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Economic Commission for Europe**Inland Transport Committee****Working Party on Customs Questions affecting Transport****144th session**

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Item 4 (b) of the provisional agenda

International Convention on the Harmonization of**Frontier Controls of Goods, 1982 (Harmonization Convention):****Proposal on a new Annex 10 on sea ports****Proposal on a new Annex 10 on sea ports****Note by the secretariat****I. Background and mandate**

1. At its 142nd session, the Working Party took note of document ECE/TRANS/WP.30/2015/21/Rev. 1 with comments on a first draft of a new Annex 10 to the Harmonization Convention, including detailed changes to the text from the Eurasian Economic Commission (EEC), comments on the text from Ukraine; and (c) a general proposal on referencing to the IMO FAL-65 Convention from the Federation of National Associations of Ship Brokers and Agents (FONASBA). In its comments, EEC further pointed out that the new Annex 10, in certain cases, stipulates commitments that go beyond the scope of the Convention itself and, therefore, proposed a review of the text of the Harmonization Convention to increase coherence between the body of the Convention and its Annexes. The Working Party: (a) took note of these comments and considerations; (b) decided to continue work on Annex 10; and (c) requested delegations to submit views on the changes and corrections proposed by Ukraine and EEC, or any additional comments on the text, in writing to the secretariat not later than by 10 March 2016 (see ECE/TRANS/WP.30/284, paras. 35–36).

2. At its 143rd session, the Working Party took note of Informal document WP.30 (2016) No. 5 by the International Maritime Organization (IMO) which outlines its responsibilities for the facilitation of international maritime transport. The Working Party also took note of Informal document WP.30 (2016) No. 10 by the European Commission, containing comments by the EU and its member States on the draft Annex 10. The comments made clear that an in-depth review of the Annex itself as well as a correlation with the Convention, in general, were warranted.

3. In order to streamline its activities under this agenda item, the Working Party agreed to revisit document ECE/TRANS/WP.30/2015/21, with the original draft text, and to put, for now, document ECE/TRANS/WP.30/2015/Rev.1 with the various changes and comments by Ukraine, EEC and FONASBA aside.

4. The delegation of the EU expressed its general concern with regard to the necessity and purpose of developing an Annex dedicated to seaports, as customs procedures only account for a minor part of the wide range of controls and procedures that take place in ports. It further pointed out that there are various inconsistencies in the text of the draft itself as well as in relation to the body of the Convention. Considering that various articles in Annexes 8, 9 and 10 are fully identical, it raised the question whether it would not be appropriate to incorporate such identical provisions in the body of the Convention.

5. In reply to a proposal by the delegation of Azerbaijan to either include a generic reference to the IMO FAL-65 Convention or some of its provisions, the secretariat explained that, from a legal perspective, this could lead to complications whenever either the IMO FAL-65 Convention or the Harmonization Convention would be amended. In addition, it seems that the text of the IMO FAL-65 Convention is not freely available, which would complicate the understanding and application of the Harmonization Convention for customs authorities. The Working Party welcomed a proposal from Azerbaijan to amend the text of Article 2, paragraph 1 to read “The Contracting Parties shall grant permission to come ashore for vessel crew members engaged in international long-haul and cabotage freight in accordance with national and, where applicable, international agreements, which provide for recognition of documents of vessel crew members, including seafarers identity document” and requested the secretariat to take this proposal on board in its further preparations.

6. The Working Party took note of further comments by various delegations, in addition to the written comments received prior to the current session and requested the secretariat to review them all and use them as basis to prepare a new draft in the three official languages, for consideration of the Working Party at its next session. In view of the plethora of procedures at seaports, the secretariat was also requested, to particularly address the issue of single-window when preparing the updated draft. On that basis, the Working Party would then decide if the draft was sufficiently developed to start consultations with other stakeholders. At the same time, all Contracting Parties to the Harmonization Convention were urged to engage in national consultations and be ready, at the next session of the Working Party, to provide a well-balanced position whether or not to continue this activity (see ECE/TRANS/WP.30/286, paras. 44–49).

7. Further to this request, the secretariat prepared this document which consolidates in Annex the text of the draft of the new Annex as contained in document ECE/TRANS/WP.30/2015/21, the various comments by Ukraine, EEC and FONASBA, as contained in document ECE/TRANS/WP.30/2015/21/Rev.1, comments by the European Commission from Informal document (2016) No. 10 and the proposal by Azerbaijan at the 143rd session of the Working Party.

Annex

United Nations International Convention on the Harmonization of Frontier Controls of Goods, 1982 (“Harmonization Convention”)

Draft Annex 10

Facilitation of border crossing procedures for international maritime freight

[Ukraine: New Article: Definitions: An international seaport means a port in which necessary administrative border crossing procedures are carried out in respect of goods arriving and/or leaving by sea and hinterland means of transport. The concept of “international sea port” includes a combination of port infrastructure elements (marine terminals, stevedoring complexes.)]

Article 1 Principles

1. This Annex, supplementing the provisions of the Convention, is intended to define the steps that need to be taken to facilitate and expedite the crossing of borders¹ for international maritime freight.
2. The Contracting Parties shall undertake to cooperate in order to facilitate and standardize, as fully as possible, formalities and requirements in respect of documents or procedures² in connection with the controls of goods³ carried by maritime transport.
2 alternative. [EEC: The Contracting Parties shall undertake to cooperate in order to facilitate and standardize, as fully as possible, formalities and requirements in respect of documents or procedures related to the carriage of goods by maritime transport.]
3. The present Annex shall apply without prejudice to applicable international standards and agreements^{4,5}.

[Ukraine: New Article: Integrated border management: Since cargo operations at seaports are run mainly by private operators, the Contracting Parties should seek to work closely

¹ Secretariat: The Convention generally employs the word “frontiers”, with the exception of Annexes 8 and 9 where “borders” is also employed.

² Secretariat: It should read “documents and procedures” in order to align with the text used in Annex 9, Article 1, paragraph 2 of the Convention.

³ European Union (EU): By excluding the control mechanism the provisions are more general, like for Annex 9.

⁴ EU: Art.1, paragraph 3 refers to the application of international standards and agreements, unlike for road and rail transport. What is the reason for this provision?

⁵ Eurasian Economic Commission (EEC): Provisions under paragraph 3 of this Article do not exist in the previous annexes to the Convention. There is, however, a generic (not specific) approach to these issues that is contained in the main text of the Harmonization Convention (Article 14). It would be appropriate to include provisions of this draft Annex, if necessary, in the general provisions of the Harmonization Convention.

with port authorities, terminal operators and other private operators in the seaports, in order to promote and guarantee the implementation of the provisions of this Convention.]⁶

Article 2

Facilitation of visa procedures for⁷ maritime crews

1. The Contracting Parties shall endeavour to facilitate the procedures for granting visas for maritime crews engaged in international long-haul and cabotage freight in accordance with national and, where applicable, international legislation⁸.

1 alternative 1. [EEC: The Contracting Parties shall endeavour to facilitate the procedures for granting visas for maritime crews engaged in international cabotage freight in accordance with national and, where applicable, international legislation.]

1 alternative 2. [Azerbaijan: The Contracting Parties shall grant permission to vessel crew members engaged in international long-haul and cabotage freight to come ashore, in accordance with national and, where applicable, international agreements, which provide for recognition of documents of vessel crew members, including seafarers' identity documents".]⁹

2. The Contracting Parties agree to regularly exchange information on best practices with regard to the facilitation of visa procedures for¹⁰ maritime crews.

Article 3¹¹

International maritime transport operations¹²

1. In order to facilitate the international movement of goods, the Contracting Parties shall regularly inform all parties involved in international transport operations in a harmonized and coordinated manner on border control requirements for international maritime ports as well as on the actual situation in ports.

1 alternative 1. [EEC: In order to facilitate the international movement of goods, the Contracting Parties shall regularly inform all [Contracting] parties involved in international [maritime] transport operations [on existing and (or) during the state¹³ control in relation to ~~for~~ international seaports of cargo, as well as on the actual functioning of border crossing points located as seaports.]

1 alternative 2. [EU: In order to facilitate the international movement of goods, the Contracting Parties shall regularly inform all parties involved in international transport

⁶ EU: Although not against this idea, it should be checked if Article 4 of the Convention could not be aligned to fit this purpose.

⁷ EEC: Add "members of"

⁸ EU: Article 2 contains similar provisions on visa facilitations as already indicated for road and rail transport.

⁹ See ECE/TRANS/WP.30/286, paragraph 48.

¹⁰ EEC: Add "members of"

¹¹ EEC: In paragraph 3 of this Article, reference is made to Article 7 of the Harmonization Convention. However, the provisions of Article 7 apply when Contracting Parties have a common land border, which in this case is not correct. We propose to consider the feasibility of either adjusting the provision of Article 7 of the Harmonization Convention or to specify the provisions of paragraph 3 of this Article, without reference to other provisions of the Harmonization Convention.

¹² EU: Contains the same provisions as for road transport.

¹³ EU does not agree with this wording.

operations in a harmonized and coordinated manner on border control procedures requirements for international maritime ports as well as on the actual situation in ports.]

1 alternative 3. [Ukraine: In order to facilitate the international movement of goods, the Contracting Parties shall regularly inform all parties involved in international transport operations in a harmonized and coordinated manner on border control requirements for international maritime ports as well as on the actual situation in ports. For this purpose, the Parties shall designate coordination centres.]

2. Contracting Parties shall endeavour to transfer, to the extent possible, all necessary control procedures to the places of departure and destination of the goods transported by sea so as to alleviate congestion at maritime ports.

2 alternative 1. [EEC: Contracting Parties shall endeavour to transfer, to the extent possible, to carry out all necessary state¹⁴ control procedures to the places of departure and destination of the goods transported by sea so as to alleviate congestion at maritime ports.]

3. Referring in particular to Article 7 of this Convention priority shall be given to urgent consignments, e.g. live animals and perishable goods. In particular, the competent services and authorities at border crossing points in maritime ports in cooperation with relevant stakeholders:¹⁵

3 alternative 1. [EEC: Referring in particular to provisions of Article 7 of this Convention, priority shall be given to urgent consignments, e.g. live animals and perishable goods. In particular, the competent services and authorities at border crossing points situated in maritime ports in cooperation with relevant stakeholders:]

(i) shall take the necessary measures to minimize waiting times for vessels transporting perishable foodstuffs¹⁶ or for vessels transporting live animals, as from their time of arrival in the port until their border, customs, sanitary-quarantine, quarantine, phytosanitary and veterinary controls¹⁷;

(i) alternative 1 [EEC: shall take the necessary measures to minimize waiting times for vessels transporting perishable foodstuffs and (or) live animals, as from their time of arrival in the maritime port until the beginning state control operations (in particular their border, customs, sanitary-quarantine, quarantine, phytosanitary and veterinary controls);]

(ii) shall ensure that the required controls¹⁸ mentioned under paragraph (i) are carried out as quickly as possible;

¹⁴ EU: we do not agree with this wording

¹⁵ EU: Paragraph 3 cannot be applicable for maritime transport as the referred Article 7 of the Convention is valid only for road transport (inland frontiers). Moreover, the transport of live animals and perishable good by sea needs further analysis. Secretariat: Although it is also mentioned in Annex 8, Article 3, paragraph 3, Article. 7 of the body of the Convention does not contain any reference to urgent consignments. Furthermore, Article 7 refers to “inland frontier” which may be problematic in cases of international maritime freight. If necessary, it is proposed that a reference to Article 6 should be used instead.

¹⁶ Secretariat: Although the expression « perishable foodstuffs » is used in Annex 8, the Convention more generally refers to “perishable goods”, including in paragraph 3 of this Article.

¹⁷ Secretariat: In order to align with the definitions contained in Article 1 of the Convention, it is proposed that this phrase be replaced by “customs control or medico-sanitary, veterinary and phytosanitary inspections” or simply by “control”.

¹⁸ Secretariat: This is not an expression generally used in the Convention (with the exception of Annex 8, Article 3, paragraph 3 (ii)).

(ii) alternative 1 [EEC: shall ensure that the required types of state controls mentioned under paragraph (i) of this Article are carried out as quickly as possible;]:

(ii) alternative 2 [Ukraine: shall ensure that the required controls mentioned under paragraph (i) could be initiated with the submission of copies of transportation and accompanying documents and shall be implemented in the shortest possible time;]

(iii) shall allow, as far as possible, the operation of the necessary refrigerating units of containers carrying perishable foodstuffs¹⁹ during the time of discharge of the goods, unless this is impossible as a result of the required²⁰ [EEC: state²¹] control or discharge procedure;

(iv) shall co-operate, in particular through advance information exchange, with their counterparts in other Contracting Parties in order to accelerate procedures for perishable foodstuffs²² and live animals, in case these loads are subject to sanitary²³ and veterinary inspections.

(iv) alternative 1 [Ukraine: Provide necessary measures on accelerating border crossing procedures for goods transported in intermodal mode, including under the Customs Convention on the International Transport of Goods under cover of TIR Carnets (TIR Convention, 1975).]²⁴

Article 4 **Facilities at maritime ports²⁵**

1.²⁶ To rationalize and expedite the required formalities at maritime ports, the Contracting Parties in cooperation with relevant stakeholders shall endeavour to ensure, to the extent possible, that ports are equipped with:

1 alternative 1. [EEC: To rationalize and expedite the required formalities at maritime ports, the Contracting Parties in cooperation with relevant stakeholders shall endeavour to ensure, to the extent possible, at checkpoints located at seaports, the respect of the following minimum requirements for such checkpoints:]

(i) buildings (premises), facilities and technical equipment enabling them to carry out daily and round-the-clock²⁷ controls, if this is justified and is appropriate to the volume of freight traffic;

¹⁹ Secretariat: Although the expression « perishable foodstuffs » is used in Annex 8, the Convention more generally refers to “perishable goods”, including in paragraph 3 of this Article.

²⁰ Secretariat: “required control” is not an expression generally used in the Convention (with the exception of Annex 8, 3 (ii)).

²¹ EU does not agree with this wording.

²² Secretariat: Although the expression « perishable foodstuffs » is used in Annex 8, the Convention more generally refers to “perishable goods”, including in paragraph 3 of this Article.

²³ Secretariat: It is suggested that the word is replaced by « Medico-Sanitary » in order to align with Article 1 of the Convention.

²⁴ EU: This proposal relates to all kind of transports and should be included in the body of the Convention, if necessary.

²⁵ EU: Similar provisions as for rail transport.

²⁶ EU: numbering is not required.

²⁷ Sec: This is not an expression used by the Convention. Annex 8 refers to the expression “24 hours a day”.

- (i) alternative 1 [EEC: Existence of the buildings , facilities and technical equipment enabling them to carry out daily and round-the-clock state²⁸ controls²⁹;]
- (ii) Technical equipment allowing for phytosanitary, veterinary³⁰ and other controls;
- (ii) alternative 1 [Ukraine: Technical equipment allowing for phytosanitary, veterinary and other forms of control;]
- (ii) alternative 2 [EEC: Ensuring officers carrying out the state³¹ control are provided with necessary and modern technical means;]
- (ii) alternative 3 [EU: Technical equipment allowing for phytosanitary, veterinary inspections³² and other controls;]
- (iii) Adequate carrying and traffic capacity of ports and of hinterland transport infrastructure for the volume of traffic;
- (iii) alternative 1 [EEC: Organization of adequate carrying and traffic capacity of checkpoints situated in the maritime ports and of hinterland transport infrastructure for the volume of traffic;]
- (iv) Inspection areas, as well as warehouses for the temporary storage of goods subject to customs or other forms of control, including storage of perishable foodstuffs;³³
- (iv) alternative 1 [EEC: Inspection areas Existing of the state³⁴ control areas as well as warehouses for the temporary storage of shipments (goods) subject to customs and (or) other forms of state control, including storage of perishable foodstuffs;]
- (v) Sufficient and qualified staff for all services³⁵, including customs, border and other agencies;
- (v) alternative 1 [EEC: The presence of the required amount of qualified staff of state control, taking into account traffic volume, as well as other bodies and organizations;]
- (vi) Information technology and communications systems that will enable the electronic exchange of advance information pertaining to the ship and its cargo for customs, as well as security purposes.
- (vi) alternative 1 [EEC: The availability of equipment, facilities, Information technology and communications systems to enable the exchange in advance of electronic information relating to a marine vessel and its cargo.]

²⁸ EU does not agree with this wording.

²⁹ EU does not agree with the proposed deletion as the round-the-clock should be optional, not obligatory for all seaports (checkpoints).

³⁰ Secretariat: In order to align with Article 1, this should be replaced by “phytosanitary and veterinary inspections”.

³¹ EU does not agree with this wording.

³² This is in accordance with the wording of the definitions of Article 1 of the Convention.

³³ Secretariat: Sec: Although the expression “perishable foodstuffs” is used in Annex 8, the Convention more generally refers to “perishable goods”, including under Article 3 of this Annex.

³⁴ EU does not agree with this wording.

³⁵ Secretariat: Annex 1 uses the term “competent services”.

Article 5 Controls³⁶

The Contracting Parties:

(i) Shall endeavour to expedite required control formalities³⁷ by establishing, to the extent possible, mechanisms for reciprocal recognition of some forms of control³⁸ of vessels, containers and goods, provided the objectives thereof coincide;

(i) alternative 1 [EEC: Shall endeavour to expedite required state³⁹ control formalities by establishing, to the extent possible, mechanisms for reciprocal recognition of certain forms of state⁴⁰ control of maritime vessels, transported by them containers and goods, provided the objectives of such controls thereof coincide;]

(i) alternative 2 [Ukraine: Shall endeavour to expedite required control formalities by establishing, to the extent possible, mechanisms for the reciprocal recognition of the results of some forms of control of vessels, containers and goods, provided the objectives thereof coincide;]

(ii) Shall, to the extent possible, grant facilitations⁴¹ and simplified control procedures on the basis of risk assessment.⁴²

(ii) alternative 1 [Ukraine: Shall, to the extent possible, grant facilitations and simplified control procedures on the basis of risk assessment and management.]

(ii) alternative 2 [EEC: Shall, to the extent possible, grant facilitations and simplified state⁴³ control procedures on the basis of risk assessment.]

(new provision) [Ukraine: ensure that their authorities and agencies responsible for the control and border procedures related to import, export and transit of goods interact with each other and coordinate their activities in order to facilitate transport and trade.]⁴⁴

(iii) Without prejudice to the applicable provisions of this Convention, shall carry out inspections of transit goods only in cases where these are warranted by the actual circumstances or risks.^{45, 46}

³⁶ EU: The article is very much inspired by Article 6 of Annex 9 on rail transport which was agreed by the EU and its Member States and came into force in 2011.

³⁷ EU: Unclear what is meant by the word “Control” since only the terms “customs control” and “quality control” in addition to “inspections” are defined in Article 1 of the Convention. Secretariat: This expression is not used in the Convention. Parties may wish to consider “control measures”, “control procedures” or “required formalities”.

³⁸ EU: Unclear what is meant by the word “Control” since only the terms “customs control” and “quality control” in addition to “inspections” are defined in Article 1 of the Convention.

³⁹ EU does not agree with this wording.

⁴⁰ EU does not agree with this wording.

⁴¹ Secretariat: This expression is not used in the Convention.

⁴² EU: Customs controls should be based on risk assessment (or risk analysis); this will lead to selective controls but not to facilitations for all consignments “to the extent possible”.

⁴³ EU does not agree with this wording.

⁴⁴ EU: We believe that this provision should be incorporated in national legislation rather than in an international convention.

⁴⁵ EU: Seems to be covered already by a general Article 10 of the Convention. Therefore we suggest to delete it, unless there is a particular need for it in case of maritime transport.

⁴⁶ Secretariat: see Article 10 of the Convention – Goods in Transit.

(iii) alternative 1 [EEC: Without prejudice to the applicable provisions of this Convention, shall carry out state⁴⁷ control of transit goods only in cases where these are warranted by the actual circumstances or risks.]

(iii) alternative 2 [Ukraine: provide the goods, which are in transit through the territory of any other Contracting Party, with treatment not less favourable than the one accorded to the same goods, if they are transported from their place of origin to their destination without going through the territory of a Contracting Party.⁴⁸ Without prejudice to the applicable provisions of this Convention shall carry out inspections of transit goods only in cases where these are warranted by the actual circumstances or risks.

Transit goods in a container, contrailer or in a freight wagon, closed and sealed properly and provided with relevant documentation are not usually subject to customs inspection.]

(new provision) [Ukraine: Ensure the weight control of containers and of vehicles during the loading of the cargo (containers) on a transport vehicle in accordance to the weight regulations of the country of arrival of the goods with issuing an international weight certificate (article 5 of Annex 8 to HC). Overloading of vehicles (containers) is not allowed.]⁴⁹

[Ukraine: New Article: Single Window: Since cargo operations at seaports are run mainly by private operators, the Contracting Parties should seek to work closely with port authorities, terminal operators and other private operators in the seaports, in order to promote and guarantee the implementation of the provisions of this Convention.]⁵⁰

Article 6 **Time limits**^{51, 52}

The Contracting Parties, in cooperation with relevant stakeholders, shall endeavour to determine time limits for technical operations involving the reception of vessels in ports, including all types of controls, and shall endeavour to reduce these time limits by improving the technology and equipment used. The Contracting Parties shall monitor their achieved reduction in time limits.

Alternative 1 [EEC: The Contracting Parties, in cooperation with relevant stakeholders, shall endeavour to determine time limits for technical operations involving the reception of vessels in maritime ports, including carrying out all types of state⁵³ controls, and shall endeavour to reduce these time limits by improving the technology and equipment used. The Contracting Parties shall monitor their achieved reduction in time limits and share the results of efforts to reduce the time limits.]

⁴⁷ EU does not agree with this wording.

⁴⁸ EU: - first sentence – the proposal is not specific for maritime transport. Perhaps Article 10 of the Convention covers this provision already.

⁴⁹ EU: To be further clarified if this provision relates to this new Annex.

⁵⁰ Secretariat: Identical to the proposal under Article 1, except for the title.

⁵¹ EU: Determination of time limits (and their reduction at the same time), if needed to be specified for maritime transport, should perhaps be left up to national legislation of each Contracting Party.

⁵² Secretariat: Also review Annex 1 of the Convention, dealing with Harmonization of customs controls and other controls. It should not be obligatory to monitor the achieved reduction in time line, in particular because of the existence of Article 9(8) on the Reporting mechanism.

⁵³ EU does not agree with this wording

Alternative 2 [Ukraine: The Contracting Parties are recommended to periodically and in a consistent manner to establish, measure and publish time limit norms for technical operations involving the reception of vessels and clearance of goods in ports, including all types of controls, and to reduce these time limit norms by improving the technology and equipment used. The Contracting Parties may share the achieved results.]

Article 7

Documentation⁵⁴

1. The Contracting Parties shall ensure that shipping and accompanying documents are properly formulated in accordance with the legislation of the importing and transit countries. The Contracting Parties shall endeavour to reduce the number of documents required for import, export and transit of goods entering or leaving the port by sea or hinterland, as required.⁵⁵

1 alternative 1. [EEC: The Contracting Parties shall ensure that shipping and accompanying documents are properly formulated in accordance with the legislation of the Contracting Parties that participate in transportation. The Contracting Parties shall endeavour to reduce the number of documents required for import, export and (or) transit of goods entering or leaving the maritime port by sea or hinterland, as required.]

1 alternative 2. [Ukraine: The Contracting Parties shall ensure that shipping and accompanying documents are properly formulated in accordance with international legal instruments (FAL-65 Convention, recommendations of the IMO). Contracting parties shall seek to reduce the number of documents required for imports, exports and transit of goods entering or leaving the port by sea or hinterland and provide that such requirements formalities and documentation:

(a) were adopted and/or used for the purpose of rapid release and clearance of goods;

(b) were adopted and/or used for the purpose of diminishing time and expenses for business and operators;

(c) were measures that are the least restrictive to trade (when there are two or more alternative measures to fulfil public policy objectives or the objectives referred to).]⁵⁶

2. In their mutual relations, the Contracting Parties shall endeavour to reduce paper documents and to simplify documentation procedures by using electronic systems for the exchange of information. The Contracting Parties shall endeavour to use electronic systems for the exchange of information as a single point of receipt and processing of the information and, as far as possible, payment of port, customs and other duties.

⁵⁴ EU: The Article contains provisions which should be applied by all kind of transports. The EU doesn't see any specification related to sea ports and would suggest amending Article 9 and, if necessary, also Annex 9, Article 8 contains similar provisions.

⁵⁵ The Federation of National Associations of Ship Brokers and Agents (FONASBA): include references to the IMO FAL 65 Conventions

⁵⁶ See the EU comment on Article 8 (note by the Secretariat: The Article contains provisions which should be applied by all kind of transports. The EU doesn't see any specification related to sea ports and would suggest amending Article 9 and, if necessary, also Annex 9, Article 8 contains similar provisions.)

3. The Contracting Parties shall endeavour to provide customs authorities ⁵⁷with advance information on goods arriving in ports.⁵⁸

3 alternative 1 [EEC: The Contracting Parties shall endeavour to provide customs authorities with advance information on goods arriving in checkpoints located in maritime ports.]

4. The Contracting Parties shall endeavour to use uniform or harmonized transport and regulatory documents, in particular under multimodal deliveries.

4 alternative 1 [EEC: The Contracting Parties shall endeavour to use uniform or harmonized transport and (or) other regulatory documents, that are used in the organization and implementation of the international transport of goods by sea, ~~in particular~~ including under multimodal deliveries.]

Article 8 Reporting mechanism

With regard to Articles 1 to 6⁵⁹ of this Annex, the Executive Secretary of the Economic Commission for Europe of the United Nations (UNECE) shall carry out, every second year⁶⁰, a survey among Contracting Parties on progress made in the implementation of this Annex⁶¹.

⁵⁷ Secretariat: The expression “customs authorities” is not used by the Convention. Parties may consider using the word “Customs”.

⁵⁸ FONASBA include reference to the IMO FAL 65 Convention.

⁵⁹ EU-EEC: Reference should be renumbered to 7.

⁶⁰ Secretariat: justification for this biennial survey should be assessed.

⁶¹ EEC: The provisions of this Annex are of recommendatory character. To improve the efficiency and effectiveness of the implementation of the provisions of this Annex it is proposed to hold jointly with the Contracting Parties to the Convention on the Harmonization and members of the Working Party on Customs Questions Affecting Transport, a feasibility study to strengthen the binding nature of the provisions of this Annex.