

Handbook on Best Practices at Border Crossing Points

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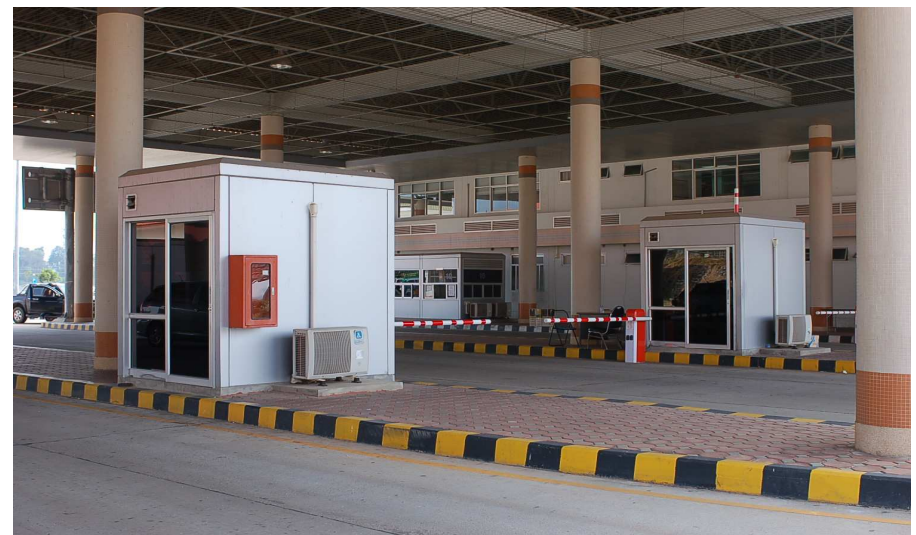


Organization for Security and
Co-operation in Europe

Chapter 6: Border Crossing Point Design Options

BCP Design and Layout issues

- ⑩ Lack of “Fit-For-Purpose” BCP layout designs
- ⑩ When rebuilding BCPs the tendency was to use the same BCP layout: single vehicle lane
- ⑩ Procedure not leading the BCP design process
- ⑩ Detection equipment syndrome
- ⑩ BCP is not for import and export control; use ICDs
- ⑩ BCP approach road congestion is the problem, not Customs



Chapter 6: Border Crossing Point Design Options (1)

Chapter 6 content outline (1):

Fit For Purpose Border Crossing Points

1. BCP goals and objectives explained
2. Small BCP infrastructure and resources and design layouts
3. Large road BCP infrastructure and resources: best practice criteria
 - Primary inspection and security inspection equipment and procedures
 - Secondary and Post Entry inspection equipment and procedures
 - Other BCP services
 - Large BCP design layouts and vehicle lane design explained
4. Road Border Crossing Point building and infrastructure: admin and detention buildings, site assessment and other

Chapter 6: Border Crossing Point Design Options (2)

Chapter 6 content outline (2):

Examples of best practice:

- UK border strategy explained
- BCP best case example described
- Work plan and tasks for modernizing road border crossing points
- Best practice building and maintenance example
- BCP capital planning programme
- Best practice example for BCP cooperation between neighbours
- BCP traffic flow management
- BCP design process best practice explained
- BCP Design Guide as a best practice explained

Chapter 6: Border Crossing Point Design Options (3): Examples

Vehicles waiting to enter a BCP: congestion



Chapter 6: Border Crossing Point Design Options (4): Examples of BCP vehicle lanes



Old style BCP asset management:
One truck lane with several border agency kiosks



Good practice BCP asset management: several truck lanes each with one booth built to the truck window height

Chapter 6: Border Crossing Point Design Options (5): Examples of BCP vehicle lanes



After spending lots of money trying to speed trade some BCPs have closed traffic lanes



BCP Entry and Exit Gate issue: No matter how many traffic lanes, kiosks or booths and new computer led procedures many BCPs still restrict traffic flow

Chapter 6: Border Crossing Point Design Options (6): Secondary inspection



Good practice secondary inspection: using X-Ray scanning but not for each truck: risk based



Old style secondary inspection: no technology physical truck and cargo inspection: wastes staff time and delays trade

Chapter 6: Border Crossing Point Design Options (7): Facilitating cross border trade



BCPs must allow local cross border trade and visits by hand cart or by foot; perhaps using a dedicated lane



Security and narcotic trafficking issue when facilitating local cross border trade

Chapter 6: Border Crossing Point Design Options (8): Other border control agencies



Other BCP border control agencies: not just Customs take time to complete procedures other agencies often take more time to finish

Chapter 6: Border Crossing Point Design

Options (9): Wonderful buildings but slow procedures



Spending lots of State budget money on excellent BCP canopies and buildings and equipment justified if the investment results in faster and more efficient and more transparent procedures: more supply chain predictability and reduces BCP crossing times

Chapter 6: Border Crossing Point Design Options (10): The Future of BCP design and layout



Georgia-Turkey Sarpi BCP: 15 traffic lanes with segregated truck lanes and fast track lanes



Information led border control agencies exchanging information and delivering risk based inspections and advance notice import and export checking

Chapter 6: Border Crossing Point Design Options

Key messages (1)

1. Using several traffic lanes each with a booth is good practice
2. One Stop Shop helps reduce BCP crossing times for trucks
3. Single Stop Inspection reduces BCP truck crossing times more
4. SWS helps Customs and other border control agencies reduce checking times because Advance Notice part of electronic SWS
5. BCP design and layout needs improving using good practice Design Guides and creating a BCP Design Agency
6. Security and revenue collection and protecting the public is not reduced using best practice BCP design options on the contrary it improves them

Rahmat, Rahmiet, Spasiba, Thankyou



The aim: smooth, swift and seamless BCP crossing and happy