



**KAZAKHSTAN FREIGHT
FORWARDERS ASSOCIATION
KAZAKHSTAN ASSOCIATION OF
CARRIERS AND WAGON
(CONTAINER) OPERATORS**



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Customs Union in Operation

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Customs Union Background

January 1995 - Agreement on Customs Union signed between the Russian Federation and the Republic of Belarus; Accession of Kazakhstan and Kyrgyzstan, and subsequently Tajikistan.

10 October 2000 - Agreement establishing Eurasian Economic Community (EurAsEC) signed in Astana by Presidents of Belarus, Kazakhstan, Kyrgyzstan, Russia, and Tajikistan

August 2006 – decision made on establishing Customs Union and Single Economic Space. In the initial phase the Union is formed of three states – Belarus, Kazakhstan and Russia.

October 2007 – signing of the fundamental documents, establishing Customs Union, by the country leaders.

Single Customs Territory Formation Phases

1.01.2010 – legal framework of the Customs Union is mainly established. More than 40 international agreements have been signed; uniform tariff and non-tariff regulation measures have been introduced, regulating trade with the third countries; the function of establishing customs, tariff and non-tariff regulation parameters has been transferred to the Customs Union Commission.

1 July 2010 - beginning of the second phase: Belarus, Kazakhstan, and Russia established a single customs territory. Approval of the Customs Code of the Customs Union; cancellation of customs clearance for the goods originating from RF, RB, and RK. Customs control moved to the external borders of RB and RK.

1 July 2011 года - completed the formation of the single customs territory, ensuring free movement of goods produced in the Customs Union countries, and of the goods originating from the third countries.

Customs Union Formation Goals



Free Trade Regime

Customs Union

Single Economic Space

Cancellation of customs duties and other restrictive measures with respect to trade in goods, produced within the territory of the member countries

Establishing a single customs territory, ensuring free movement of goods produced within such territory, and imported from the third countries.

Free movement of:

- services
- capital
- workforce



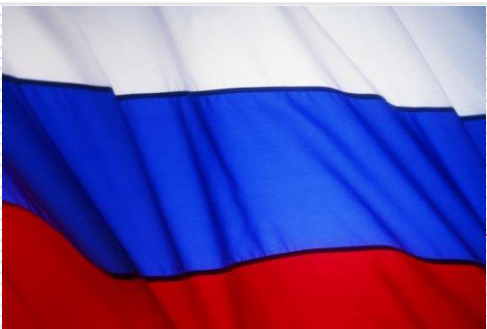
Agreement on Sanitary Measures

Regulation on State Sanitary and Epidemiological Supervision (SSES) Procedures

Single list of goods subject to SSES

Single form of a document certifying safety of products (goods)

Uniform sanitary, epidemiological and hygienic requirements for the goods subject to SSES



Mutual recognition



Customs Union Formation Challenges

Establishing institutional infrastructure of the Customs Union

**Implementation of a single customs and tariff policy,
including the Single Customs Import Tariff;**

Unification of trade regimes in relations with the third countries;

Implementation of a single non-tariff regulation policy

**Establishing a single system of special protective, antidumping,
and compensatory measures;**

**Development of coordinated policy in the area of technical regulation,
and sanitary and phytosanitary measures**

**Harmonization of customs legislation and establishing a single
customs territory**

Procedure of Accession to the Customs Union

1. Submission of a Report on Foreign Trade Activity to the Eurasian Economic Commission and Customs Union members.

2. Review of the Report by the Working group jointly with the Candidate State representatives;

3. Elaboration of the conditions for the accession to the Customs Union, and deadlines for their fulfillment.

4. Complete fulfillment of the conditions, ensuring functioning of the Customs Union.

Submission by the Working Group of the opinion and draft report on the fulfillment by the Candidate State of the accession conditions to the review by the Commission.

6. Participation of the Candidate State's representatives in meetings of the working bodies and expert groups with consultative vote, pending the decision on accession to the Customs Union

**Resolutions of the Eurasian Economic Commission
Approving the Lists of Standards,
Ensuring Compliance with Customs Union Technical Regulations**

On Safety of Rail Transport Infrastructure – 43 standards

On Safety of Railway Rolling Stock

On Safety of High-speed Rail Transport – 76 standards

**On Safety of Railway Rolling Stock and Evaluation (Validation) of Products
Compliance – 63 standards**

On Safety of Railway Rolling Stock – 66 standards

Similar lists have been approved for other modes of transport

Issues Related to Customs Union

- 1. Undue designation by the customs bodies on the external CU boundary of the delivery points other than the railroad station of destination
станции назначения, при перевозке железнодорожным транспортом таможенных грузов по территории нескольких государств - членов ТС (barrier in RK).**
- 2. Unjustified refusal to accept goods in cases where the goods have been transshipped from one wagon to another for technical reasons
(barrier in RK)**
- 3. Простой контейнеров следующих через территорию ТС в контейнерных поездах в пунктах пропуска при совершении таможенных операций, связанных с проведением таможенного досмотра транзитных товаров**
- 4. Differences in methods and types of tariff regulation, определения состава услуг и моделей рынка в сфере железнодорожного транспорта**
- 5. Insufficient throughput capacity of border crossing points and transshipment facilities**

(Continued)

5. Difficulties in accessing Russian market с доступом на российский рынок подвижного состава, произведенного не в РФ.

6. Отсутствие в государствах ТС нормативного документа регулирующего взаимоотношения сторон при ремонте подвижного состава одного государства на территории другого, в части учета и расчетов за узлы и детали, снятых процессе ремонта грузовых вагонов.

7. Различие в законодательствах стран участниц в части документального подтверждения международной перевозки, что осложняет подтверждение ставки НДС 0% при перевозках грузов между странами ТС.

8. Ограничения входа на рынок для компаний владельцев вагонов (контейнеров).

9. Отсутствие единой информационной базы с контактными данными представителей перевозчиков и инфраструктур общего пользования.

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10. Insufficient capacity of the facilities for processing, consolidation and deconsolidation of cargoes.

11. Time-consuming customs clearance in external border-crossing points, and unjustified delays at border crossing and in terminal stations.

12. Lack of acceptable and clear conditions for investment in the development of rail transport infrastructure.

13. Unequal conditions for the movement of wagons, owned by domestic and foreign wagon operators.

Thank you for attention

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