from the item 36 of the present Methodology, taking also in account the passage time of the adjacent checkpoint.

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

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

where,

D – dynamics of cargo handling,

Dx – number of vehicles for the reporting period;

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

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

39. Characteristic “Veterinary, phytosanitary, sanitary-epidemiology control” evaluates the average time spent on performing the given types of control. The calculation of this characteristic is performed similar to the formula given in item 33 of the present Methodology.

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

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

Calculation of the characteristics within “Opinion of Carriers”

41. The “Opinion of Carriers” includes 19 characteristics, which in the aggregate makes 30 points.

42. Characteristics of the area “Opinion of Carriers”, the range of points conferred and explanatory information are listed in Appendix 3 to the present Methodology.

43. All responses in the survey may be supplemented by clarifying or open-ended response. Additionally, “I don’t know” response could also be given to which points are not conferred.

Appendix 1

Check points along TRACECA Routes subject to Evaluation

A) Road Border Crossings Points (BCP)

No	Location – BCP Name	Country
1	Gogavan	ARM
2	Agarak	ARM
3	Red Bridge	AZE
4	Gyueshevo	BGR
5	Ruse	BGR
6	Kalotina	BGR
7	Kapitan Andreevo	BGR
8	Guguti	GEO
9	Tsiteli Khidi	GEO
10	Sarpi	GEO
11	Vale	GEO
12	Nurdoz	IRN
13	Dogharon	IRN
14	Bazargan	IRN
15	Sero	IRN
16	Razi	IRN
17	Sarakhs	IRN
18	Incheboroun	IRN
19	Alakol	KAZ
20	Nur Zholy	KAZ
21	Tazhen	KAZ
22	B. Konysbayev	KAZ
23	Torugart	KGZ
24	Irkeshtam	KGZ
25	Dostuk	KGZ
26	Leuşeni	MDA
27	Giurgiulești	MDA
28	Tudora	MDA
29	Giurgiu	ROU
30	Nadlac	ROU
31	Albița	ROU
32	Galați	ROU
33	Kulma	TAJ
34	Dusti	TAJ
35	Patar	TAJ
36	Kapikule	TUR
37	Sarp	TUR
38	Türkgözü	TUR
39	Gürbulak	TUR
40	Esendere	TUR
41	Kapikoy	TUR
42	Habur	TUR
43	Yagodin	UKR
44	Starokozache	UKR
45	Reni	UKR
46	Airitom	UZB
47	Daut Ata	UZB
48	Yalama	UZB
49	Dostlik	UZB
50	Sariosiyo	UZB
51	Andarkhan	UZB

B) Seaports

No	Seaport Name	Country
1	Alyat	AZE
2	Varna	BGR
3	Burgas	BGR
4	Poti	GEO
5	Batumi	GEO
6	Imam Khomeini	IRN
7	Bandar Abbas	IRN
8	Chabahar	IRN
9	Noshahr	IRN
10	Amirabad	IRN
11	Aktau	KAZ
12	Kuryk	KAZ
13	Constanta	ROU
14	İskenderun Limakport	TUR
15	TCDD Haydarpaşa	TUR
16	Ceyport Tekirdag	TUR
17	Çelebi Bandirma	TUR
18	Safiport Derince	TUR
19	IC Karasu	TUR
20	TTK Zonguldak	TUR
21	Filyos	TUR
22	Samsunport	TUR
23	Trabzonport	TUR
24	TCDD Izmir	TUR
25	Mersin MIP	TUR
26	Chernomorsk	UKR

Appendix 2

Check Points Evaluation System

Country: _____
BCP: _____
(Separate evaluation to be submitted for each individual checkpoint listed in Appendix 1)

№	Name of characteristic	Unit of measure	Measure gradation	Points	Source of information	Remarks
1	*2*	*3*	*4*	*5*	*6*	*7*
1. INFRASTRUCTURE (25 points)						
1	State of approach roads to the checkpoint	According to the Methodology	excellent	3	Data provided by countries	
			good	2		
			satisfactory	1		
			unsatisfactory	0		
2	Organization of traffic lanes segregation	Availability or unavailability	green truck lane with advanced information (e.g., TIR-EPD, NCTS)	3	Data provided by countries	Only operational traffic segregation to be included
			green truck lane without advanced information (e.g., TIR lane)	2		
			specially designated truck lane	1		
			n.p.f.	0		
3	Control lanes	According to the Methodology	sufficient number of vehicle control lanes	3	Data provided by countries	
			insufficient number of vehicle control lanes	1		
			unavailability of the vehicle control lanes	0		
4	Parking space	According to the Methodology	sufficient parking space for cargo vehicles	3	Data provided by countries	
			insufficient parking space for cargo vehicles	1		
			unavailability of the parking space for cargo vehicles	0		
5	State of infrastructure (traffic lanes and other facilities)	According to the Methodology	corresponds to the capacity	3	Data provided by countries	
			minimal, requires re-equipment, increasing the traffic lanes, etc.	1		
			outdated, requires the construction (reconstruction)	0		
6	System of vehicles' treatment and disinfection	Availability or unavailability	available	1	Data provided by countries	
			unavailable	0		
7	System of quarantine products decontamination	Availability or unavailability	available	1	Data provided by countries	
			unavailable	0		

8	Technical means of customs control for inspection of goods (inspective complexes)	Availability or unavailability	x-ray scanners (and optionally other control equipment) available	3	Data provided by countries	
			(no x-ray) only other control equipment available	1		
			unavailable	0		
9	Logistics centres	Availability or unavailability	available	2	Data provided by countries	
			unavailable	0		
10	Designated areas for auxiliary services	Availability or unavailability	available	1	Data provided by countries	
			unavailable	0		
11	Temporary storage warehouses	Availability or unavailability	available	1	Data provided by countries	
			unavailable	0		
12	Approved plan for modernization	Availability or unavailability	available	1	Data provided by countries	
			unavailable	0		
2. INFORMATION TECHNOLOGIES (20 points)						
1	Electronic entry booking system to the checkpoint	Availability or unavailability	System for virtual queuing before arrival available	2	Data provided by countries	
			Electronic ticketing upon arrival only available	1		
			unavailable	0		
2	Implementation of electronic (paperless) Customs transit declaration	Availability or unavailability	electronic international Customs transit procedure available (e.g., eTIR, NCTS, etc.)	4	Data provided by countries	
			only electronic national / union Customs transit procedure available	2		
			unavailable	0		
3	System of automatic identification of weight and size specifications	Availability or unavailability	multifunctional (weight and size) dynamic system available	3	Data provided by countries	
			only dynamic weighing scales available	2		
			only static weighing scales available	1		
			unavailable	0		
4	System of radiation control	Availability or unavailability	available	3	Data provided by countries	
			unavailable	0		
5	System for identification of prohibited / restricted goods to be carried	Availability or unavailability	available	2	Data provided by countries	
			unavailable	0		
6	Systems of electronic payment	Availability or unavailability	available	2	Data provided by countries	
			unavailable	0		

7	Risk assessment system before arrival of goods at the physical border	Availability or unavailability	available	4	Data provided by countries	
			unavailable	0		
3. PROCESSES AND PROCEDURES (25 points)						
1	Status of the checkpoint	Availability or unavailability	multilateral	1	Data provided by countries	
			bilateral	0.5		
2	Hours of operation	Hours	up to 8	0,5	Data provided by countries	
			from 8 to 12	1		
			from 12 to 18	1,5		
			from 18 to 24	2		
			full day 24/5 (24/6)	2,5		
			full day 24/7	3		
3	Main direction of the cargo transfer	Transportation	export	0,5	Data provided by countries	The main direction of cargo movement should take up no less than 34% of the total cargo volume
			import	0,5		
			export and import	1		
			transit	2		
4	Customs' operations time (Customs transit)	Hours	Up to 1	3	Data provided by countries	
			from 1 to 2	2		
			from 2 to	1		
			over 3	0		
5	Rate of physical inspections (Customs transit)	Percentage	Up to 1%	3	Data provided by countries	
			from 1 to 3%	2		
			from 3 to 5%	1		
			over 5%	0		
6	Waiting time (in queue) before entry to the checkpoint (for land checkpoints) or Waiting time (at the berth, on the roadstead of the seaport) for registration of the ship's arrival at the checkpoint or its departure from the checkpoint (for seaports)	Hours	Up to 1	2	Data provided by countries	
			from 1 to 2	1		
			from 2 to 3	0,5		
			over 3	0		
7	Overall time spent at the checkpoint (from gate to gate) (Customs transit)	Hours	Up to 1	3	Data provided by countries	
			from 1 to 2	2		
			from 2 to 3	1		
			over 3	0		
8	Overall time of crossing the border	Hours	Up to 2	2	Calculated by PS IGC TRACECA	This indicator is calculated based on the passage time from point 7 of the adjacent checkpoint
			from 2 to 3	1		
			from 3 to 4	0,5		
			from 4 to 6	0		
			over 6	- 1		
9	Dynamics of cargo handling	Number of vehicles	Positive dynamics compared to the previous year	1	Data provided by countries	
			Negative dynamics compared to the previous year	0		

10	Conducting veterinary, phytosanitary, and sanitary-epidemiological types of control	Minutes	to 30	3	Data provided by countries	
			from 30 to 60	2		
			from 60 to 90	1		
			over 90	0		
11	Implementation of a Single Window	Availability or unavailability	available	2	Data provided by countries	
			unavailable	0		

Questionnaire on the checkpoints' activity[1]

Country: _____
BCP: _____
(Separate evaluation to be submitted for each individual checkpoint listed in Appendix 1)

№	Question	Response options	Points	Explanatory Information
1.	State of approach roads to the checkpoint	☐excellent	2	90% and over of zero defects on approaching roads to the checkpoint (no less than 20 km) (no improper road surface, breaks in the road surface, failures of the roadsides and carriageway)
		☐good	1	70-90% of zero defects on approaching roads to the checkpoint (no less than 20 km) (no improper road surface, breaks in the road surface, failures of the roadsides and carriageway)
		☐satisfactory	0.5	50-70% of zero defects on approaching roads to the checkpoint (no less than 20 km) (no improper road surface, breaks in the road surface, failures of the roadsides and carriageway)
		☐unsatisfactory	0	Less than 50% of zero defects on approaching roads to the checkpoint (no less than 20 km) (no improper road surface, breaks in the road surface, failures of the roadsides and carriageway)
2.	Organization of traffic lanes segregation	☐green truck lane with advanced information (e.g., TIR-EPD, NCTS)	2	Operational green truck lane for trucks with advance electronic information provided (e.g., TIR-EPD, NCTS, national Customs transit)
		☐green truck lane without advanced information (e.g., TIR lane)	1	Operational green truck lane for trucks without advance electronic information provided (e.g., TIR lane)
		☐specially designated truck lane	0.5	
		☐ n.p.f.	0	
3.	Control lanes	☐sufficient number of vehicle control lanes	2	Capacity of the vehicles' control lanes corresponds to the actual flow of traffic, including peak hours
		☐insufficient number of vehicle control lanes	0.5	Capacity of the vehicles' control lanes does not correspond to the actual flow of traffic, including peak hours
		☐unavailability of the vehicle control lanes	0	Absence of designated vehicles' control lanes
4.	Parking space	☐sufficient parking space for cargo vehicles	2	Capacity of the parking space corresponds to the actual flow of traffic, including peak hours
		☐insufficient parking space for cargo vehicles	0.5	Capacity of the parking space does not correspond to the actual flow of traffic, including peak hours

[1] Responses may be supplemented by clarifying or open-ended response or "I don't know" options

		☐unavailability of the parking space for cargo vehicles	0	Absence of designated parking space
	State of infrastructure (traffic lanes and other facilities)	☐corresponds to the capacity	2	Traffic is below or slightly below (90 - 99%) the capacity of check point infrastructure (traffic lanes and other facilities)
		☐minimal, requires re-equipment, increasing the traffic lanes, etc.	1	Traffic conforms or slightly exceeds (100-110%) the capacity of check point infrastructure (traffic lanes and other facilities)
		☐outdated, requires the construction (reconstruction)	0	Traffic exceeds (over 110%) the capacity of check point infrastructure (traffic lanes and other facilities)
6.	Technical means of customs control for inspection of goods (inspection complexes)	☐ x-ray scanner (and optionally other control equipment) available	2	Availability of x-ray scanner and optionally other control equipment (for non-intrusive inspection and/or for unloading /loading of cargo) that allows to perform inspection of a vehicle and bulk cargo in a short time for the examination of their contents
		☐ only other control equipment available (no x-ray scanner)	0.5	Availability of other control equipment only (for non-intrusive inspection and/or for unloading /loading of cargo) that supports inspections (without x-ray scanners)
		☐unavailable	0	
7.	Logistics centres	☐available	1	Availability of transport infrastructure installation consisting of a specially allotted place designed to perform accompanying preparatory, distributing and finalizing technological operations with cargo and vehicles, which is constructed at the check point or in a proximity to the check point
		☐unavailable	0	
8.	Designated areas for auxiliary services	☐available	0.5	Availability of service facilities (food services area, teller terminals, exchange services, post and other facilities)
		☐unavailable	0	
9.	Temporary storage warehouses	☐available	0.5	Availability of specially allotted and organized premises or other place where goods and vehicles are stored temporarily to be moved across the state border of the countries (temporary storage warehouse, where the goods and vehicles are placed for temporary storage from the date of presented at the customs to their exit under relevant customs procedure)
		☐unavailable	0	
10.	System of electronic booking of a check point entry	☐ system for virtual queuing before arrival available	1	Availability of operational online system with virtual queuing for cargo vehicles (before actual arrival of the vehicle at the checkpoint / designated parking near the checkpoint) (option for electronic ticketing could also be included in the system)
		☐ electronic ticketing upon arrival only available	0.5	Availability of operational system for electronic ticketing upon physical arrival of the vehicle at the checkpoint / designated parking near the checkpoint (no virtual queuing)

		☐unavailable	0	
11.	Implementation of electronic (paperless) Customs transit declaration	☐ electronic international Customs transit procedure available (e.g., eTIR, NCTS, etc.)	2	Availability of functioning of fully electronic (paperless) Customs transit declaration system for processing international Customs transit procedure (e.g., eTIR, NCTS, etc.)
		☐ only advance electronic national Customs transit and/or import declaration available	1	Availability of functioning electronic Customs transit declaration system only for national / union Customs transit procedure
		☐unavailable	0	
12.	System of automatic identification of weight and size specifications	☐multifunctional (weight and size) dynamic system available	2	Availability of operational multifunctional dynamic system, which allows automatic identification and recording of vehicles permissible axle load, total weight and sizes; that takes measurements without stopping of the vehicle
		☐only dynamic weighing scales available	1	Availability of dynamic weighing scales only (no size detection), which may provide automatic identification and recording of vehicles permissible axle load and /or total weight; that takes measurements without stopping of the vehicle
		☐only static weighing scales available	0.5	Availably of static weighing scales only (no size detection), that takes measurements of vehicles permissible axle load and /or total weight; with stopping of the vehicle
		☐unavailable	0	
13.	Systems of electronic payment	☐available	1	Availability of operational system which allows electronic payments
		☐unavailable	0	
14.	Customs operations time (Customs transit)	☐up to 1 hour	2	In average up to 1 hour spent on the customs operations on a per vehicle basis. This time is aggregated time of all specific Customs operations (e.g., preliminary inspection, inspection applying technical means of verification, sensor monitoring, documentary control, physical examination, etc.)
		☐from 1 to 2 hours	1	In average from 1 to 2 hours spent on the customs operations on a per vehicle basis. This time is aggregated time of all specific Customs operations (e.g., preliminary inspection, inspection applying technical means of verification, sensor monitoring, documentary control, physical examination, etc.)
		☐from 2 to 3 hours	0.5	In average from 2 to 3 hours spent on the customs operations on a per vehicle basis. This time is aggregated time of all specific Customs operations (e.g., preliminary inspection, inspection applying technical means of verification, sensor monitoring, documentary control, physical examination, etc.)
		☐over 3 hours	0	In average over 3 hours spent on the customs operations on a per vehicle basis. This time is aggregated time of all specific Customs operations (e.g., preliminary inspection, inspection

				applying technical means of verification, sensor monitoring, documentary control, physical examination, etc.)
15.	Waiting time (in queue) before entry to the checkpoint (for land checkpoints) or Waiting time (at the berth, on the roadstead of the seaport) for registration of the ship's arrival at the checkpoint or its departure from the checkpoint (for seaports)	☐up to 1 hour	2	In average up to 1 hour waiting time (queuing) by a vehicle, from the time of arrival at the check point, or exit from the adjacent check point of another country, till its entry to the check point (for land checkpoints) In average up to 1 hour waiting time at berth or on the roadstead of a seaport waiting the officials of the controlling authorities for registration of the ship's arrival to the check point or departure from there (for seaports)
		☐from 1 to 2 hours	1	In average from 1 to 2 hours waiting time (queuing) by a vehicle, from the time of arrival at the check point, or exit from the adjacent check point of another country, till its entry to the check point (for land checkpoints) In average from 1 to 2 hours waiting time at berth or on the roadstead of a seaport waiting the officials of the controlling authorities for registration of the ship's arrival to the check point or departure from there (for seaports)
		☐from 2 to 3 hours	0.5	In average from 2 to 3 hours waiting time (queuing) by a vehicle, from the time of arrival at the check point, or exit from the adjacent check point of another country, till its entry to the check point (for land checkpoints) In average from 2 to 3 hours waiting time at berth or on the roadstead of a seaport waiting the officials of the controlling authorities for registration of the ship's arrival to the check point or departure from there (for seaports)
		☐over 3 hours	0	In average over 3 hours waiting time (queuing) by a vehicle, from the time of arrival at the check point, or exit from the adjacent check point of another country, till its entry to the check point (for land checkpoints) In average over 3 hours waiting time at berth or on the roadstead of a seaport waiting the officials of the controlling authorities for registration of the ship's arrival to the check point or departure from there (for seaports)
16.	Overall time spent at the checkpoint (from gate to gate) (Customs transit)	☐up to 1 hour	2	In average up to 1 hour spent by a vehicle from the time of entry at the gates of the checkpoint to the time of exit at the gates of the checkpoint (aggregated time of all formalities and control operations by Customs and other border agencies and all waiting time at the checkpoint)

		☐from 1 to 2 hours	1	In average from 1 to 2 hours spent by a vehicle from the time of entry at the gates of the checkpoint to the time of exit at the gates of the checkpoint (aggregated time of all formalities and control operations by Customs and other border agencies and all waiting time at the checkpoint)
		☐from 2 to 3 hours	0.5	In average from 2 to 3 hours spent by a vehicle from the time of entry at the gates of the checkpoint to the time of exit at the gates of the checkpoint (aggregated time of all formalities and control operations by Customs and other border agencies and all waiting time at the checkpoint)
		☐over 3 hours	0	In average over 3 hours spent by a vehicle from the time of entry at the gates of the checkpoint to the time of exit at the gates of the checkpoint (aggregated time of all formalities and control operations by Customs and other border agencies and all waiting time at the checkpoint)
17.	Overall time of crossing the border	☐up to 2 hours	2	In average up to 2 hours spent for crossing the border that includes overall time spent at the exit checkpoint (from gate to gate), waiting time (in queue / at the berth) and overall time spent at the entry checkpoint (from gate to gate)
		☐from 2 to 3 hours	1	In average from 2 to 3 hours spent for crossing the border that includes overall time spent at the exit checkpoint (from gate to gate), waiting time (in queue / at the berth) and overall time spent at the entry checkpoint (from gate to gate)
		☐from 3 to 4 hours	0.5	In average from 3 to 4 hours spent for crossing the border that includes overall time spent at the exit checkpoint (from gate to gate), waiting time (in queue / at the berth) and overall time spent at the entry checkpoint (from gate to gate)
		☐from 4 to 6 hours	0	In average from 4 to 6 hours spent for crossing the border that includes overall time spent at the exit checkpoint (from gate to gate), waiting time (in queue / at the berth) and overall time spent at the entry checkpoint (from gate to gate)
		☐over 6 hours	-1	In average over 6 hours spent for crossing the border that includes overall time spent at the checkpoint (from gate to gate) in the county of exit, waiting time (in queue / at the berth) and overall time spent at the checkpoint (from gate to gate) in the country of entry
18.	Conducting veterinary, phytosanitary, and sanitary-epidemiological types of control	☐up to 30 minutes	1	In average the time for veterinary, phytosanitary, sanitary-epidemiology control does not exceed 30 minutes
		☐from 30 to 60 minutes	0.5	In average the time for veterinary, phytosanitary, sanitary-epidemiology control takes from 30 to 60 minutes

		☐over 60 minutes	0	In average the time for veterinary, phytosanitary, sanitary-epidemiology control takes over 60 minutes
19.	Implementation of a Single Window	☐available	1	Availability of functioning unified system of interdepartmental automatic collection, storage and processing of the information in all types of foreign trade operations on the border
		☐unavailable	0	