

TRACECA - Railways
Inter-State Tariff and
Timetable Structure
TNREG9501

CUSTOMS ANALYSIS

29 August, 1997

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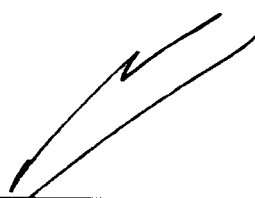
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CUSTOMS ANALYSIS

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1. EXECUTIVE SUMMARY

Synoptic table of customs transit practices in CIS countries

	Georgia	Azerbaijan	Turkmenistan	Uzbekistan	Kazakhstan
Customs Codex	New version at the end of 97	New version at the end of 97	New version at the end of 97	New version at the end of 97	Version in use from 95
Customs' Authority	Ministry of Finance	Customs Committee and President	Customs Committee and President	Customs Committee and President	Customs Committee and Government
Juxtaposed customs control points	YES in theory with Azerbaijan but not yet effective	YES in theory with Georgia but not yet effective	NO	NO	NO
National Customs Transit Declaration	YES	YES/NO	NO	YES	YES
Transit Tax	100 USD per transit declaration	10 USD per transit declaration	10 USD per Ton + 10 \$ per wagon for transit from third country to third country	16 USD per wagon + 0,15% value of goods in transit	5 to 20 USD per wagon + 0,2 % value of goods in transit
Customs Physical inspection of goods in transit	NO except if documents and seals are missing or not valid	NO except if documents and seals are missing or not valid	NO except if documents and seals are missing or not valid	NO except if documents and seals are missing or not valid	NO except if documents and seals are missing or not valid
Bonded warehouses procedure and installations	YES in Poti and Batumi	NO	NO	YES (few-private companies owned)	YES (few-private companies owned)
Translation of commercial documents joined with the customs transit declaration	NO	NO	NO for transit	NO for transit	YES in Russian
Use of railways bill as customs document	NO	NO	NO	NO	NO
Transit Authorisation	NO	NO	YES (request to Ministry of Foreign Affairs)	NO	NO
Transit passage notice procedure	NO	NO	YES	YES	NO

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Deposit procedure	NO (may be in September 1997 on spirits)	NO	NO	NO	YES (deposit procedure on all alcoholic beverages - deposit on all goods in transit very soon) Deposit in cash (no guarantee-caution procedure)
Fees for Phytosanitary services	YES (1 USD per metric ton even in transit)	NO	NO	NO	NO
Model of railways bill in force	SMGS Georgia Azerbaidjan agreement model	SMGS Georgia Azerbaidjan agreement model	SMGS	SMGS	SMGS
Railways bill per wagon	NO	NO	YES	NO	YES
Railways bill per destination for the whole consignment	YES	YES	NO	YES	NO
Railways customs control points at border	YES	YES	YES	YES	YES
Railways inland customs control points	NO	YES	NO	NO	YES
Existing customs brokers	VERY FEW	VERY FEW	YES after registration to railways national companies and to customs	YES after registration to railways national companies and to customs	YES after registration to railways national companies and to customs
Practice of " railways tariff codes "	YES	YES	YES	YES	YES

2. Mission objectives :

The mission takes part in the project of Railways Inter States Tariff and Timetable. The objectives were the analysis and the study of obstacles, brakes and difficulties related to customs in the different countries of the TRACECA corridor.

The aim was to provide recommendations for simplification for the transit of goods through the CIS countries by railways.

To reach these objectives, I had to go to Georgia, Azerbaidjan, Turkmenistan, Uzbekistan and Kazakhstan. I had to focus on the particular points of Batumi and the Caspian Sea ports of Baku and Turkmenbashi

The present report relates the different steps of the mission with different meetings and interviews I could obtain in order to establish a comparative analysis of customs specificity in each country and final recommendations.

3. Mission Itinerary report

Day	Details	Comments
1).16/07/97	Departure at 12h30 from Paris to Tbilissi via Istambul. Arrival at 02h30 (local). Meeting Traceca at airport - room in hotel	pleased to meet somebody at arrival
2). 17/07/97	make a point on the task within the project with Traceca Unit (Zviad Rostomoshvili). Baku trip organisation. Meeting with customs Tbilissi . Admi. details settled out. Organisation of inland trips to Azerbaidjan border and Batumi by car as well as forwarding agents and private companies meetings.	rapid organisation of the meetings and inland trips
3) 18/07/97	Meeting with Customs Head Office - M.Roland Muladze-Head of customs control and organisation dept. Trip to Qardabani customs railways office. Organisation of trip to Batumi.	Earthquake for a couple of seconds.
4) 19/07/97	Trip to Batumi port- meeting with port authorities, a forwarding agent representative, customs of the Batumi port - back to Tbilissi	
5)20/07/97	Meeting with the head of the regional Traceca co-ordination unit (Marc Grailles)-conclusion on this first step of the mission	impossible to meet people of the World bank to talk about the project of transport deregulation (study carried out by Scott Wilson and Kirckpatrick). Interesting to co-ordinate both projects.

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6) 21/07/97	Departure from Tbilissi to Baku. Arrival to Baku at 12h30. Contact with Traceca office. Administrative organisation Trip ticket to Ashkabad. Visa. Meeting with the customs administration - M. Aliev- who knows very well the European procedure since he was 1 year in Saarbruecken (D) and Strasbourg.	Good organisation for welcome, apartment and appointments; very efficient.
7) 22/07/97	Traceca office for administrative work - meeting with a forwarding and shipping agency Barwill (Turkey-Georgia-Azerbaijan-Turkmenistan). Meeting with Murphy carrier int'l customs declarant.	
8) 23/07/97	Meeting with Mme Michaud PEE Baku- IMPOSSIBLE to Visit Baku Ferry port- (absence of customs head for authorisation) Meeting with customs head office - Trip to Ashkabat	
9) 24/07/97	Arrival at Ashkabat airport at 1h00. Visa procedure (lack in registration n° then delay to get the visa and full payment of 25 \$ instead of 10\$ for other Tacis /Traceca projects.Meeting at the customs Head office - head of the customs rights and foreign relations dept. Adm; formalities to organise trip to Turkmenbashi ferry port.	
10) 25/07/97	Trip to Turkmenbashi. Visit of customs at the Turkmenbashi ferry port. Procedures and infrastructure. Visit to the customs head office in Turkmenbashi. Trip back to Ashkabat.	
11) 26/07/97	Visit to M&M forwarding company in Ashkabat .	
12) 27/07/97	report writing	

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13) 28/07/97	Departure to Tashkent - Meeting with Shoshtrans transport and declarant company - meeting with the head of customs railways cargo department of Ushmilovo - Meeting with M. Bailey from Scott Wilson.	
14) 29/07/97	Meeting with the Railways international relation department. Meeting with the Uzgeldorexpeditiya. Meeting with Chemco and Interdean companies. Attempt to departure for Alma Aty.	
15) 30/07/97	Meeting with Bouygues company in Tashkent - Departure to Alma Aty	
16) 31/07/97	Meeting with Tacis office. meeting with Tranco forwarding and customs broker. Meeting with terminal company. Meeting with Procter & Gamble	
17) 01/08/97	Meeting with customs head of external affairs and head of transit department Meeting with head of marketing department of ministry of transport and communication. Departure to Paris at 6h30 (1h30 in local Paris Time)	
18) 02/08/97	Arrival in Paris at 17h30	

4. Itinerary summary

Dates	Steps
16/07 m	Departure from Paris/ Arrival to Tbilissi
17/07 j	Organisation of trip to Batumi Contact with Customs Head Office- Geomar forwarding company
18/07 v	Trip to Batumi and Back to Tbilissi
19/07 s	Meeting with Customs Head Office - Visit to Customs border Georgia/Azerb(Qardabani).
20/07 d	Meeting with Traceca regional co-ordination unit
21/07 l	Trip to Bakou - Contact with Customs
22/07 m	meeting with Murphy int'l forwarding and customs broker. Meeting with Barwill company.
23/07 m	no Visit of Bakou port Meeting with customs head office.- Meeting with PEE French Embassy- trip to Ashkabad
24/07 j	Contact with Turkmen customs
25/07 v	Visit to Turkmenbashi
26/07 s	Meeting with forwarding company M&M
27/07 d	Report writing
28/07 l	Contacts with Uzbek customs and Shoshtrans forwarding company
29/07 m	Visit to Bouygue's customs broker
30/07 m	Contact with companies using international transport of goods by rail - trip to Alma Aty
31/07 j	Contacts with Kazakh forwarding and customs broker company
01/08 v	Visit of customs railways offices
02/08 s	Departure to Paris

5. Visits reporting and feedback

Visit to Tbilissi

Meeting with Customs Head Office in Tbilissi: M. Roland Muladze

The customs legal basis is the Codex dated from 1992 and in accordance with the former USSR standards and rules. At the end of the year 1997, it has been planned to change the Codex to a new version of Codex including number of modifications. The idea is to give up the Russian standards and to turn up to international rules and standards. This evolution is oriented to make Georgia more and more integrated into Europe.

The Georgian customs tariff has been endorsed by the Parliament. Customs Administration belongs to the Finance Ministry. The Head of Customs is Deputy of the Finance Ministry.

About duties and taxes, it has been said that all operations of import/export are submitted to a 0,3% fee dedicated to customs services. In case of transit, a lump sum of 100\$ per declaration and per destination is collected by customs, whatever the origin of goods (CIS or not) and whatever the value of the goods mentioned on the declaration. There is no particular other tax upon the goods in transit. Up to now there is no deposit procedure to cover the amount of duties and taxes corresponding to the goods in transit. May be in next August could such a deposit procedure be implemented for goods such as tobacco or alcohol.

The presence of the seals and the mention of any change signed and approved by the personal stamp of the customs inspector is the only way to make sure that the goods at entry are the same as at exit of the territory.

There is only one transit customs procedure, should the operation be on a national, a CIS regional or an international level.

Customs people are usually 3 to 4 by customs railways office except in Tbilissi railways station where they are 15. **In fact they are paid by the Ministry of Railways.** They are located in premises rent or belonging to the railways. They work alone or by pair on shift services.

A map of the main railways customs control points is provided in appendix n°1.

Controls of goods are organised and performed by customs according to the type and the origin of goods. At the customs points level, customs agents are only responsible for checking the goods and to transmitting the file to the investigation services in Tbilissi in case of fraudulent practice revealed.

Within the transit procedure, the control process starts with a documentary control. If everything is in order according to the customs and foreign trade legislation the goods are released; only in case of particular information or documentary anomalies is there a physical control. In case of transit to the destination of Georgia the goods can be more frequently submitted to controls.

During the physical control only the wagon(s) affected by the inspection of goods are separated from the rest of the train which is released to continue the route.

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The Georgian customs declaration form is the unique documentary basis used to declare the goods in transit and gather all necessary details. There is no particular refusal to use a common document which would be used as a common transport document for all these countries but only in case of transit. **Anyway the transport document is different +from the customs declaration.**

Generally speaking customs do controls of goods when the train stops at the station. They legally speaking can stop a train wherever they want on the railways line to do controls but they have to justify, according to a certain procedure, for the reasons of the delay and have to pay to railways tax per hour of delay.

As a conclusion it was said that the situation is ever improving step by step with new equipment such as bonded warehouses and trade facilitation measures.

Qarbadani customs railways office- Georgia/Azerbaijan border railways customs point.

The railways station of Qardabani is the last control point before the Azerbaijan border. Three customs people are permanently present should a train pass through this post. If the train comes from Poti or Batumi to the destination of Azerbaijan, there is only a documentary control and a particular checking of the seals and the personal stamps of the customs inspector. If the goods are coming from Azerbaijan to transit to Poti or Batumi it has been said that the lump sum of 100\$ per declaration is paid either in Poti or Batumi and never in Qardabani. There is only a documentary control and sealing operation in Qardabani. There is somebody accompanying the goods (safety guard) on the train allocated by railways in order to ensure the safety of goods.

Visit of Batumi port.

Visit to the deputy head of Batumi Port

The purpose of that meeting was just to obtain the authorisation of visiting the port and different infrastructures.

Visit to the deputy head of customs of Batumi port: M. Amiran Makharadze

the deputy head of Batumi port customs explained the different steps of the procedure of transit from Batumi to other Caucasian and central Asian countries and from these countries and to Batumi. Regarding the transport contract it was said that any official document showing who is the owner of the goods and the consignee/consignor as well as the description of the goods should be sufficient for Customs. More details are requested in case of an import/export operation into or from the Georgian territory.

A copy of the Intercontainer 'bon de remise' was shown as a potential unique transport document for all countries concerned by the operation. No particular refusal has been expressed.

Then it was elaborated that formalities can be already prepared in advance in case the forwarding agent has all the necessary documents at disposal. Then I had the opportunity to attend part of the formalities before unloading a vessel of sugar. All concerned parties are present and check the goods and documents in what they are concerned. A commission is so established and different authorisations are delivered for unloading the goods from the vessel and loading on the train. When the loading operation is over, customs put seals on the wagons and allow the departure of the train. As a conclusion it was said that there is no particular difficulties as long as the documentation is in compliance with the customs rules.

Visit to a forwarding agent: M. Valerian Imnaishvili from GEOMAR company.

The meeting was much more realistic and not so idealistic as it was with the different authorities met. Different potential sources of obstacles have been identified and listed as following:

- document standardisation: it is particularly difficult to be obliged to know all specificity of documents which could be used for an international operation according to the local regulations. For instance a forwarding agent dealing with several countries in the same region has to know all documentation and formalities of each country. For an international operation he has to do different kinds of customs declaration, obliged to gather different kinds of documentation to be included in a customs declaration according to the local customs law of each country. A single document as customs declaration and a single procedure would improve business conditions and then volumes.
- unique documentation: presently different kinds of documentation are possible to be used for the same purpose - for instance the railways transport document possible to be used in Georgia may be the SMGS model, the Russian former model, or the Georgian model. But sometimes it is said that the presented document is not accepted by customs and another one is to be presented. A single and unique document accepted by all parties would be quite better.
- reliability of laws and usage: a huge problem is the appearance of new laws which are not always legally valid (lack in approval by one ministry). But even if it is not a legal law it becomes anyway a usage and then something to be followed. Besides, if the different administrations are informed of this new law, the information is kept hidden up to the moment the operation is made by the customer through the forwarding agent: here the authorities refuse a document which was always accepted or impose a new taxation measure. This kind of changes in the legal environment are very frequent and make business in such countries not at all reliable.
- political Russian influence:

The result of such a situation is a decrease in the freight cargo volume in the ports of the Bosphore region of 89 000 metric tons in the last three months (i.e. an average of around 360 000 metric tons a year). An other consequence is the embezzlement of cargo through Russia in order to avoid the Georgian ports and their excessive costs (the example of a sudden law suddenly applied and concerning the quarantine formalities: 1\$ per metric ton is taken by the phyto-sanitary authorities even in case of a transit operation).

Different reasons have been mentioned to explain the reasons why the Georgian ports are not so competitive in front of the Russian network. At first the railways freight cost vary from 67 to 76 \$ per ton in Russia while the Georgian railways cost is up to 78 \$ per ton. That means usually a difference of 2\$ per ton for an equivalent period of time. (Nevertheless it is the full rate and not the really applied one since every forwarding agent can take advantage of different kinds of rebates on the railways tariff.)

Concerning the planned cost of an international operation it was said that it must be added between 3 and 4 \$ per ton in the cost calculation. That is corresponding to the moonlighting and under-the-table tariff of the different authorities and parties (customs, port, railways, police, sanitary and phytosanitary, etc.) in the Georgian part. Of course it must be added the equivalent one in the other points and countries of the route.

Concerning potential solution: the idea of a unique document for all the transit countries seems to be well accepted in so far as everybody committed on the correct application of this rule and do not change arbitrarily on his side.

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An other idea was suggested and correspond to introduce an obligatorily control of the goods by Pre-Shipment Inspection companies from the export countries. The basic principle of this business is to check the goods at the exporter level before loading the goods or at the unloading point . The document issued by this kind of private companies could be used to testify that the goods are in compliance with the quantity and quality ordered by the customer and conform with the local import or transit regulations.

But two main objections have to be pointed out:

- the representative offices are established in Russia with exclusivity clause for the CIS countries. That means it is obligatory to ask for people in Russia to perform an inspection of goods in Batumi. Up to now it is not accepted..
- the project aims at developing cargo volume from China to Europe. But in China inspection of goods is systematically carried out by a Chinese governmental company. Pre-shipment inspection companies cannot be established in China. In fact one of their office set up in this region is in charge to obtain the result from the Chinese inspection and to deliver a certificate on basis of these results.

Meeting with the head of Traceca co-ordination unit - M.Marc Grailles:

It could have been elaborated that the Swiss Pre-Shipment Inspection company SGS has been established in Poti from very recently.

Also a project of common customs railways control point between Georgia and Azerbaijan exists but Georgian customs people still refuse to be located on the control Azerbaijan side. The consequence is that trains have to be stopped twice and be submitted to two separated controls.

Conclusion

- Lack in harmonisation between Europe documentation and Georgian customs documentation (at the border it is obliged to break the chain and prepared a Georgian customs declaration), lack in harmonisation between Georgian documentation and other Caucasian customs (at the Azerbaijan the train is obliged to stop and to break the chain to do Azeri customs declaration and railways formalities)
- Transit taxes seem to be different in Georgia and Azerbaijan (100\$ per declaration and by destination and x% of value of the goods and **a set of customs documentation necessary by customs heading.**)
- Safety is only assured by presence of a guard in the train to accompany the goods. The safety is under the responsibility of the different railways companies concerned by the route.
- Multiple exemplars of railways bill possible to be used but not always accepted by everybody (German, Russian and Georgian types of railways bill can be used but customs do not always accept the one which is presented and demand an other type.)
- the forwarding agent does not pay the amount of duties and taxes in advance in the name of the customer. **The end-to-end organisation of the transit transport cannot be performed yet.**

Visit to Azerbaidjan

Arrival on 21.07.97 at 12h30

Welcome by Hikmet at Baku airport - accommodation to the apartment. Dealing with the visa process.

Meeting with Customs Head Office. M. Rauf ALIEV - Customs code committee. Avenue Narimanov

Concerning the legal basis it has been said that the Codex is the former model of Russian Codex. In a couple of weeks a new version will be in force. A lot of changes have been included since we go from a 133 articles Codex to a 450 articles one.

Customs depend on the Cabinet of Ministers and on the President. The head of customs is the president of the Customs Committee. That means that the customs administration has a similar importance than an other minister. It must be included in any project affecting Customs.

It seems that the customs nomenclature is based on the HS system. On import/export operations there is a customs fee of 0,15% for CIS operations and 0,25% for the others. For a transit operation there is no particular tax or fee. The only formality is the customs declaration necessary only in certain cases. (when there is no transit declaration attached with goods or when there is a doubt on the destination of the goods related to the railways bill. People have to pay 10\$ per declaration and per destination. It was elaborated that the price is the same whatever the number of wagons and types of products. There is no different transit procedure for CIS operations and others. According to a quite recent legal customs text published in the "Business man Bulletin" (copy is joined in appendix n°2) it is said that the customs declaration is compulsory in any case of transit.

In case of transit the Georgian declaration is quite sufficient in so far as there is no doubt or anomalies about the consignor and the owner of the goods. In the other case the 10\$ fee is applied for each Georgian declaration. The Azeri customs keep a copy of the declaration as archive after stamping documents and checking the seals.

There are few customs railways customs offices involved in a transit operation. Only Baku ferry post and Beyuk kyassik (Georgian border). See map in appendix n°1

The railways bill is a railways administration document. The model of this document is not a particular problem for customs in so far as the document has been issued or admitted by the railways administration.

There are around 10 customs people located in the customs border of Beyuk kyassik (at the Georgian border in front of Qardabani in Georgia) around 40 people dealing with passengers, trucks and trains at the ferry post of Baku and around 30 in Baku city station.

There is no "juxtaposed" customs post with the Georgian or the Turkmen customs administration.

There is no particular accelerated procedure for specific kind of products or companies.

Meeting with Barwill Forwarding agent. Ms.Agaeva Emilia M. Yalcin Goekhan

The purpose of that meeting was to explain the different steps of the procedure to forward a container by train from Istanbul to Ashkabat. At the arrival to Poti the representative forwarder of Barwill is in contact with a declarant to make the customs formalities. He must gather the necessary documentation to be included with the transit declaration after paying the 100 \$ per declaration and destination as customs fees. Within these documents the most trouble-making ones are usually the certificate of origin and the certificate of quality and the commercial invoice. When everything is in order the vessel can be unloaded to load the train. Then the railtrucks leave to their destination. There is a first stop at Qardabani post in Georgia for checking the stamps on the declaration and the seals and that's it. It may happen that some documents like the invoice is missing at such a point of the trip. (It may be the case of a deliberate lost of document but it happens very rarely in Georgia or in Azerbaidjan - much more in Russia)

Then after this first customs point, there is an other checking procedure from the railways authorities to make sure that the freight has been paid for the route used in Georgia. Then the train goes on to Beyuk kyassik in Azerbaidjan where the train is once more stopped by the Azerbaidjan customs and railways. In case of transit the customs authorities check the documentation and the seals and stamp the declaration. The same documents which are valid in Georgia are also valid in Azerbaidjan. In theory there is no certificates or documents put in question in Azerbaidjan if they are accepted in Georgia. They take no fees, no tax, and they only use the Georgian customs transit declaration. (they do not demand an Azeri transit customs declaration). The railways authorities check if the freight is really paid for the part of the trip on the Azerbaidjan territory. Then the train is once more stopped in Baku where the railtrucks are shipped on the ferry to Turkmenbashi (Turkmenistan). Here the same declaration is still used to cover the transit route to the final destination within CIS. In the same way customs just check that the documentation is in order and stamp the declaration to certify the right passage. At the railways level if the freight through the Caspian sea was not already paid the forwarder must regulates the situation and receives and specific receipt.

In good conditions, without any problem, it takes around 5 days to have a train leaving Poti and arriving at Baku ferry. When the train arrives, in theory the railways authorities must contact the forwarder and warn that the goods are at the railways station. In practice the forwarder knows approximately when the goods should arrive and then goes spontaneously to the Station to check if the train is already arrived.

In case of "small" problems in different points of the trip, may be because of customs or railways freight not yet paid etc..., the complete train must wait for a couple of minutes or hours

In case of bigger problems, the concerned railtrucks are separated and the rest of the train may leave out.

The major point was the absence of bonded warehouses where the retained goods could be unloaded safely without any risk at the customs level.

The forwarder thought that the major problems for such a transit procedure are due to the fact the European standards are not accepted by the CIS countries. So the formalities are heavier and more complicated. Usually the European exporters don't want to pay an inspection company to do a quality certificate. Forwarding agents and declarants have always to negotiate and to recall to obtain such a certificate despite the goods are already arrived.

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An other sensitive document is the phytosanitary certificate for which the European standards are quite different from the CIS ones.

An other point is the telecommunication network status which makes obligatory to wait for one or two days to know the reasons why the railtrucks are stopped at the border.

A last point is the lack in insurance possibility in so far as the Railways authorities are very hard to accept the fact the damages which usually occur are under their responsibility.

Meeting with a customs declarant - Murphy carrier int'l declarant in Baku - M. Rauf Mamedov

Here much more information have been obtained upon the achievement of the formalities. It could have been elaborated that the different documents are consigned with the goods from Poti through the service of the train driver or the different heads of railways station. Arrived at the customs control points he delivers the documentation related to the wagons to the customs authorities.

In case of transit it has been resaid that the customs authorities don't provoke so many troubles and delay on the route. The major problem is due to the fact the freight is not always prepaid for the complete route up to the destination point and then the train is stopped by railways.

Besides, in so far as there is no transbordment the transit procedure is quite easy. Problems appears when there is a necessary transbordment. In such a case the forwarder must ask for a special authorisation to customs in order to be enabled to unload temporarily the goods in order to be either reexported or cleared. Usually it is so long and complicated that people are urged to clear anyway even if they reexport the goods later on. Because of this point and because there is no Bonded warehouse procedure already established, "groupage" is not yet possible.

The transport document is only established per destination and the different wagons used for a shipment are mentioned and listed on it. It may be the SMGS document or the Azeri/Georgian bilateral one.

A model of this document as been provided and can be seen in n°3

As declarant they have some difficulties to apply the customs classification in order to fill in the customs declaration. I could talk about the European Binding Tariff Information procedure.

One major problem is the ferry between Baku and Turkmenbashi. Customs is not so much a source of delay as far as goods are covered by a transit procedure.

The goods are stopped by railways The number of trucks on a train is usually bigger than the number of trucks the ferry can transport in one time. Besides, there is the passenger traffic as well as the road traffic and the railways traffic. It seems to be up to the Captain of the vessel to organise the percentage of road traffic and of railways traffic on board. Road traffic provides more bribes than the railways.

Also, in case of damages, it is very difficult to make the Railways take accept their responsibilities and paying really due compensations.

As part of the necessary documentation there is the certificate of quality. It is established in compliance with the Russian standards still defined by the Gosstandard and quite different from the European standard.

Usually it is said that the problem is coming from two major points:

- The freight payment must be negotiate country by country.
- The wagons are stopped at the ferry ports because of a problem of ferry capacity.

Visit to Mrs Michaud from the French Embassy in Baku (PEE)

It was furthermore a courtesy visit in order to make the project known by the embassy service should we need some information for this project from French companies installed in Azerbaidjan.

Mrs Michaud had no particular information upon the railways transit and the customs formalities. I told her the different steps of my trip within the Central Asian countries and she could give me some addresses of French PEE in Uzbekistan or Kazakhstan. Here it has been said that the capital city of Kazakhstan will be moved from Alma Aty to Akmola in a couple of weeks, probably at the beginning of October 97. The industrial activity is furthermore in that part of the country and it seems there are some troubles or potential risks to keep them attached to Kazakhstan instead of to Russia.

Visit to Turkmenistan

Visit to customs head office. M. Pavlichenko head of customs rights and foreign relations Department

M. Pavlichenko is very well on with the Traceca project. He was very willing to give some information. Even if the meeting was short (half of an hour) it was very interesting. Indeed it was said that the goods in transit are just covered by the customs declaration of the country the goods are coming from. The two main posts where the goods are stopped and controlled are Turkmenbashi and Tchardjou at the Uzbekistan border. (A map of the main railways customs control points is joined in appendix n°4.) Here the customs just do a kind of simplified declaration - it will be said a little bit later that this document is a transit notice passage). For goods in transit from third one country to another third country (third to the CIS countries !) **customs take a transit fee of 10\$ per wagon**. They have just received a proposal from the Russian railways to admit the transit of goods upon the only basis of the Russian railways bill instead of the customs declaration.

The proposal is being studied and seems to be very attractive for the Turkmenistan authorities as a simplified procedure with the most important commercial partner. At this time I showed a copy of the Intercontainer "bon de remise" as a potential idea of transport document coming directly from the sender of goods and accepted by every parties. It was accepted as a good idea.

For him the major problem is the fact there is no timetable for the ferry transit and the fact the ferry is only working if there is sufficient cargo to be loaded. It is the reason why the wagons can stay on the port for several days waiting for a next ferry .

Visit to Turkmenbashi ferry port and customs.

The meeting was made with the head of customs of the port, the head of the customs cargo department in Turkmenbashi head office.

The meeting was essentially focused on the different steps of the customs transit procedure. When the goods arrived on the port the documentation is delivered by railways authorities to customs. Here the documents are checked (certificates of origin and of quality, invoice, railways bill per Wagon, etc.). Then the seals are checked and customs make a **Transit Passage Notice form** including the number of wagons linked to the declaration, the type of goods, the transit period authorised to cross the country up to the next border customs post. A copy of such a document can be seen in appendix n°5

Then the document is attached to the declaration and one copy is sent to the statistics office at the head office in Ashkabat for reconciliation and balance with the copy returned by the exit customs point with the number of wagons and the quantity of goods leaving the country. I proposed a copy of the Intercontainer "bon de remise" company and explained the idea to have only one document for each country and coming from the sender of goods. **In so far as it is accepted as a railways document it will be accepted by customs.** Besides railways are officially responsible for the goods and it was even elaborated that it is the last railways station of which there is a stamp on the railways bill which is responsible for the goods in quantity as well as in quality.

As a summary of this meeting it was said that the procedure is as follows.

Turkmenbashi

- *from railways*
 - Railways controls freight and prepares documents and checks status of goods

- *from customs*
 - Check Customs declaration for the whole shipment or for each wagon attached with
 - Check Railways bill per wagon (the railways administration must do it in Turkmenbashi if not ready from Baku)
 - Check Transit authorisation from the ministry of foreign affairs 10\$ per ton + 7-10 days delay to obtain this authorisation form in Turkmenistan
 - Checking documentation
 - Checking seals
 - Making and joining the transit Transit Passage Notice
 - Establishing the period of time for transit to the border
 - Release the goods

if wagons of a same shipment were sent later. customs:

- Make a declaration per wagon (10\$ per declaration + 5\$ per extra exemplar)
- Join documentation
- Make transit Transit Passage Notice
- Release the goods

Ashkabat

Control by railways: freight and status of goods
Nothing at customs

Tchardjou

- *from railways*
 - control by railways freight and status of goods

- *from customs*
 - checking of declaration
 - checking of seals
 - checking of documentation
 - take out the transit Transit Passage Notice for balance
 - release of goods

Meeting with M.Bijan Shahnavaaz - Manager of M&M in Turkmenistan

M&M is a forwarding company dealing with transport and clearance procedure in Turkmenistan.

From this meeting it has been confirmed that the major obstacle on the planned Traceca corridor is not a customs documentation problem or a customs procedure problem but the uncertainty to have one's wagons sent on one ferry from Baku to Turkmenbashi or vice versa. **The problem is linked to the willing of the captain of the ferry who decides the composition of the cargo on the board.**

That involves a delay of a couple of days which is very problematic.

The second major point was the necessary **authorisation from the ministry of foreign affairs for a transit of goods through Turkmenistan**. It cost **10\$ per ton** whatever the type of goods and the mode of transport. It takes around **7 or 10 days to have this document** delivered knowing that you need at least a copy of the railways bill in order to request this document. Different copies of such a document are joined in appendix n°6

Everything is with no problem if you have "good relationship with people of railways, ministry of Foreign affairs and customs "

Visit to Uzbekistan

Visit to the Ushmilovo terminal - Meeting with M. Murat Adilovitch from Soshtrans company

Shoshtrans is a forwarding company dealing with the customs formalities as declarant. They are very well on with the trucks procedures as well as with the railways means of transport.

Here have been expressed the rules practised in Ushomilovo.

We could describe the different steps of the transit procedure for a railways transport of goods. At first it is interesting to notice that whatever the destination and origin of the goods transiting through Uzbekistan, a new customs declaration is established. A transit tax is collected for **customs services corresponding to 16 \$ per wagon** paid at the border (Ushmilovo and the Turkmen border). The Railways bill usually used is the SMGS model one. It was said that the railways bill is established as one per destination. If a cargo implies the use of several wagons for the same destination (same consignee), there is only one railways bill attached with the listed numbers of wagons. The railways bill is established by the forwarding company. In case of transit they negotiate through their partners or subsidiaries in the other CIS countries with the domestic railways companies. The forwarding companies allowed to do such a business are registered and listed to the railways companies in the major CIS countries in which they are used to dealing with. The payment for the freight is done by bank transfer to the railways companies involved. Then when the railways freight payment is confirmed (usually by telegram) the railways bill is established with mention that the freight is prepaid for all parts of the route. Then **the customs declaration is established even if the goods are coming from Kazakhstan for example with a Kazak transit customs declaration.** The only points for customs inspection in case of transit are Ushmilovo and the Uzbek border in front of Tchardjou in Turkmenistan. It was said that the goods are legally covered by the railways responsibility.

The customs formalities are done at the Railways station of Ushmilovo. Between Kazakhstan and Uzbekistan there is still a double customs zone where **the goods are still possible to be controlled by both customs. (problem of customs territory definition).** The documents joined to the declaration are as usual in the region the original commercial contract, the invoice, the railways bill, the certificate of quality delivered by the export country administrations or organisms or the UzGoss Standards in Uzbekistan, the certificate of origin and sometimes a transit authorisation for very specific goods such as weapons, nuclear products.

There is no deposit procedure at all even on the tobacco or alcohol products.

On the railways bill is mentioned the speed of the train. That means **either 350 km per 24 hours or 200 km per 24 hours including the necessary time for dispatching the goods in the different trains and wagons.** This choice is directly linked to the applied tariff.

The North/South transit line is around 1100 km , then it takes between **3 and 6 days** at minimum to cross Uzbekistan by train. (for comparison 1 day by truck).

Meeting with the head of customs railways cargo department in Ushmilovo

Customs are directed by the Codex which is under the way to be changed to a renewed one for the end of the year. This new codex is approved by the Cabinet of Ministers.

The Customs administration is directly linked to the President and the Cabinet of Ministers. There is no special fees for transit except a 16\$ fee per wagon.

The customs inspection is only focused on the documentation and the right status of the seals. The inspection of goods takes place in Ushmilovo and at the last border point before the Tchardjou (map of railways customs control points in appendix n°7). In case of transit customs establish a **Transit passage notice** (copy in appendix n° 8) at the entry and exit point from the customs territory similar to the one which is delivered by Turkmen customs.

The only reasons that the train could be stopped are the inspection of goods and prepayment of freight. There are no juxtaposed customs control points between Uzbekistan and any other country.

Meeting with the customs broker of Bouygues company in Tashkent

The meeting was attended by the customs broker and a customs civil servant from the customs administration specially attached to the Bouygue's works operations. It could have been elaborated that there is a new customs declaration covering the transit of goods through the Uzbek territory even if there is a customs transit declaration from an other CIS country.

A new information was brought in terms of customs fees since **the customs administration collects 0,15% of the total value of the goods in transit** (0,3% in case of imports) as well as the 16\$ transit fees per wagon.

It was said that the railways bill is established as one per wagon on the only SMGS model form (copy has been provided and is joined to the report in appendix n°9)

Eventually it was also confirmed that the customs do a transit consignment note at the border points to balance the goods at entry and at exit of the territory.

Visit to Kazakhstan

Meeting with TRANCO. M. Radiy S. KIM Forwarding company and customs broker

This meeting was very interesting for the technical explanations of the international trade and customs procedures used in Kazakhstan. Different points have been expressed.

The railways codes system

The forwarding agents are registered to the railways companies. They can buy some railways transportation units called " Railways codes " whose prices are depending on the Ton/km and the type of goods. For example the forwarding agent buys 100 codes in Kazakhstan, 50 codes in Uzbekistan and 130 in Turkmenistan. Then he sells these codes to his client to carry out goods through Kazakhstan, Uzbekistan and Turkmenistan. When the payment for this freight transportation is confirmed to the forwarding agent, this latter sends a telegram from the telegraphic system of the railways company to all railways stations through which the goods are going and up to the last point where the freight payment has been made. At each station the train is stopped to check if the telegram confirming the payment of freight has been arrived. If not the train is stopped.

The railways bill is established as one per wagon in 5 copies. The box n°20 of the SMGS model railways bill form is then filled in with the registration number of the forwarding agent who took care of the freight payment procedure. Different copies of railways bills have been provided - one is related to a transit of goods from China- and are joined in appendix n°10.

customs practices

Whatever the origin and destination of the goods, a new transit customs declaration form is filled in at the border of Kazakhstan by customs or a customs broker. So goods already covered by a transit declaration form from an other CIS country must be anyway covered by a Kazak transit declaration form. There is a **0.2% customs commission fee calculated on basis of the value of goods** and a tax varying from 5 to 20 dollars per declaration according to the region the formalities are made. There is a deposit procedure for all goods containing alcohol. That means beers as well as wines, champagne or spirits. The goods submitted to this procedure are listed in an official document. Copy of this document can be seen in appendix n°11.

TRACECA-RAILWAYS INTERSTATE TARIFF AND TIMETABLE STRUCTURE - CUSTOMS ANALYSIS SYSTRA

For example if 1000 Litres of beer should transit through Kazakhstan the deposit amount to be paid is 1000×0.72 Ecus, converted in \$ and then in national currency. This amount is then paid **at the bank by cash** on the state customs account at the **entry crossing border**. The transit period is varying usually and reasonably between 5 and 15 days from Tchimkent to Drushba. In average the deposit cash is paid back between twenty days and one month. It has been elaborated that for instance a 20 feet container of beer implies a deposit cash of 14000 \$ and a 20 feet container of vodka is around 70000 \$. There is no guarantee- caution procedure to cover the payment liability from the forwarder.

Meeting with TERMINAL company in Alma Aty

Besides the fact that the company is very interested by the corridor one most important detail has been expressed. In fact **the deposit procedure is to be extended to any kind of goods in transit through Kazakhstan very soon**.

Then the documentation to be joined with the transit declaration will be asked soon to be obligatorily translated in Russian.

Meeting with Procter and Gamble. M. Zafer Bektas

Procter and Gamble expressed 4 major concerns within an international transport operation:

- Availability
- Delay
- Cost
- Reliability

It has been said that usually there is no particular problem with customs. This company has private bonded warehouses in both Kazakhstan and Uzbekistan and then no particular difficulty to clear the goods after unloading.

- Major problems met within a transport operation by railways within CIS country are mainly due to Railways and not the customs administration. The main problems have been expressed as follows:
- Too short period to unload goods before calculation of demurrage's. (2 hours!)
- Tariff for demurrage's is very high (80\$ first day, 160 \$ second day, 250 \$ third day, etc.)

The company is very interested by the corridor not to be obliged to go through the corridor Kazakhstan-Russia-Turkey nor Kazakhstan-Uzbekistan-Turkmenistan-Iran-Turkey. Crossing several political systems is not reliable nor safe. Besides, Iran imposes a 1000 \$ tax on each truck crossing Iran.

About delay it was said that the best record for transit by railways from Germany to Tashkent was 18 days, from Istambul to Tashkent it was 21 days.

An other point is the drastic lack in means of handling and unloading a wagon at railways stations.

For special payment you can benefit from additional services and facilities from the railways

The major claim is about the railways company responsibility for damages. Nobody from the railways accepts to sign and recognise any damages.

As a conclusion, the corridor as defined will be competitive if it could enable a 20 feet container Istambul - Alma Aty with a tariff of 4400 \$ including insurance and with at least 2 days before demurrage's in case of transbordment.

Meeting with customs head office- Ms.Nouralia Saoulia. Head of external affairs department and the head of transit department

Before the meeting it was interesting to see that a representative office of the Russian customs is present in the same building as the Kazak customs head office.

The customs regulation is directed by the 1995 Codex version. It was approved and endorsed by the President of the Republic and the Parliament. The Codex is definitively turned up to the international customs procedures. Today there are around 3800 customs officers in Kazakhstan but the President recognised that it was not sufficient for the Kazak territory and promised an increase of customs staff of 2000 per year from 1998.

The Customs administration is directed by a committee which has as much importance as any other Ministry. The State customs depend on the President and the Government.

Controls and inspections of goods transported by railways appeared from Marsh 1997 because of development of fraudulent practices and smuggling.

There is no plan to develop juxtaposed customs border points.

It was confirmed that a Kazak transit customs declaration form is filled in at the border point. Two examples of such a transit customs declaration are joined in appendix n° 12. There is a 0.2 % customs commission fee based on the value of the goods. Inspections are usually made at the border points of entry and exit but customs can stop a train at any railways station. A map of potential railways customs control points is joined in appendix n° 13. Customs have a huge problem of staffing since **there is only 1 at 2 people in Arys railways customs point which is the major point between Tashkent and Alma Aty.**

There is a deposit procedure on all beverages containing alcohol as already said in a previous interview.

Today there is a multilateral customs agreement between Kazakhstan, Russia, Belarus and Kirghisistan forming a customs union. But each country may also have bilateral agreements with other CIS countries.

Sometimes when customs have too much work they just stamp the railways bill and don't fill in any declaration. Even if usual it is not the correct rule and that cannot be considered as an alternative rule. Things will be better when there will be more human resources.

Eventually Customs intend to impose the obligatory translation of all commercial documentation attached to the transit declaration in Russian.

Summary of the customs procedure along the Traceca transit route

Georgia

Poti/Batumi

- *from railways*
Railways establishes the railways bill (one for whole shipment)
- *from customs*
Customs declaration by declarant or customs - 100 \$ per declaration and by destination
Documentation certificate of origin, certificate of quality from the exporter country (pre-shipment inspection companies are represented in Russia with exclusivity for all CIS), invoice in Russian or English, phytosanitary certificate (1\$ per metric ton for this service)
if everything is in order, customs authorises the loading of railways wagons and the train can leave

Qardabani

- *from railways*
Railways checks the freight payment in Georgia
Control status of goods
- *from customs*
Checking documentation
Checking the seals and release of goods

Azerbaijan

Beyuk kyassik

- *from railways*
Railways checks the freight payment in Azerbaijan
Control status of goods
- *from customs*
Customs declaration from Georgia or if problem one new Azeri declaration per wagon (10\$ per declaration)
Checking documentation
Checking the seals
Release of goods

TRACECA-RAILWAYS INTERSTATE TARIFF AND TIMETABLE STRUCTURE - SYSTRA
CUSTOMS ANALYSIS

Baku

- *from railways*
Railways freight control and status of goods
 - *from customs*
Customs declaration per shipment (not per wagons)
Railways bill with all wagons listed on the same document
Check documentation
Check seals
Release of goods
- 2 cases: all wagons sent on the same ferry
 some wagons are sent on the next ferry (Between one and ten days delay)

Turkmenistan

Turkmenbashi

- *from railways*
Railways control of freight and status of goods
- *from customs*
Check Customs declaration for the whole shipment or for each wagon attached with Railways bill per wagon (the railways administration must do it in Turkmenbashi if not ready from Baku)
Transit authorisation from the Ministry of Foreign Affairs 10\$ per ton + 7-8 days delay to obtain the Transit authorisation)
Checking of documentation
Checking seals
Making and joining the transit passage notice
Establishing the period of time for transit to the border
Release the goods

if wagons of the same shipment were sent later, customs:

- Make a declaration per wagon (10\$ per declaration + 5\$ per extra exemplar)
- Join documentation
- Make transit passage notice
- Release the goods

Ashkabat

Control by railways of freight payment and status of goods
Nothing at customs

Tchardjou

- *from railways*
Control by railways of freight payment and status of goods
- *from customs*

Checking of declaration
Checking of seals
Checking documentation
Take out the transit passage notice and balance
Release of goods

Uzbekistan

Border post with Turkmenistan

- *from railways*
Railways control freight and status of goods
- *from customs*
Customs declaration (new Uzbek document)
Checking seals and documentation
Fill in the passage transit Transit Passage Notice and join a copy to the declaration with a delay to cross the country and balance with the entry passage notice.

Ushmilovo

- *from railways*
Railways control freight and status of goods
One railways bill per wagon or one for the whole consignment
- *from customs*
Customs declaration (new Uzbek document)
Checking seals and documentation (1 railways bill by wagon)
Collect 16\$ per wagon as transit fees
Collection of 0,15% of the value as customs services fees
Fill in the passage transit passage notice and join a copy to the declaration with an authorised period of time to cross the country.

Kazakhstan

Arys

- *from railways*
Railways control freight and status of goods
One railways bill per wagon
- *from customs*
Customs declaration (new Kazak document)
Checking seals and documentation (1 railways bill by wagon)
Collect 5 to 20\$ per wagon as transit fees
Collection of 0,2% of the value as customs fees
Deposit procedure for all goods (soon)
Translation in Russian for all documentation (soon)

Drushba

- *from railways*
Railways control freight and status of goods
One railways bill per wagon
- *from customs*
Check Customs declaration
Checking seals and documentation (1 railways bill by wagon)
Deposit reimbursement procedure

6. Comparative analysis and consequences on trade development

The project is not a customs one but it was important not to leave customs apart from this transportation study.

It is of real interest for a lot of economic operators but it has to front the huge influence from Russia on the different countries.

There is a railways commission to study how to join Europe with China but it was already said by the Kazak authorities that the privileged corridor is up to now the Transsiberian one.

A major obstacle within the transportation of goods on the railways line in Caucasus and Central Asia is due to the controls of freight payment from the railways authorities. (System of telegram checking at each station)

At the customs point of view there is a lack in harmonisation of documentation and of international rules application within CIS and with Europe. The CIS customs declaration is quite similar to the SAD which is nevertheless not yet valid for transit of goods through CIS.

Besides, the certificate of origin from Europe is not always valid for CIS. The European standards are still different from the State Gosstandard (problem of mad cow, radioactivity degree, etc.)

There is no means to reduce the number of stop for controls and inspection. There are some attempts of juxtaposed control posts but not yet successful

There are a lot of changes in the customs or international laws suddenly and arbitrarily applied.

The railways bill is not applied in the same way in all CIS countries. In some ones there is one railways bill per wagon. In some others there is one railways bill per destination for the whole consignment.

Differences between the customs fees and the international trade usage are as follows:

Customs techniques

100 \$ per declaration in Georgia

10 \$ per wagon in Azerbaidjan

10 \$ per wagon for transit from third country to third country in Turkmenistan

16 \$ per wagon + 0,15% of value in Uzbekistan

5 to 20 \$ per declaration + 0,2% of value in Kazakhstan

**TRACECA-RAILWAYS INTERSTATE TARIFF AND TIMETABLE STRUCTURE -
CUSTOMS ANALYSIS SYSTRA**

International trade practices

1\$ per metric ton for phytosanitary services in Georgia

10\$ per ton in Turkmenistan for transit authorisation from the ministry of foreign affairs

The practice of transit passage notice is different from one country to an other one:

Georgia	No
Azerbaijan	No
Turkmenistan	Yes
Uzbekistan	Yes
Kazakhstan	No

Some customs procedures are specific to some countries

Deposit for spirits in Georgia

Deposit for alcoholic beverages and for all goods in Kazakhstan soon

Obligatory translation of commercial documentation

Soon all commercial documents will have to be translated in Russian for transit of goods through Kazakhstan

7. Conclusion and Recommendations

Overview of different obstacles, brakes to international transit by railways

Here are listed the major points which have been expressed through the different interviews as obstacles and brakes to an international transit operation through the Traceca corridor:

- The CIS transit declaration form does not cover the transit of goods on all CIS countries. A national one is often necessary.
- The European SAD is not accepted as customs transit document within CIS countries
- The CIM railways bill is not accepted
- There is no customs juxtaposed customs control points.
- The Railways bill is differently applied according to the countries (one per wagon or one for the whole consignment and per destination)
- Tariff for customs fees specific to each country
- Customs commission fees different from each country
- International trade usage are different according to each country(authorisation for transit needed or not, obligatory translation of documentation, phytosanitary tax or not, delay of demurrage's practised by railways, etc.)
- Customs procedures not harmonised (practice of deposit or not, transit passage notice;)
- No transparency of legal information (necessary lobbying not to be surprised !)

Recommendations

- for reliability

Customs techniques and procedures

It is important to certify the applicability of laws and usage in order to ensure a reliable context to launch a transport operation. All parties involved in any change in the legal environment must be previously informed.

Transport organisation

Private insurance procedures should be developed in order to cover the potential losses and damages occurring within the transportation by railways.

- for cost planning and analysis:

Customs techniques and procedures

A good transparency of information must enable a good and exhaustive understanding of the rules.

The deposit procedures must not be too much heavy for companies' treasury and the should not be based on cash payment but on a global guarantee-caution procedure.

Transit in CIS countries would be easier and more attractive if the transit taxes and customs fees were harmonised between those countries and collected at only one administrative service for all crossed countries.

Transit of goods through the Traceca corridor would be more attractive if transit taxes are not too much excessive

Transport organisation

A strict timetable for train and ferries must enable a correct panning of delivery time.

A better allocation of cargo volume in the ferry between Baku and Turkmenbashi must be planned not to separate wagons of a same consignment.

- for flexibility and adaptability

Customs techniques and procedures

Develop bonded Warehouses to ensure the customs interest in case of transbordment and limit the risks of fraudulent practices.

The Single Administrative Document should be used equally in Europe and CIS countries since it is a similar form.

Transport organisation

The demurrage's are usually due to avoid a port or a station to become a bottleneck. An idea could be to harmonise tariffs and authorised periods of time for loading and unloading in all CIS countries in order to create uniform conditions of transit within the corridor.

- for organisation of transit

Customs techniques and procedures

Development of the use of juxtaposed customs points would simplify and accelerate the customs crossing of borders. The train would stop only once in order to be controlled by both customs administrations .

Transport organisation

By Reducing the number of stops in railways stations for freight payment checking the transit could be quite more accelerated. Control of freight payment

- for simplicity

Customs techniques and procedures

Management of transit reconciliation could be done on basis of transport documents at entry and exit points of the territory or from the customs declarations copies kept as archives. Therefore the transit passage notice would not be so useful. An other idea would at least be to use one transit passage notice enabling the balance of goods from the point of entry in the Traceca corridor up to the exit point.

In theory one transit customs declaration from one CIS country is sufficient to cover the transit of goods through the others. In practice it would be easier not to be obliged to fill in a national customs declaration at the different borders.

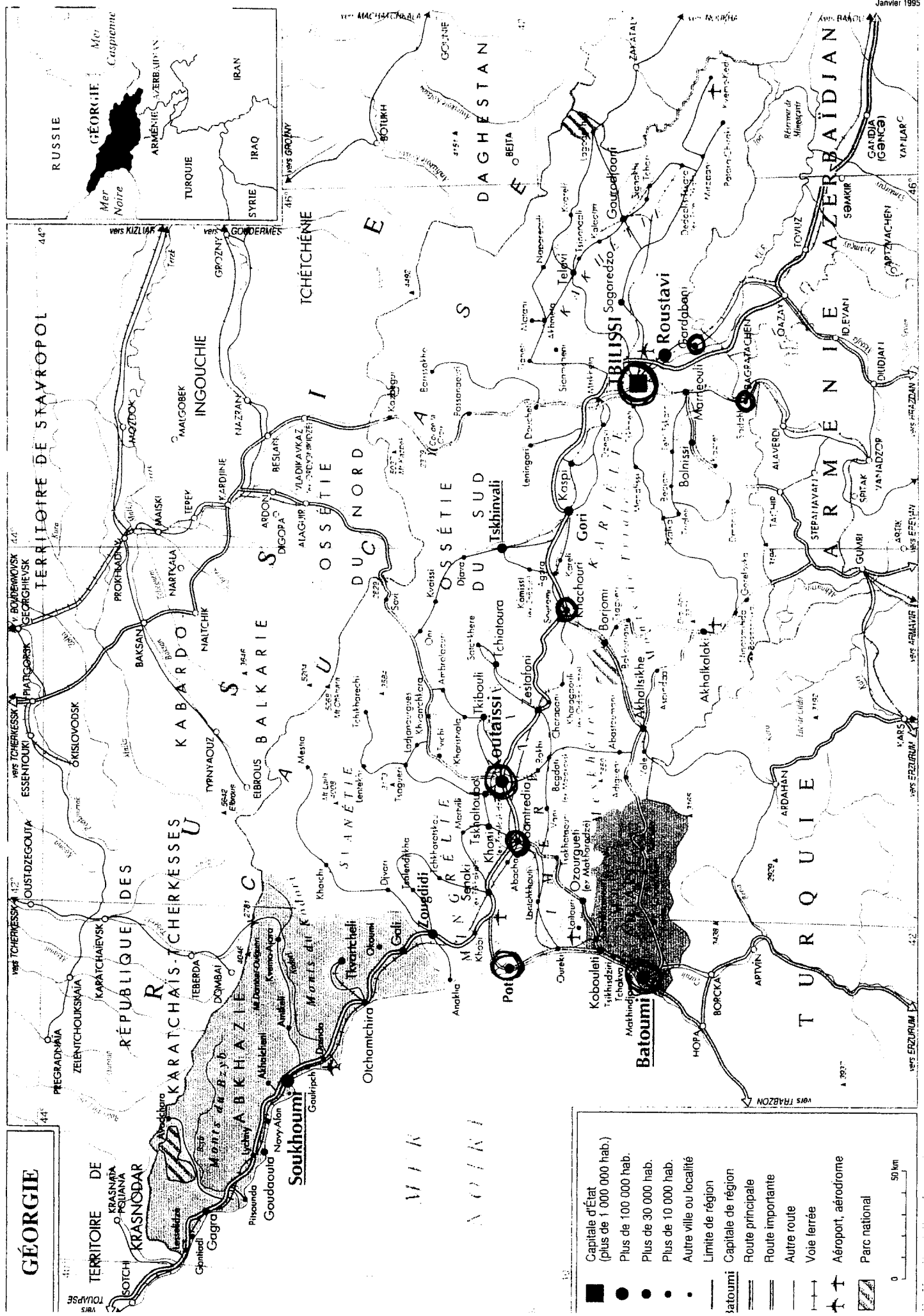
Transport organisation

Use of a unique document as exporter receipt as well as transport document (railways bill) in Europe and in CIS and China and a delivery receipt to the client. A potential example of such a document based on the Intercontainer " Bon de Remise " is joined in appendix n°14

APPENDICES

APPENDIX N° 1

Map of main railways customs control points in Georgia



GÉORGIE

■ Capitale d'État (plus de 1 000 000 hab.)
 ● Plus de 100 000 hab.
 ● Plus de 30 000 hab.
 ● Plus de 10 000 hab.
 • Autre ville ou localité
 - Limite de région
 - Capitale de région
 - Route principale
 - Route importante
 - Autre route
 - Voie ferrée
 - Aéroport, aérodrome
 - Parc national

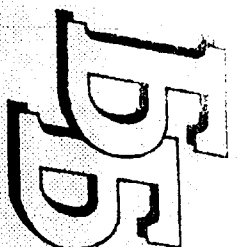
Batoumi
 0 50 km

TERRITOIRE DE STAVROPOL
 TERRITOIRE DE KARATCHAÏ-TCHERKESSES
 RÉPUBLIQUE DES TCHÉTCHÈNES
 RÉPUBLIQUE DE KABARDIE
 RÉPUBLIQUE DE KARATCHAÏ
 RÉPUBLIQUE DE TCHÉTCHÈNE
 RÉPUBLIQUE DE DAGHESTAN
 RÉPUBLIQUE D'AZERBAÏDJAN
 RÉPUBLIQUE D'ARMÉNIE

RUSSIE
 GÉORGIE
 ARMÉNIE
 AZERBAÏDJAN
 TURQUIE
 SYRIE
 IRAQ
 IRAN
 Mer Noire
 Mer Caspienne

APPENDIX N° 2

Copy of the Business Man Bulletin



БЮЛЕТЕНЬ БИЗНЕСМЕНА

*Feuille de droits de douane
des produits soumis à
la douane*

СТАВКИ ТАМОЖЕННЫХ ПОШЛИН, ТАРИФЫ ЗА ТАМОЖЕННЫЕ УСЛУГИ

№28
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1997
Издается
с 1993г.

8
размере 0,25% таможенной стоимости (не менее 4 минимумов заработной платы), а также в размере 0,25% таможенной стоимости при отгрузке сырья и полуфабрикатов для обработки (из сырья заказчика), либо отгрузки сырья и полуфабрикатов после их обработки (не менее 4 минимумов заработной платы).

2.5. При заключении сделок консигнационного характера (сдача товаров на консигнационный комиссионной основе), взимается сбор в манатах за таможенные операции в размере 0,25% таможенной стоимости (не менее 3 минимумов заработной платы), независимо от страны назначения, включая и страны СНГ, по курсу, установленному Национальным банком Азербайджанской Республики.

2.6. За товары, вывозимые либо ввозимые на территорию Азербайджанской Республики в целях гуманитарной помощи, сборы за таможенные операции не взимаются.

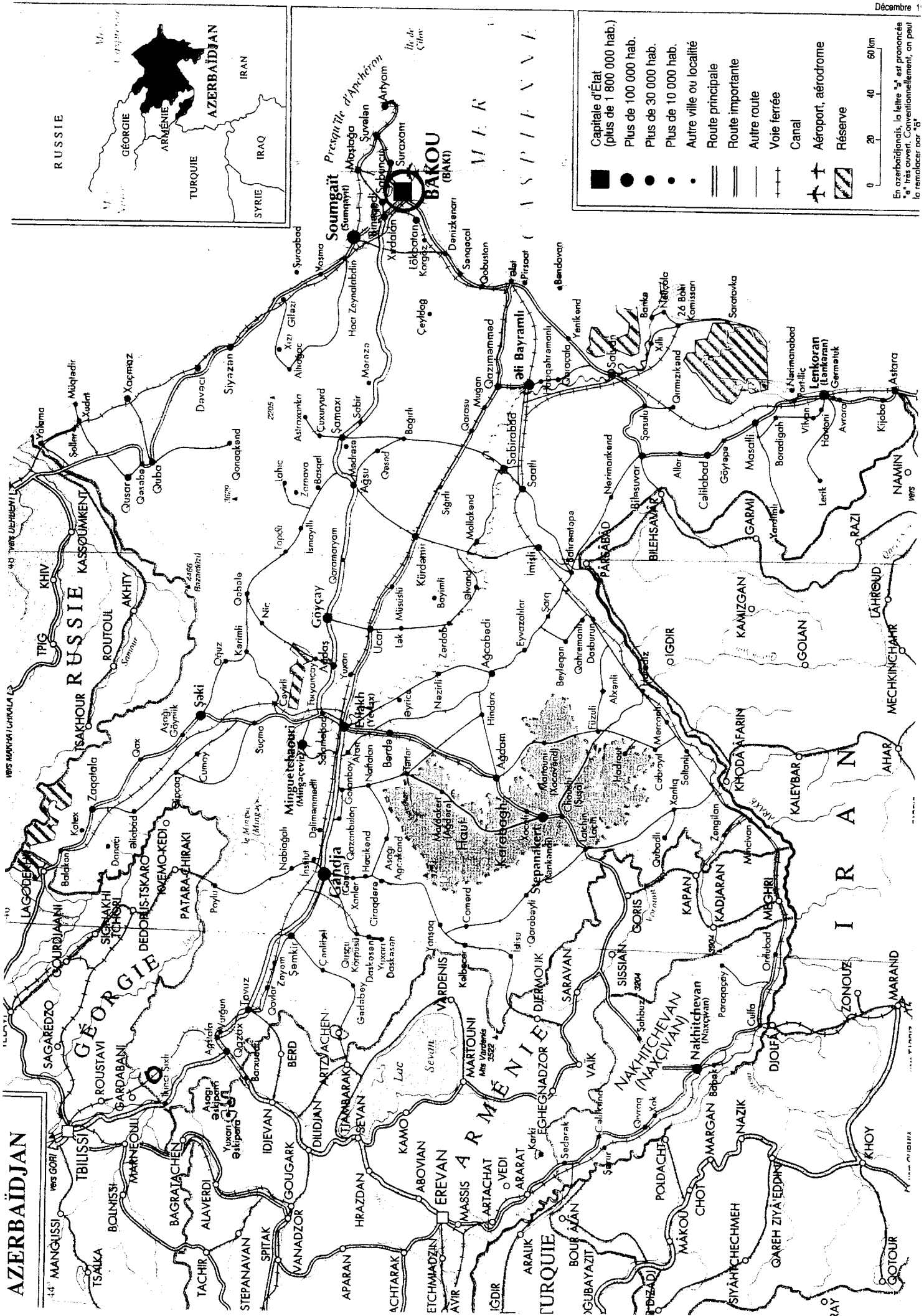
2.7. За каждый дополнительный лист таможенной грузовой Декларации взимается сбор в манатах в размере 2 минимумов заработной платы, при заключении сделки в свободном конвертируемой валюте - в размере 5 долларов, с переводом в манаты по курсу, установленному Национальным банком Азербайджанской Республики. При заключении сделок расчетами в манатах, закрытому валютному счету (21, 31, 27 и т.д.) на основании собственного сырья заказчика, прямых производственных связей, за каждый дополнительный лист взимается сбор в размере 2 минимумов заработной платы.

3. За транзитные грузовые декларации взимается сбор в размере 10 долларов США за каждую декларацию, и в размере 5 долларов США - за каждый дополнительный лист.

ЗАКОНОДАТЕЛЬНЫЕ И НОРМАТИВНЫЕ ДОКУМЕНТЫ

APPENDIX N°3

Map of main railways customs control points in Azerbaidjan



■ Capitale d'État
 (plus de 1 800 000 hab.)
 ● Plus de 100 000 hab.
 ● Plus de 30 000 hab.
 ● Plus de 10 000 hab.
 = Autre ville ou localité
 = Route principale
 = Route importante
 = Autre route
 =+ Voie ferrée
 = Canal
 ✈️ Aéroport, aérodrome
 ▨ Réserve

0 20 40 60 km

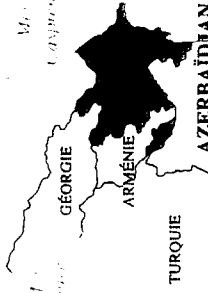
En azéribaïdjanais, la lettre "ä" est prononcée "a"
 "ä" sans accent. Conventuellement, on peut
 le remplacer par "g".

AZERBAÏDJAN

ARMÉNIE

RUSSIE

BAKOU
(BAKI)



APPENDIX N°4

Models of Railways bills used in Azerbaidjan

Место для особых
отметок и штампов



НАКЛАДНАЯ

№ _____

(грузовой. большой) **СКОРОСТИ**

По плану № _____
 Ввоз груза разрешен на _____ число _____ мес.
 Погрузка назначена на _____ число _____ мес.
 (прописью)
 " _____ " 19 _____ г. Нач. ст. _____

Род вагона	№ вагона	Грузоподъемность	Коллч. осей	Тип цист.

Станция и дорога отправления _____ **Станция и дорога назначения** _____

Отправитель (полное наименование) _____ **Получатель (полное наименование)** _____

Его почтовый адрес _____ **Его почтовый адрес** _____

Знаки и марки отправителя	Количество мест	Упаковка	НАИМЕНОВАНИЕ ГРУЗА	Тех. норма загрузки вагона	Масса груза в кг. определенная		Марка жел. дор.
					отправит.	жел. дор.	
							Погрузка средствами (отправителя, жел. дор.)
							Тарифные отметки: Группа, поз. _____ Схема _____ Иск. тар. № _____
							Расчет платежей за _____ км Руб. _____ Коп. _____
							Провозная плата
							Проводник
							Хладотрансп.
							Отопление
							Итого
							Погрузка
							Выгрузка
							Взвешивание
							Хранение за _____ сут.
							Всего
							При отпавл.
							При выдаче

ИТОГО мест (прописью)	Брутто		
	Тара пров. * с бруса		
ИТОГО масса (прописью)	Нетто		

Способ определения массы _____
 (на весах, по стандарту, по трафарету, по обмеру, условно, расчетным путем)

Приемосдатчик жел. дор. _____ (подпись разборчиво) Отправитель _____ (подпись разборчиво)

Взыскано при отправлении _____ (сумма прописью)

Чеком № _____ * Товарный кассир _____ (подпись разборчиво)
 Наличными

Взыскано при выдаче _____ (сумма прописью)

Чеком № _____ * Товарный кассир _____ (подпись разборчиво)
 Наличными

* Ненужное зачеркнуть.

Накладные заполняются на пишущей машинке, штампами или чернилами. Накладные с подчистками, помарками, исправлениями, а также заполненные карандашом не принимаются.

Грузоотправитель в соответствии с Уставом железных дорог Союза ССР несет ответственность за все последствия неправильности, неточности или неполноты сведений, указанных им в накладной.

Год постройки — 1985
Исходный номер накладной (Frachtbriefnummer) — 201787905
Получателя) — (für Empfänger) ДТОК ДОСТ-8/XI-95

201787905
25 Отправка № — Versand-Nr.
684410

СНГ

КД 1 Отправитель, почтовый адрес — Absender, Postanschrift

2424

2 Договор № — Vertrags-Nr.

Производственная фирма "Сибгазснаб" Нижневартовск-16, а/я 35

Станция отправления Versandbahnhof: Нижневартовск-2 Свердловская ж.д.

4 Особые заявления отправителя — Besondere Erklärungen des Absenders
Оплату за РЖД производит АО Петра код 4100116

5 Получатель, почтовый адрес — Empfänger, Postanschrift

4213

Мерфи Интернейшнл "Хентинг Ойлфилд Сервисис ЛТД" Баку, Буньятова, I, тел. 25-30-62 25-67-22

26 Отметки таможи — Zollvermerke

Отметки обязательные для железной дороги — die Eisenbahn nicht verbindliche Vermerke

17 Граничные станции перехода — Grenzübergangsbahnhöfe

27 Вагон — Wagen, 28 Подъемная сила (т) — Ladegewicht (t) 29 Оси — Achsen 30 Вес тары — Eigengewicht/31 Вес груза после перегрузки — Gewicht nach Umladung

27	28	29	30	31
пв. 61195566	69	4		

Дорога и станция назначения — Richtungsbahn und Bestimmungsbahnhof

57 547001

А3 Кишлы Азербайджанская ж.д.

9 Знаки марки и номера Zeichen, Marken, Nr.

10 Вид упаковки Art der Verpackung

11 Наименование груза Bezeichnung des Gutes

12 Число мест Stückzahl

13 Вес (в кг) определен отправителем — Gewicht (in kg) festgestellt durch den Absender

32 Вес (в кг) определен железной дорогой — Gewicht (in kg) festgestellt durch die Eisenbahn

руда стальная бесшовная обсадная Q-338

45

48000

ГТК РОССИИ ТЮМЕНСКАЯ ТАМОЖНЯ ПОГРУЗКА РАЗРЕШЕНА РАЗРЕШЕНИЕ ТАМОЖНИКА РОКВИЗИТЫ Инспектор [подпись] 19 г. 730420

вес 1,170 кг

530

48530

18. 11 5 1772 = 2051056

4 Итого мест прописью — Stückzahl insgesamt in Worten
Сорок пять.

15 Итого вес прописью — Gesamtgewicht in Worten
Сорок восемь тыс. 530 кг.

16 Подпись отправителя — Unterschrift d. Abs.

7 Обменные поддоны — Austauschpaletten

18 Вид — Art Категория — Kategorie

19 Владелец и № Eigentum u. Nr.

10 Отправителем приняты платежи за следующие транзитные дороги — vom Absender übernommene Kosten für folgende Transitbahnen

21 Вид отправки — Art der Sendung
УУУУ (позагонная*) (Wagenladung*)

22 Погружено — Verladen отправителем*) (vom Absender*) железной дорогой (Eisenbahn*)

33

24 Объявленная ценность груза — Angabe des Wertes des Gutes руб. *) Rbl

нет

36

45 Пломбы — Plomben

нет

38

13 Документы, приложенные отправителем — Vom Absender beigelegte Begleitpapiere

1. ГТД приложена к отпр, 684408

2 Счет-фактура

Самое главное
Счет-фактура
по форме
от 11-98

47 Календарный штамп станции отправления Tagesstempel des Versandbahnhofs

48 Способ определения веса — Art der Gewichtsermittlung

расчетным путем

49 Штамп станции взвешивания, подпись Stempel des Wiegebahnhofs, Unterschr.

41

42

43

44

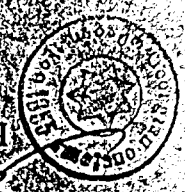
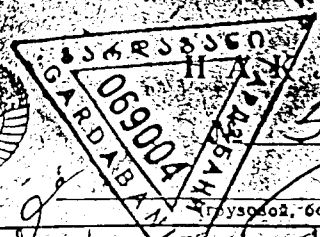
СМГС-Накладная малой емкости SMGS-Frachtbriet Frachtgut

Транзит
Возврат разрешен
20.05.

Место для особых
отметок и штампов



ОХРАНА



По плану № 91-44-70-80
Ввоз груза разрешен на 19 1980 года
Погрузка назначена на 19 1980 года

Вод. вагона	№ вагона	Грузоподъемность	Количество осей	Тип цистерны
	ПЛ. 59982917	63 т	4-х	

Станция и дорога отправления **Б.Д.СТ. ПОЛИ ПОРТ**

Станция и дорога назначения **Б.Д.СТ. КИШИН**
Код : 547001

Отправитель (полное наименование) **"КАВКАЗТРАНСЭКСПЕДИТОР"**

Получатель (полное наименование) **"НЕСКО КАСПИАН ЛТД"**

Его почтовый адрес

Его почтовый адрес **г. БАКУ ул. САБАИДА 4/5**

Вид марки отправления	Количество марок	Упаковка	НАИМЕНОВАНИЕ ГРУЗА	Тара вагона	Масса груза в кг, определенная	
					отправит.	жел. дор.
30'	I		КАНТНР SEAU 228702-2 K/C- 933226 III ДОМОВА # ГТ 4-910 СТУХ "СААР РОВЕН" рейс 13.05.96г. ДОМАШНИЕ ПРИНАДЛЕЖНОСТИ		6200 кг.	

Марка жел. дор. **(30' I)**
Погрузка средствами
(старавателя, жел. дор.)
Тариф **30' I**
Группа, поз. **Схема**
Иск. тар. №

Итого мест (прописью) ОДИН КИТР	Брутто
Итого масса (прописью) ШЕСТЬ ТОНН ДВЕСТИ КГ.	Тара пров. с бруса
	Нетто

Расчет платежей за <u>км</u>	Руб.	Коп.
Провозная плата		
Проводник		
Хладотрансп.		
Отопление		
Итого		
Погрузка		
Выгрузка		
Взвешивание		
хранение за <u>сут.</u>		
Всего		

Способ определения массы (на весах, по стандарту, по трафарету, по обмеру, условно, расчетным путем)

Приемосдатчик жел. дор. (подпись разборчиво) _____ Отправитель (подпись разборчиво) _____

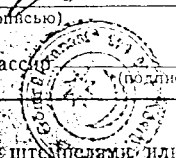
Взыскано при отправлении **УЧЛД 86780. СЕМЬ ТЫСЯЧ ПЯТЬСОТ** (сумма прописью)

Чек № _____ * Товарный кассир (подпись разборчиво) _____

Взыскано при выдаче (сумма прописью) _____

Чек № _____ * Товарный кассир (подпись разборчиво) _____

* Неужное зачеркнуть.
Накладные заполняются на пишущей машинке, уштемпелями или чернилами, исправлениями, а также заполненные карандашом не принимаются.
Грузоотправитель в соответствии с Уставом железных дорог Союза ССР несет ответственность за все последствия неправильности, неточности или неполноты сведений, указанных им в накладной.

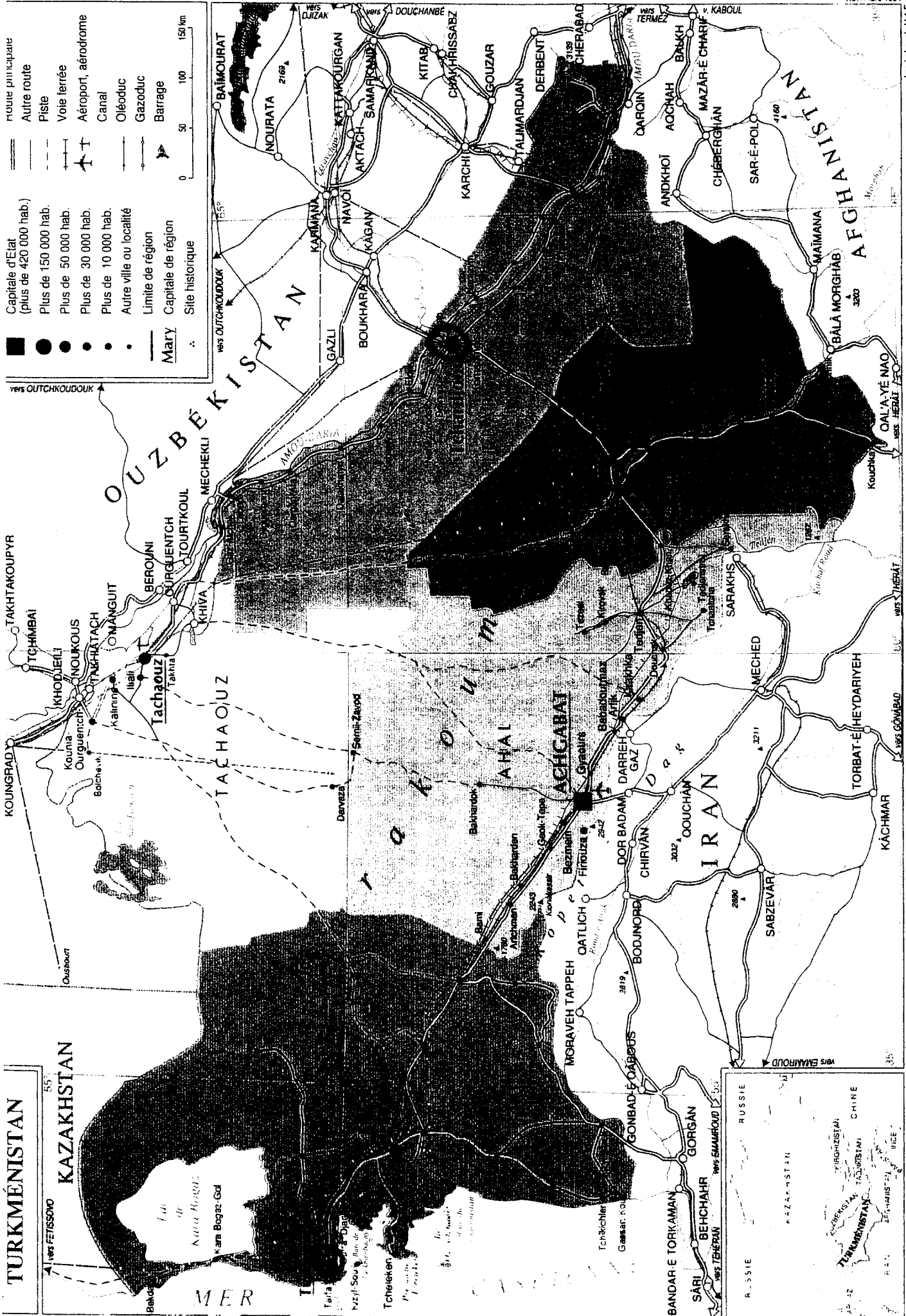


Azərbaycan Respublikası
Gömrük Xidməti
Bakı

11 gömrük ödənişi 10 84

APPENDIX N°5

Map of main railways customs control points in Turkmenistan



- Capitale d'Etat (plus de 420 000 hab.)
- Plus de 150 000 hab.
- Plus de 50 000 hab.
- Plus de 30 000 hab.
- Plus de 10 000 hab.
- Autre ville ou localité
- Limite de région
- Capitale de région
- Site historique

- route principale
- Autre route
- Piste
- Voie ferrée
- Aéroport, aérodrome
- Canal
- Oléoduc
- Gazoduc
- Barrage
- Mary

vers OUTCHKOUDOUK

vers OUTCHKOUDOUK

vers FETISSOVO

vers SAMARKOUD

vers SAMARKOUD

vers SAMARKOUD

vers SAMARKOUD

vers SAMARKOUD

APPENDIX N°6

Customs transit passage notice used in Turmenistan

Провозная ведомость №

таможни

19 19

Выдана _____

для провоза до _____ (место назначения)

и доставки в _____ по адресу _____ груза

таможенного багажа в количестве _____ мест, весом _____ кг, огруженного

в вагоне

№

по накладной №

для

на самолете

(цель направления груза)

Класс груза	Род упаковки	Наименование груза, грузополучатель и его адрес	Вес	Число наложенных таможенных пломб	Примечание

APPENDIX N° 7

Transit authorisation form used in Turkmenistan

Ашгабат

РАЗРЕШЕНИЕ НА ТРАНЗИТ No. 115

действительно по 25 июня 1997г.

Выдано : Транспортной Компании "М энд М МИЛИТЦЕР энд МЮНШ"
для транзита через территорию Туркменистана

1. Страна отправления : Бельгия
2. Страна назначения товара : Афганистан
3. Наименование и адрес владельца товара : MEDECINS SANS FRONTIERES RUE DUPRE, 94 1090 BRUSSELS BELGIUM
4. Наименование и адрес экспедитора товара :
 - а) в стране отправления : M&M TURKMENISTAN FOR: MEDECINS SANS FRONTIERES BELGIUM
 - б) в стране назначения : M&M TURKMENISTAN FOR: MEDECINS SANS FRONTIERES MAZAR-E-SHARIF AFGANISTAN
- Наименование и пограничные пункты Туркменистана, через которые проходит товар :
 - а) пункт ввоза в Туркменистан : Таможенный пост "Хова Емлары" аэропорт ш. Ашгабат
 - б) пункт вывоза из Туркменистана : Имам-Насар-Акина
5. Подробное наименование товара : Медицинское оборудование и медикаменты, автомобиль медицинского назначения
7. Получатель : "MEDECINS SANS FRONTIERES" MAZAR-E-SHARIF
8. Количество товара вес брутто : 35 776 кг
9. Марка : Кол-во мест 1711
10. Стоимость товара : 10 103. 396 бельгийских франков
11. Примечание : сертификат гуманитарной помощи

13 июня 1997г.

З секр. *Уземир Туркменбаев*
Ануша Мамедова
А. Исмаилов



УРВЕШИИ НА ТРАНЗИТ И 227

ДЕЙСТВИТЕЛНО Ю "15" июл 1997 г.

Издано: Консульство Республики Туркменистан в г. Мазари-Шариф
для транзита через территорию Туркменистана

1. Страна отправления: Арганистан г. Мазари Шариф
2. Страна назначения товара: Туркменистан г. Чарджоу
3. Назначение и адрес владельца товара:

Нур Зия Ко, лтд г. Мазари Шариф Арганистан.

4. Назначение и адрес экспедитора товара:

а). в стране отправления: Нур Зия лтд. через Трансфирм. М&И

б). в стране назначения: Представитель Нур Зия Ко, лтд.

5. Назначение и пограничные пункты Туркменистана, через которые проходит товар:

а). пункт ввоза в Туркменистан: К.П.П. Имом Назар

б). пункт вывоза из Туркменистана: К.П.П. г. Чарджоу

6. Подлинное наименование товара: 145 и 146 блок

Копии Карамул На 2 контейнера

Получатель: Представитель Нур Зия Ко лтд в г. Чарджоу

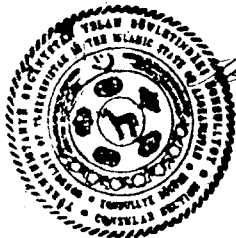
7. Количество товара: все брутто 10185 кг.

8. Место: М. мест 8 Мишкав

9. Стоимость товара

10. Промаркировка: № Контейнеры: -201487, -367535
№ Машина: 22-75, водитель: Табидума

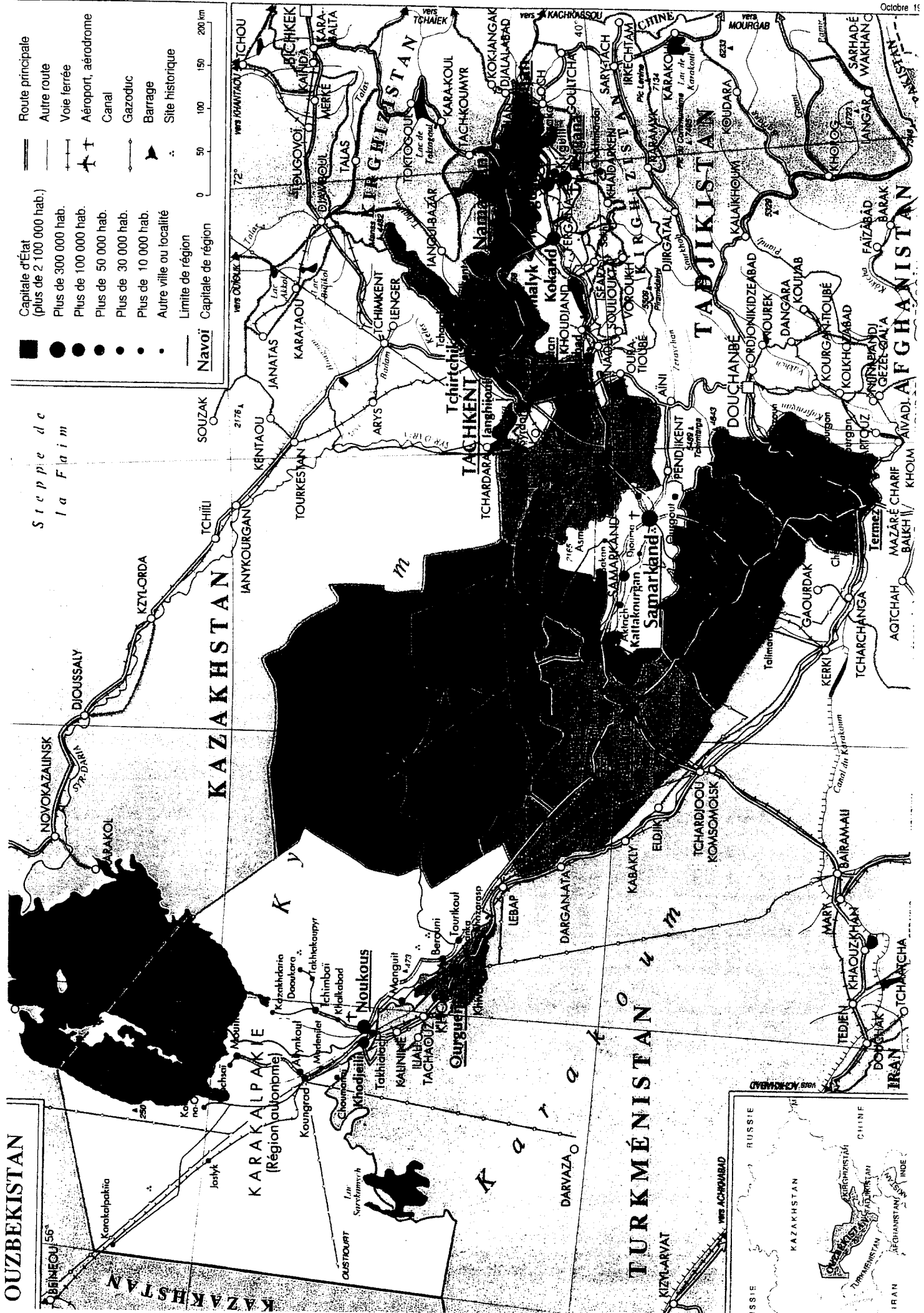
"15" июл 1997 г.



И. М. Мадиев

APPENDIX N°8

Map of main railways customs control points in Uzbekistan



APPENDIX N°9

Customs transit passage notice used in Turkmenistan

Главное таможенное управление
Государственного Налогового
Комитета Республики Узбекистан
Таможенная служба



ТАМОЖЕННЫЙ ДОСТАВОЧНЫЙ ДОКУМЕНТ
(ПРОВОЗНАЯ ВЕДОМОСТЬ) № _____

Таможенный пост (код) _____
ИЗМБ 26 _____ 199 г.

Выдана Ким Салимовичу Ташкентскому району № 4-6-01 от 11.06.81 г.

(указать кому)

для провоза до Таможенного поста № 26

г. Ташкент (место назначения)

доставки в _____, по адресу _____

таможенного груза, _____

багажа в количестве 28 мест, весом 12777 кг, отгруженного в вагоне, на самолете,

автотранспортом, личным № _____ по накладной № _____ для _____
транспортом № _____ цель направления груза _____

Число мест	Род упаковки	Наименование груза грузовладелец, адрес	Вес	Число наложенных таможенных пломб	Примечание
28	металл				

Провозную ведомость составил инспектор _____

Провозную ведомость и указанный в ней груз принял с обязательством доставки и предъявления таможенному органу места назначения представитель _____

Ким С.И. пасп. СВБ-СВБ2 (должность и подпись разборчиво, с указанием паспортных данных)
прож. в г. Чирчик ул. П. Юсупова 3а 21

APPENDIX N° 10

**SMGS railways bill model form used in Kazakhstan (examples of transit from China
and Uzbekistan)**

运单正本 — Оригинал накладной
(给收货人) — (для получателя)

1 发货人, 通信地址 — Отправитель,
中铁中心
SINOTRANS LIANYUNGANG CO. SHOULD BE THE AGENT OF
SUNTORY
中国外运连云港公司
Синотранс - Ком. Ленс РК Даш

5 收货人, 通信地址 — Получатель,
MJK RAKHSH UL AHMAD DANESH TO 736025 DUSHANBE,
TADJIKISTAN
塔吉克斯坦杜尚别
Душанбе ул. Азизов
Данеш 16 Им. К. Рахм.

批号 — Отправка № 25 (检查标签 — контрольная этикетка)
运输号码
2 合同号码 — Договор № 1222/97

3 发站
Станция отправления ZHONG YUN 中云站
4 发货人的特别声明 — Особые заявления отправителя
PAYMENT IN TADJIKISTAN THROUGH CODE 8875121
中铁中心

6 对铁路无约束效力的记载 — Отметки, необязательные для железной дороги
TRANSRAIL 4927009003

27 车辆 — Вагон / 28 标记载重 (吨) Подъемная сила (т) / 29 辆数 — Число вагонов / 30 自重 — Масса тары / 31 换装后的货物重量 — Масса груза после перегрузки

7 通过的国境站 — Пограничные станции перехода
DRUZHBA-CHENGELJDY-TALIMARDZHIAN-KELIF-KARYASIYA-DUSHANBE

27	28	29	30	31

8 到达路和到站 — Дорога и станция назначения
TZD/DUSHANBE STATION
塔铁/杜尚别
Душанбе

9 记号, 标记, 号码
Знаки, марки, номера EKL2613102

10 包装种类
Род упаковки 20 FEET CONTAINER
20英尺集装箱

11 货物名称
Наименование груза SUNTORY BEER
三得利啤酒

50 附件第 2 号
прил. 2

12 件数
Число мест 1

13 发货人确定的重量 (公斤) — Масса (в кг) определ. от отправителя
17,326 + 2,300 = 19,626

14 共计件数 (大写) — Итого мест прописью
壹个贰拾英尺集装箱

15 共计重量 (大写) — Итого масса прописью
壹万玖千陆佰贰拾陆公斤

16 发货人签字 — Подпись отправителя

17 互换托盘 — Обменные поддоны
数量 — Количество

18 种类 — Вид
类型 — Категория 集装箱/运送用具 — Контейнер/Перевозочные средства

19 所有者及号码
Владелец № NIS-BAG-2613102-P

20 发货人负担下列过境铁路的费用 — Отправителем приняты платежи за следующие транзитные дороги
PAYMENT IN KAZAKSTAN AND RELOADING AT DRUZHBA THROUGH TRANKO CODE 271303 / 001 IN UZBEKISTAN CODE 8941353 AND IN TRUKMENISTAN CODE 2400135

21 办理种别 — Род отправки
整车 — 零担 — 大吨位集装箱 — 发货人 — 铁路 —
повагон — мелкая — Крупнотоннажного — отправки — железной —
ная — контейнера — телем — дорогой —

22 由何方装车 — Отправителем — 34
发货人 — 铁路 —
телем — дорогой —

23 发货人添附的文件 — Документы, приложенные отправителем
C. L. P.: 4 SHEETS 装箱单 4份
INVOICE: 1 SHEET 发票 1份
附海关关封

24 货物的声明价格 — Объявленная ценность груза
瑞士法郎 Шв. фр. 35

45 封印 — Пломбы
个数 记号 — Знаки
Количество 37

46 发站日期戳 — Календарный штамп с посыл. станций отправления

47 到站日期戳 — Календарный штамп с посыл. станций назначения

48 确认重量为法 053
Способ определения массы

49 过磅站戳记, 签字 — Штамп станции взвешивания, подпись

慢运
国际货协一运单
CMIC-Накладная



46 发站日期戳 — Календарный штамп с посыл. станций отправления

47 到站日期戳 — Календарный штамп с посыл. станций назначения

48 确认重量为法 053
Способ определения массы

49 过磅站戳记, 签字 — Штамп станции взвешивания, подпись

2 Договор № 224196
17/36-57 от 12.03.07

4 Отправитель, почтовый адрес —
Absender, Postanschrift
СП "Адам"
г. Самарканд село Тайлак
поселок Шонулаш

3 Станция отправления,
Versandbahnhof
Заравшан

5 Получатель, почтовый адрес —
Empfänger, Postanschrift
ООО фирма "Траст"
Россия, г. Владивосток, ул. Фокина, 31

4 Особые заявления отправителя — Besondere Erklärungen des Absenders
Код по РК 2713032/00741

транко через Центр АДР



UZBEKISTAN CUSTOMS
CH ВЪПУСК РАЗРЕШЕН
125 CH 125
Inspector 1997

3 Отметки необязательные для железной дороги —
Für die Eisenbahn nicht verbindliche Vermerke
Платательщик — Частная фирма "ОРИЕН"

7 Пограничные станции перехода — Grenzübergangsbahnhöfe

Делта - Узбк-29 725004
Докоть - Алм-27 714809

27 Вагон — Wagen / 28 Подъемная сила (т) — Ladegewicht (t) 29 Оси — Achsen
30 Вес тары — Eigengewicht / 31 Вес груза после перегрузки — Gewicht nach Umladung

27	28	29	30	31
24529240	68	4		
Узбк-29				

8 Дорога и станция назначения —
Bestimmungsbahn und Bestimmungsbahnhof
Первая речка Дал. Вост. ЖД

СМГС - Накладная
SMGS - Frachtbrief Eilgut

9 Знаки, марки и номера
Zeichen, Marken, Nr.

10 Вид упаковки
Art der Verpackung
Мешках

11 Наименование груза
Bezeichnung des Gutes
Груз размещен и закреплен согласно Раздела III § 14 ТУ правильно
"Ардагер"

12 Число мест
Stückzahl
1500

13 Вес (в кг) определен отправителем —
Gewicht (in kg) festgestellt durch den Absender
30750

32 Вес (в кг) определен железной дорогой —
Gewicht (in kg) festgestellt durch die Eisenbahn

14 Итого мест прописью — Stückzahl insgesamt in Worten
Тридцать тысяч пятьсот

15 Итого вес прописью — Gesamtgewicht in Worten
Тридцать тонн 750 кг

18 Подпись отправителя
Unterschr. d. Abs.
[Signature]

17 Обменные поддоны — Austauschpaletten
Количество — Anzahl

18 Вид — Art Категория — Kategorie

19 Владелец и №
Eigentum u. Nr.

20 Отправителем приняты платежи за следующие транзитные дороги —
Vom Absender übernommene Kosten für folgende Transitbahnen
Транко ЖДЭ 29-27

21 Вид отправки — Art der Sendung
мелкая*)
Stückgut*)
повозонная*)
Wagenladung*)

22 Погружено — Verladen
отправителем*)
vom Absender*)
железной доро-
гой*) — von der
Eisenbahns*)

33 61213
34 26 107

23 Документы, приложенные отправителем — Vom Absender beigelegte Begleitpapiere
1. Таможенная декларация
2. Фитосанитарный сертификат
3. Сертификат соответствия
4. Сертификат о происхождении товара
5. Счет-фактура

24 Объявленная ценность груза — Angabe des Wertes des Gutes руб. *)
Rbl

45 Пломбы — Plomben
Количество
Anzahl
2
Знаки — Zeichen
Т-289 База Спортторг
считать отправительским
закрутка с плашками

35

36

37

38

39

40

41

46 Календарный штамп станции отправления
Tagesstempel des Versandbahnhofs

47 Календарный штамп станции назначения
Tagesstempel des Bestimmungsbahnhofs

48 Способ определения веса — Art der Gewichtsermittlung
по стандарту

49 Штамп станции взвешивания, подпись
Stempel des Wiegebahnhofs, Unterschr.

APPENDIX N° 11

Deposit tariff applied in Kazakhstan

Прил. № 1
к Приказу
Тамбовского комитета
от 18.07.1993 г.
№ 192/К

1	2	3	4
---	---	---	---

271000650,
2710

В. № 420310000 Одежда из натуральной кожи 18,62 экв/кг

С Т А В К И
для расчета сумм, подлежащей внесению
на депозит таможенного органа в качестве
обеспечения уплаты таможенных платежей и налогов
в отношении подакцизных товаров

9. № 4301, 4302, Выделанные и невыделанные мех- 28,18 экв/кг
4303, 650672000 кожаные шкурки (кроме шкурок
кролика, собачьи, оленьи,
овечьи), изделия из натураль-
ного меха, включая пальто, по-
лупальто, жакеты, накидки, ла-
пантны, боа, шарфы, головные
уборы и воротнички, шубы, плас-
тины (кроме изделий из шкурок
кролика, кролика, собачьи, оленьи,
овечьи), пальто, полупальто, жа-
кеты, накидки с применением
отделок из меха (за исключе-
нием меха кролика, кролика, соба-
ки, оленьи, овечьи)
Изделия из хрустала, хрусталь- 14,78 экв/кг
ные осветительные приборы

п/п	Код товара по ТН ВЭД	Наименование товара	Ставка-обеспечения уплаты таможенных платежей и налогов
1	2	3	4

- № 0301, 0302, Осетровая и лососевая рыба, 80 экв/кг
0303, 0304, икра осетровых и лососевых
0305, 1604 рыба, деликатесы, пригото-
вленные из осетровых и лососевых
рыб и икры.
2. 2203 00 Пиво солодовое 0,72 экв/литр
3. № 2204 Вина, энокоматериалы, выткан- 2,25 экв/литр
(кроме 2204 30)ские вина

- 2205, 2206
4. № 2207, 2208 Спирт этиловый пищевой, спи- 5,69 экв/литр
рт. этиловый снчевый, про-
зданный из пищевого сырья, и
крепленые напитки, включая
лиме соки и бальзамы, водка,
ликеро-водочные изделия, ко-
ньяки

- 2402 Табачные изделия, прочие не- 10,30 экв/1000 шт.
делия, содержащие табак

- № 271000330, Бензин (за исключением ави- 0,2 экв/литр
271000350 ционного)
7. № 271000610, Дизельное топливо 0,2 экв/литр

- № 701321, 701391, 940510500
11. № 7113, 710239000, платины или серебра
7114, 7116
12. 8703 Легковые автомобили 8733,1 экв/шт.
13. № 9303, 9304, 9305 Огнестрельное и газовое ору- 269,2 экв/шт
жие (кроме приобретаемого
для нужд органов государст-
венной власти)

APPENDIX N° 12

Examples of customs transit declaration forms filled in Kazakhstan

РЕСПУБЛИКА КАЗАХСТАН
Грузовая таможенная декларация

ТД1

00783114

ЭКЗЕМПЛЯР ДЛЯ СТАТИСТИКИ

31. ГРУЗОВЫЕ МЕСТА И ОПИСАНИЕ ТОВАРОВ

44. ДОПОЛ. ИНФОРМ./ ПРЕДСТАВ. ДОКУМ.

47. ИСЧИСЛЕНИЕ ТАМОЖЕННЫХ ПОШЛИН И СБОРОВ

51. ТАМОЖНИ И СТРАНЫ ТРАНЗИТА

52. ГАРАНТИЯ НЕ ДЕЙСТВИТЕЛЬНА ДЛЯ

Д. ТАМОЖЕННЫЙ КОНТРОЛЬ ПЛОМБЫ И ИХ НОМЕРА
ДАТА ОФОРМЛЕНИЯ
ПОДПИСЬ

2. ОТПРАВИТЕЛЬ/ЭКСПОРТЕР No
АОСЭТ "Аккорд"
г. Екатеринбург

РЕГ. No _____ ОТ _____

6. ПОЛУЧАТЕЛЬ/ИМПОРТЕР No
Кодиров Сахабидин Галиевич,
Ошская обл.,
Араванский р-н

РЕГ. No _____ ОТ _____

14. ДЕКЛАРАНТ/ПРЕДСТАВИТЕЛЬ No

РЕГ. No _____ ОТ _____

18. ТРАНСПОРТ. СРЕДСТВО ПРИ ОТПРАВЛЕНИИ

19. КОНТ.

21. ТРАНСПОРТ. СРЕДСТВО НА ГРАНИЦЕ
КАМАЗ 25-50 ОШГ

25. ВИД ТРАНСПОРТ. НА ГРАНИЦЕ

26. ВИД ТРАНСПОРТ. ВНУТРИ СТРАНЫ

27. МЕСТО ПОГРУЗКИ/РАЗГРУЗКИ

29. ТАМ. НА ГРАН.
Кустанайская

30. МЕСТО ДОСМОТРА ТОВАРА
Каерак I2012

1. ТИП ДЕКЛАРАЦИИ **А**

ВТТ

3. ДОБ. ЛИСТ

4. ОТГР. СПЕЦ.

5. ВСЕГО НАИМ. ТОВАР **1**

6. КОЛ-ВО МЕСТ **0**

7. СЕРВИСНЫЙ НОМЕР **12012/5-006790**

9. ЛИЦО, ОТВЕТСТВ. ЗА ФИНАН. УРЕГУЛИРОВАНИЕ No

10. СТРАНА 1-ГО НАЗНАЧ.

11. ТОРГ. СТРАНА

12.

13.

15. СТРАНА ОТПРАВЛЕНИЯ **Россия**

15а. КОД СТРАНЫ ОТПР.

17а. КОД СТР. НАЗНАЧ.

16. СТРАНА ПРОИСХОЖДЕНИЯ **Россия**

17. СТРАНА НАЗНАЧЕНИЯ **Кыргызстан**

20. УСЛОВИЯ ПОСТАВКИ

22. ВАЛЮТА И ОБЪЕМ ТУР. СДЕЛКИ **002 4000000**

23. КУРС ВАЛЮТЫ

24. ХАРАКТЕР СДЕЛКИ

28. ФИНАНСОВЫЕ И БАНКОВСКИЕ СВЕДЕНИЯ

МАРКИРОВКА И КОЛИЧЕСТВО - НОМЕРА КОНТЕЙНЕРОВ - ОПИСАНИЕ ТОВАРА

Пиломатериал необрезной

32. ТОВАР **11,7 м3**

33. КОД ТОВАРА

34а. КОД СТРАНЫ ПРОИСХ.

35. ВЕС БРУТТО (КГ)

36. ПРЕФЕРЕНЦИИ

37. ПРОЦЕДУРА

38. ВЕС НЕТТО (КГ)

39. КВОТА **8000**

40. ОБЩАЯ ДЕКЛАРАЦИЯ/ПРЕДШЕСТВУЮЩИЙ ДОКУМЕНТ

41. ДОПОЛН. ЕД. ИЗМ.

42. ФАКТУР. СТОИМОСТЬ ТОВАРА **4000000**

43.

44. ДОПОЛ. ИНФОРМ./ ПРЕДСТАВ. ДОКУМ.
2. № нак. I506 от I2.09.95

45.

46. СТАТИСТИЧЕСКАЯ СТОИМОСТЬ

ВИД	ОСНОВА НАЧИСЛЕН.	СТАВКА	СУММА	СП
ВСЕГО				

48. ОТСРОЧКА ПЛАТЕЖЕЙ

49. НАИМЕНОВАНИЕ СКЛАДА

В. подробности подсчета



50. ДОВЕРИТЕЛЬ No **И. Кадиров Сахабидин Галиевич,** подпись **Саязусь** **Джамбулская**
доставить груз в таможенную назначенную. Сохранность **таможня**
груза и таможенного обеспечения гарантирую.
представленный **Нас порт III-МВ № 584866 выдан: ОВД Араванского РИК**
место и дата **Ошской обл. Прописан Ошская обл., Кыргызстан**

52. ГАРАНТИЯ НЕ ДЕЙСТВИТЕЛЬНА ДЛЯ **Саязусь**

53. ТАМОЖНЯ И СТРАНА НАЗНАЧЕНИЯ

54. МЕСТО И ДАТА

Груз доставить в Джамбульскую таможню в течение 4 суток

ст. инсп. т/п Каерак Абдулжапаров

13.09

Таможенный пост - МЕРКЕ - Жамбылской области - Груз НЕ ПОСТУПИЛ

19041

ИНСПЕКТОР

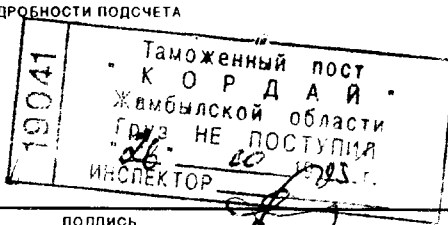
6000-3-601-008-95 г.

РЕСПУБЛИКА КАЗАХСТАН
Грузовая таможенная декларация

ТД1

1 ТИП ДЕКЛАРАЦИИ

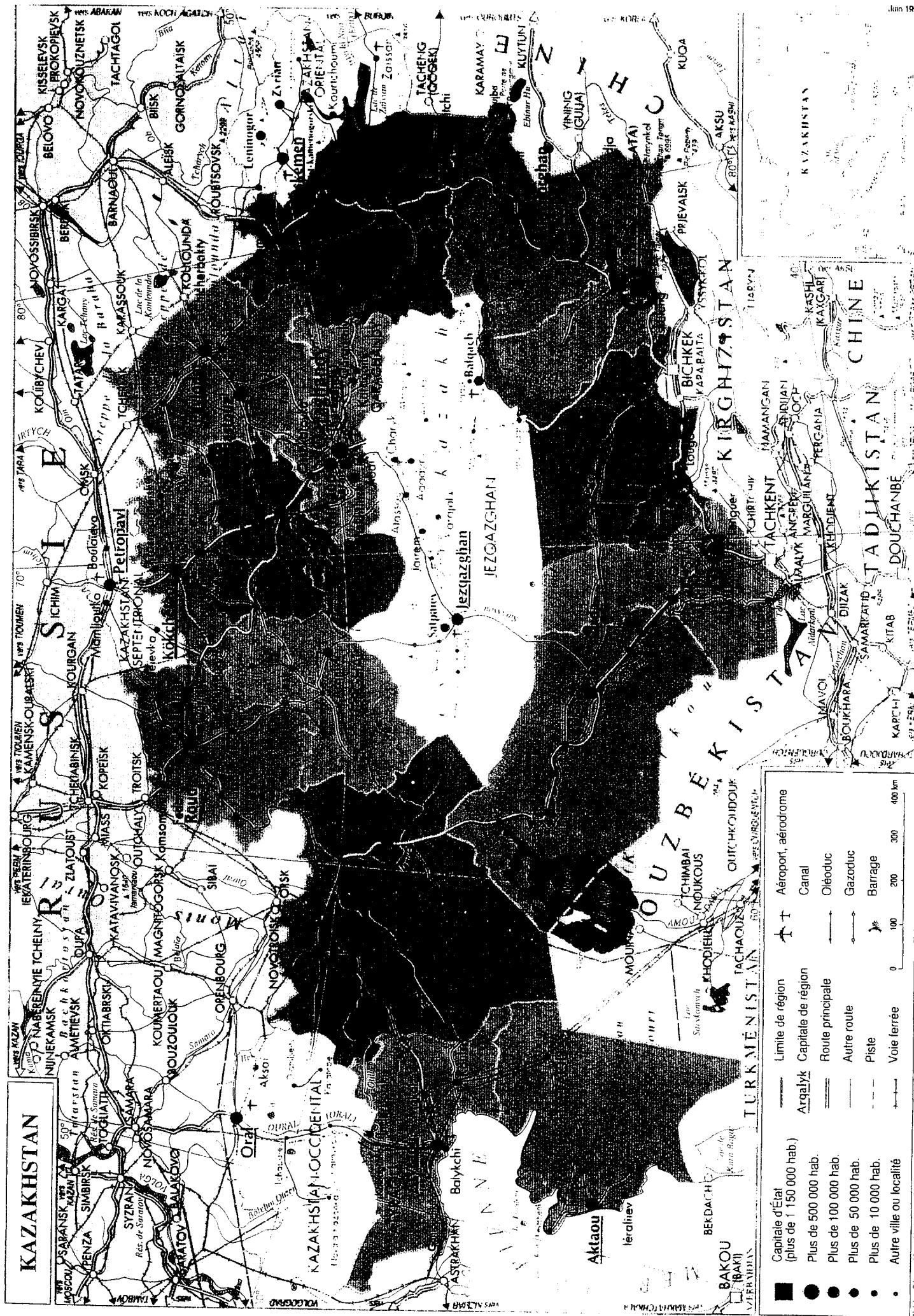
A

ЭКЗЕМПЛЯР ДЛЯ НАЛОГОВОЙ ИНСПЕКЦИИ	2 ОТПРАВИТЕЛЬ/ЭКСПОРТЕР No Россия г. Челябинск Колейское шоссе АО ЧКПЗ				3 ДОБ ЛИСТ		4 ОТГР СПЕЦ		5 ВСЕГО НАИМ ТОВАР		6 КОЛ-ВО МЕСТ		7 СПРАВОЧНЫЙ НОМЕР			
	РЕГ. No _____ от _____				I		750		I2012/5 005505							
	8 ПОЛУЧАТЕЛЬ/ИМПОРТЕР No Кыргызстан г. Бишкек Московская 237 Тролейбусное управление				9 ЛИЦО, ОТВЕТСТВ ЗА ФИНАН УРЕГУЛИРОВАНИЕ No											
	РЕГ. No _____ от _____				10 СТРАНА И ГО НАЗНАЧ.		11 ТОРГ СТРАНА		12		13					
	14 ДЕКЛАРАНТ/ПРЕДСТАВИТЕЛЬ No				15 СТРАНА ОТПРАВЛЕНИЯ				15a КОД СТРАНЫ ОТПР		17a КОД СТР. НАЗНАЧ					
	РЕГ. No _____ от _____				Россия				6431		4171					
	16 СТРАНА ПРОИСХОЖДЕНИЯ				17 СТРАНА НАЗНАЧЕНИЯ											
	Россия				Кыргызстан											
	18 ТРАНСПОРТ СРЕДСТВО ПРИ ОТПРАВЛЕНИИ				19 КОНТ		20 УСЛОВИЯ ПОСТАВКИ									
	21 ТРАНСПОРТ СРЕДСТВО НА ГРАНИЦЕ а/м 5510ФИР				22 ВАЛЮТА И ОБЩ ФАКТУР СТОИМ. Т-РОВА				23 КУРС ВАЛЮТЫ		24 ХАРАКТЕР СДЕЛКИ					
25 ВИД ТРАНСПОРТ. НА ГРАНИЦЕ				26 ВИД ТРАНСПОРТ. ВНУТРИ СТРАНЫ		27 МЕСТО ПОГРУЗКИ/РАЗГРУЗКИ		28 ФИНАНСОВЫЕ И БАНКОВСКИЕ СВЕДЕНИЯ								
29 ТАМ НА ГРАН				30 МЕСТО ДОСМОТРА ТОВАРА												
Кустанайская				Каерак												
31 ГРУЗОВЫЕ МЕСТА И ОПИСАНИЕ ТОВАРОВ	31 ГРУЗОВЫЕ МЕСТА И ОПИСАНИЕ ТОВАРА				32 ТОВАР		33 КОД ТОВАРА									
	I. Листы ресорные															
	34a КОД СТРАНЫ ПРОИХОД.				35 ВЕС БРУТТО (КГ)		36 ПРЕФЕРЕНЦИИ									
	I0000				37 ПРОЦЕДУРА		38 ВЕС ЧЕТТО (КГ)		39 КВОТА							
				I0000												
40 ОБЩАЯ ДЕКЛАРАЦИЯ/ПРЕДШЕСТВУЮЩИЙ ДОКУМЕНТ																
41 ДОПОЛН ЕД. ИЗМ.				42 ФАКТУР СТОИМОСТЬ ТОВАРА		43										
2.-ТТН №014745 от 4.08.95г																
				45		46 СТАТИСТИЧЕСКАЯ СТОИМОСТЬ										
47. ИСЧИСЛЕНИЕ ТАМОЖЕННЫХ ПОШЛИН И СБОРОВ	ВИД				ОСНОВА НАЧИСЛЕН		СТАВКА		СУММА		СП		48 ОТОРОЧКА ПЛАТЕЖЕЙ		49 НАИМЕНОВАНИЕ СТОИДА	
всего																
50 ДОВЕРИТЕЛЬ No				подпись				B. ПОДРОБНОСТИ ПОДСЧЕТА								
Айбазов Юрий Хаджимухамедович паспорт III-07 №562401 выдан 29.II.79г ОВД Чимкента прописан г. Бишкек Ленинский 35/8. Обязуюсь доставить груз в Жамбылскую таможню до 13.08.95г сохранность и таможенное обеспечение гарантирую.				Жамбылская таможня												
51 ТАМОЖНИ И СТРАНЫ ТРАНЗИТА																
52 ГАРАНТИЯ НЕ ДЕЙСТВИТЕЛЬНА ДЛЯ								53 ТАМОЖНЯ И СТРАНА НАЗНАЧЕНИЯ								
D. ТАМОЖЕННЫЙ КОНТРОЛЬ				печать				54 МЕСТО И ДАТА								
пломбы и их номера				Груз подлежит доставке в Жамбылскую таможню.				ОРГАНИЗАЦИЯ								
дата оформления				Инсп.				ЖП "Каерак"								
подпись								6.08.95г								
								ИСПОЛНИТЕЛЬ								
								ТЕЛЕФОН								
								подпись								



APPENDIX N°13

Map of main railways customs control points in Kazakhstan



KAZAKHSTAN

KAZAKHSTAN

UZBEKISTAN

TURKMENISTAN

KIRGHIZSTAN

CHINE

TADJIKISTAN

DOUCHANBE

APPENDIX N° 14

Example of a “ Bon de Remise ” as potential common transport railways document

Übergabebeschein - Bulletin de remise

N° TR06400011

1 Firma und Adresse des Auftraggebers - Raison soc. et adresse du commettant		1a		2 Angebot N° Offre		3 mit avec		Nachweisungen Relevés	
5 Firma und Adresse des Empfängers - Raison sociale et adr. du réceptonnaire		5a		4 Frachtzahler - Payeur des frais		4a			
7 Vermerke für den Empfänger - Informations pour le réceptonnaire				6 Angaben zum Transport - Informations relatives au transport		6a		6b	
8 Beförderungsweg - Itinéraire		8a		Verschiffung - Embarquement		Reederei Cie maritime Schiff Bateau		Best.-Hafen Port destinat. Ladeschluss Limite de chargt.	
9 Bestimmungsbahnhof/Bereitstellungsplatz oder Gleisanschluss Gare destinataire/Lieu de déchargement ou embranchement particulier		9a		10 Versandbahnhof/Bereitstellungsplatz oder Gleisanschluss Gare expéditrice/Lieu de chargement ou embranchement particulier		10a		10b	
11 Auslieferbedingungen - Conditions de livraison		11a		11b km		12 Übergabebedingungen - Conditions de remise		12a	
<input type="checkbox"/> auf Wagen <input type="checkbox"/> auf Abstellplatz <input type="checkbox"/> LKW-Zustellung (Adresse) <input type="checkbox"/> Lieferung per camion (adresse)		<input type="checkbox"/> auf LKW <input type="checkbox"/> auf camion <input type="checkbox"/> Schienennachlauf (Bahnhof) <input type="checkbox"/> Parcours fer complément (gare dest.)		<input type="checkbox"/> auf Wagen <input type="checkbox"/> auf Abstellplatz <input type="checkbox"/> LKW-Abholung (Adresse) <input type="checkbox"/> Enlèvement par camion (adresse)		<input type="checkbox"/> auf LKW <input type="checkbox"/> auf camion <input type="checkbox"/> Schienenvorlauf (Bahnhof) <input type="checkbox"/> Parcours fer complément (gare dep.)		12b km	
13 Beilagen - Pièces annexées				14 Zu verzollen in/durch - A dédouaner à/par		15 Für zollamtliche Vermerke - Réserve à la douane			
16 Inanspruchnahme besonderer Dienste - Revendication de services spécialisés		UTI-Gestellung durch ICF Fourniture d'UTI par ICF <input type="checkbox"/> ja - oui							

17 UTI Typ - Type		17a		18 Zeichen und Nr. Marque et No		19 Ref.	
20 Länge - Longueur		21 Breite - Largeur		22 Höhe - Hauteur		24a NHM-Code	
26 Wagen - Wagon N°		27 St.		28 Plomben - Scellés		24 Warenbezeichnung - Désignation de la marchandise	
32 Vers.-Nr. - Exp. No		34 Bereitstellung - Mise à disp. Datum Date		36 Herkunft - Origine		25 ja - oui RID <input type="checkbox"/>	
33 Datum Date		35 Rückgabe - Restitution Datum Date		37 Bestimmung - Destination		25a	
						25b	
						29 Tare UTI	
						30 Inhalt Contenu	
						31 Brutto Brut	

17 UTI Typ - Type		17a		18 Zeichen und Nr. Marque et No		19 Ref.	
20 Länge - Longueur		21 Breite - Largeur		22 Höhe - Hauteur		24a NHM-Code	
26 Wagen - Wagon N°		27 St.		28 Plomben - Scellés		24 Warenbezeichnung - Désignation de la marchandise	
32 Vers.-Nr. - Exp. No		34 Bereitstellung - Mise à disp. Datum Date		36 Herkunft - Origine		25 ja - oui RID <input type="checkbox"/>	
33 Datum Date		35 Rückgabe - Restitution Datum Date		37 Bestimmung - Destination		25a	
						25b	
						29 Tare UTI	
						30 Inhalt Contenu	
						31 Brutto Brut	

38 Anz. Nbre.		39 Art Nature		40 Valuta		41 Betrag - Montant	
42 Ich erkläre, von den Allgemeinen Geschäftsbedingungen der ICF Kenntnis genommen zu haben, und nehme sie an. - Je déclare avoir pris connaissance des Conditions Générales d'ICF et les accepter		43 Reserviert für den örtlichen Agenten - Réserve à l'agent local		Datum, Stempel und Unterschrift des Auftraggebers - Date, timbre et visa du commettant		44	
44		Bahn - Réseau		45		46	

ICF Basel		47 RJ-TA N°		48 RJ-TA N°	
1		Annahmedatum, Stempel ICF Date d'acceptation, timbre ICF		Auslieferdatum, Stempel ICF Date de livraison, timbre ICF	
		Datum, Stempel und Unterschrift des Empfängers Date, timbre et visa du réceptonnaire			

