



COSIPLAN
Presidencia Pro Tempore
Perú 2012 - 2013

Regional Workshop on Border Crossings

December 12 and 13, 2012

Ecuador-Peru Road Axis No. 1 Border Crossing
Tumbes, Peru

NOTES OF THE MEETING

On December 12 and 13, 2012, the city of Tumbes, Peru, hosted the Regional Workshop on Border Crossings, Ecuador-Peru Road Axis No. 1, which was attended by the delegations of Brazil, Chile, Colombia, Ecuador, Peru and Uruguay, as well as by officials from agencies concerned with border crossings, consultants, and members from IIRSA Technical Coordination Committee (CCT). The meeting agenda and the list of participants are attached as Annexes 1 and 2, respectively.

The objective of the workshop was the exchange of experiences among equivalent control-related agencies for the purpose of contributing to the improvement of South American border crossing planning and operation activities, focusing on the integration of binational controls.

After the work session was opened by the Presidency Pro Tempore (PPT), held by Peru, presentations were delivered on the different items on the agenda: planning, organization and management of border crossings in South America; and the role of civil society and nearby communities. These presentations are attached as Annexes 3 to 7.

Next, visits were made to the Binational Border Service Centers (CEBAFs) located on the Ecuador-Peru Road Axis No. 1. These visits served to watch the operation of the binational integrated controls and the facilities infrastructure, as well as to exchange information and opinions with officials from both countries' control agencies.

Finally, a proposal on standards and performance indicators for the border crossings included in the Integration Priority Project Agenda (API) was presented and comments and suggestions on the topic were gathered. This presentation is attached as Annex 8.

The following is a summary of the main conclusions of the workshop:

- The organization of events like this at a border crossing promotes the exchange of experiences and information among officials with different roles in border crossings.
- Input on standards and performance indicators was provided as follows:
 - ✓ It is important to measure the degree of time and cost reduction for users at the border crossings as well as the effectiveness of the controls.
 - ✓ Not only customer satisfaction should be evaluated, but also the risk associated with the controls at each border crossing should be identified and the effectiveness of such controls should be measured; in other words, it must be assessed whether the agencies are properly controlling the risk factors.
 - ✓ The volume of operations at each border crossing —such as the number of passengers, light-duty vehicles, buses and trucks that move through the facilities per day, month and year— should be taken into account by the indicators.
 - ✓ It was suggested that border crossings should be broken into categories to which different indicators should be assigned, and it was proposed that the performance goals be defined by each country or pair of countries.
 - ✓ It was proposed that the development banks should support the implementation of standards and indicators through technical cooperation resources.
 - ✓ It was agreed that the access roads and the international bridges should be regarded as part of the border crossings.
 - ✓ Comments were made on the importance of taking into consideration the time that the users spend at the border crossings in addition to the time devoted to border controls.
 - ✓ The issue of informal border crossings arose.
 - ✓ It is important to verify whether the border crossings under a concession agreement already have performance indicators in place.
 - ✓ It was proposed that good practices related to border crossings should be compiled.
 - ✓ It was proposed that an observatory of South American border crossings should be created.

List of Annexes

Annex 1: Meeting Agenda

Annex 2: List of Participants

Annex 3: Trends in the Functional Organization of Border Crossings with Integrated Controls and the Role of the Private Sector in Border Crossing Improvement

Annex 4: Peru - IIRSA Border Crossing Program

Annex 5: Definition of the Operation and Optimization of the Border Crossings of the RICAM (International Network of Mesoamerican Highways) Pacific Corridor

Annex 6: Mesoamerican Integration Corridor

Annex 7: Santa Rosa Border Complex

Annex 8: Proposal on Standards and Performance Indicators for Border Crossings