

The National Emblem of Ukraine

UKRAINE

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The Ukrainian National Committee
under International Chamber of Commerce

The Ministry of Infrastructure hereby inform about the following in pursuance of Item 2.8, Minutes # 14 ПГ, Meeting of the Interagency Working Group for the “Single Window – Local Solution” Technology Implementation in the Operations Area of Pivdenna Customs and Ports of Odessa Region” dated 19.06.2014, concerning amendments to the Standard Process Scheme of Customs Control of Water Transport Vehicles of Carriers and Goods that are Transported by them at State Border Checkpoints approved by Resolution of the Cabinet of Ministers of Ukraine dated 21 May 2012 # 451 “Issues of Admittance across the State Border of Persons, Road, Water, Railway and Air Transport Vehicles of Carriers and Goods that are Transported by them” (hereinafter referred to as the “Standard Process Scheme”):

Since 06.02.2003 a combined transport train “Viking” started running. In consideration of the importance of the development of the containerised goods carriage along the direction “Baltic Sea –Black Sea” and establishment of the Viking combined train regular traffic, a checkpoint for admission of the goods transported in containers has been opened in the territory of the railway station Odessa – Lisky container terminal, Odessa Railway, whereby the proper conditions were created for performing the state control established types by the local control bodies.

However, the Standard Process Scheme does not address the issue of getting the goods through the checkpoint, which causes the containerised goods to be cleared twice: at the Ports of Odessa, Illichivsk or Yuzhnyi Checkpoint and at that of Odessa-Lisky Control Station.

In addition, the movement of such goods between the Checkpoints and Control Station requires obtaining the transit customs status and submission of a customs declaration in the established cases. The stated above decreases the goods handling efficiency in combined transportation.

For the purpose of normative adjustment of the above issue we suggest performing the admission and established type of state control in the ports of the containerised goods under intermodal transportation at a specialised checkpoint.

In connection with the stated above we suggest amending the Standard Process Scheme with Item 24¹ reading as follows:

“24¹ . Customs and other types of state control of the goods moved in containers via checkpoint for sea traffic may be performed at a railway station control point opened to improve their activity. The containerised goods shall be transported from the checkpoint to the control station under a Transfer Sheet and transport documents in accordance with the procedure provided by the Process Schedule approved by the body of revenue and duties and agreed with the relevant body of the state border protection, State Enterprise “Administration of Sea Ports of Ukraine” and Railway. To prevent unauthorised access to the goods transported in containers from the checkpoint to the control point electronic and other means of identification shall be used and the rigid compliance with the train schedule on such routs shall be provided without fail.”

The corresponding amendments will enable to ensure avoidance of duplicate customs formalities, which, in its turn, will cut the time of containers handling in the port, which includes replacing the vehicle, e.g. the seaborne one with railway car, augment the volumes of the goods transported in containers under intermodal cargo movement via the checkpoints located in the ports of Odessa Region and will in general have positive effect on the economic development of Ukraine and increase the State Budget revenue from cargo transit.

Given the stated above, we suggest to support the amendments to the Standard Process Scheme proposed by Mininfrastruture.

Signed

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