



REPUBLIC OF UZBEKISTAN: DEVELOPMENT OF A SIMPLIFIED TRANSIT SYSTEM^{*}

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Address of the Representative of the
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at the Customs Cooperation Committee
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«Development of a Simplified Transit System»

Dear Ladies and Gentlemen!

First of all, let me thank the Asian Development Bank and the Customs Service of the Kyrgyz Republic for arrangement of this seminar and express assuredness that the seminar, exchange of information and sharing experience will serve further development of regional cooperation between customs agencies, implementation of measures envisaged by the Work Programm and General Plan of Actions on Customs Cooperation.

Strengthening of economic reforms, liberalization of foreign economic activities in the Central Asian region created new crucial tasks, especially in the area of international transits, which is becoming one of the developing spheres of economic activities.

To create favorable environment for development and strengthening of international transport and economic connections in the Republic of Uzbekistan a set of organizational, legal and practical measures is being implemented.

Republic of Uzbekistan is conducting phased work on approximation of the republican legislative base with common international rules and procedures, and harmonization of the national legislation with main international principles and requirements related to customs procedures and transit transfers. Thus, for truck trafficking Customs Convention on international transit of cargos with the TIR Carnets, Convention on the international transit of goods, Convention on Road Signs and Signals, Convention on Road Traffic were ratified.

Additional work is being done for the Republic of Uzbekistan to soon join another 17 conventions and agreements on different issues related to organization of international transits. We are actively working on signing interstate agreements on international motor-service with foreign countries and entered more than 35 multilateral and bilateral agreements.

At the same time, under the provisions of the revised Kyoto Convention on simplification and harmonization of customs procedures, a new version of the Customs Code of the Republic of Uzbekistan is being drafted.

At present, major part of good transits through the territory of the Republic of Uzbekistan is being carried out on the TIR procedure.

The number of routes for transit travel and transit of foreign truck traffickers through the territory of the Republic of Uzbekistan has been

increased from 13 to 36. For entry/exit of foreign truck traffickers 10 passing checkpoints have been identified.

Entry, exit and transit fee for foreign truck traffickers is established at USD 400.

For truck traffickers from CIS countries are established at USD 300 for Kazakhstan, USD 130 – for Tajikistan, USD 50 – 150 for Turkmenistan, which are equal to fees paid by Uzbekistan traffickers.

Under the Agreement on transit procedures through the territory of the CIS countries from June 4, 1999 no custom duties and taxes are applied for transit of goods and transport means transferring these goods, no economy policy measures are applied to these goods and transport means (restrictions, quotations, licensing).

In accordance with the Law of the Republic of Uzbekistan “On Transit of Special Goods and Military Contingent” transit of some goods (weaponry, military hardware, military stores, ammunition and explosive, dangerous cargo), can be carried out on the basis of special permits issued by authorized bodies of the Republic of Uzbekistan.

Transit of excisable goods is carried out only with customs escort. These include alcoholics, tobacco products, jewelry, furniture, etc. Payment for customs escort is EURO 200.

It should be noted, that in the Republic of Uzbekistan customs escorts for excisable goods transferred in accordance with the TIR procedures are not paid for.

Unfortunately, it is not possible to state that all international transits are carried out without problems. Not only Uzbek truck traffickers cause these problems. These are our common problems, which do not allow to carry out international transits without obstacles.

Analyses of legislative documents and practice of international truck trafficking revealed the following groups of barriers preventing traffickers from CIS, as well as transport operators from other countries to develop civilized international transfers:

1. Complicated slow control procedures at borders.
2. Difference in allowed technical characteristics of transport means (full weight, axle loading and size).
3. Solving of problems on issue of visas to professional drivers from abroad on simplified scheme.
4. Drafting and introduction of unified standards on weight and size parameters of transport means in accordance with the provisions of ECE UN.

The main problem in functioning of transport corridors, which is essential for all countries of the region, is:

1. Improvement of legislative and normative and legal base;
2. Harmonization of normative and legal base with the European legislative base in this area;
3. Establishment of unified procedure for permit and implementation of international, national and third countries' transits;
4. Joint efforts to create intrastate environment satisfying requirements of international conventions and treaties;
5. Application of unified size, limited loading on axis and the size of technical parameters of transport means.
6. Adoption of intrastate normative acts excluding local charges for transit through territories of oblasts and regions, bridges, tunnels, etc.
7. Establishment of regime for registration of transport means at internal borders, application of unified rules of customs control and state border crossing.

Introduction of an international certificate of weighing of transport means (MCBTC) will also help to eliminate barriers on international automobile transportation, ease border crossing, and allow avoiding multiple weighing of transportation means.

Thank you for attention!