



#### 4 NATIONAL POLICY AND LEGISLATION IN TRADE AND TRANSIT

The key document regulating trade and transit operations in Uzbekistan is the Customs Code of Uzbekistan. The Law of Uzbekistan “On Transit” is under elaboration and consideration. Until its adoption provisions of Customs regulation of the transit prepared by Customs Committee of Uzbekistan and registered by Ministry of Justice are applicable.

In addition to this, in order to support country’s intention to attract additional transit cargo flows to pass through its territory, several legal acts were issued for rail, road, air and river transports.

However, in spite of these efforts, many operators report prevailing discrepancies in Customs formalities, e.g. between the provisions of TIR Convention and effective rules and regulations, which they need to follow even though creating additional “paper work”. Taking into account the number of border-crossing checks (e.g., phytosanitary, veterinary and/or radiological services), delays and duplication of Customs inspections (cargo is usually checked both at the border crossing point and inland Customs office) there is an obvious need to simplify existing procedures and regulations.

However monitoring delay cases usually evidences that consignors or even drivers are often responsible (not enough copies of documents, mistakes in documentation, etc.)

The adaptation and implementation of international Customs conventions is a core issue for Uzbekistan. The list of key international conventions for Uzbekistan includes now:

- On Establishing a Customs Co-Operation Council, (dated 15.12.1950 Brussels, joined 28.07.1992);
- On road traffic (dated 08.11.1968, Vienna, joined 28.12.1994)
- On road signs and signals (dated 08.11.1968, Vienna, joined 28.12.1994)
- On the International Transport of Goods Under Cover of TIR Carnets (TIR Convention) (dated 14.11.1975, Geneva, joined 31.08.1995)
- On the Contract for the International Carriage of Goods by Road (CMR), (dated 19.05.1956, Geneva, joined 31.08.1995)
- On Transit Trade of Land-locked States (dated 08.07.1965, New-York, joined 22.12.1996)
- Protocol to the CMR (dated 05.07.1978, Geneva, joined 30.08.1996)
- On the Harmonization of Frontier Controls of Goods (dated 21.10.1982, Geneva, joined 30.08.1996)
- On containers (dated 02.12.1972, Geneva, joined 30.08.1996)
- On Customs Treatment of Pool Containers (dated 21.01.1994, Geneva, joined 30.08.1996)
- On the Harmonized Commodity Description and Coding System (dated 24.06.1986, Brussels, joined 28.08.1998)
- European Agreement Concerning the Work of Crews of Transport Means Going on International Routes (AETR), (dated 01.07.1970, Geneva, joined 29.08.1998)
- On the Taxation of Road Vehicles Engaged in International Goods Transport (dated 14.12.1956, Geneva, joined 29.08.1998)



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- On the temporary importation of commercial road vehicles (dated 18.05.1956, Geneva, joined 25.12.1998)
- Agreement on the international carriage of Perishable Foodstuffs and on the special Equipment to be used for such carriage (ATP) (dated 01.09.1970, Geneva, joined 25.12.1998).

Other related international conventions are under consideration and the issue is to bring the national norms and regulations in line with the international ones.

Introducing electronic data exchange at Customs will be considered in the future. In 2011 the Government of Uzbekistan approved the law stipulating that particular imported goods (electronics, home equipment, etc) must be marked with barcode at Customs during clearing. This system should actually be put into operations during 2012. At present, it is under probe by potential users in order to uncover its potential technical malfunctions. This system should help speed up clearance procedures at the border eliminate possible mistakes while filling-in Customs declarations, etc. However importers feel that the system is mainly directed at preventing smuggling as borders are still pretty porous.

The bilateral relations of Uzbekistan in the field of Customs cooperation are presented in Table 1 above.