

INTERNATIONAL COOPERATION: THE ONE STOP PRINCIPLE IN CUSTOMS

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ABSTRACT: The article discusses the «One Stop» principle, which facilitates the process of crossing borders by reducing the number of stops. It is also emphasizing that this principle is an important step towards global progress and economic development. The article also describes the experience of several countries that have successfully implemented the «One Stop» principle in their customs practices.

KEY WORDS: One Stop, international cooperation, customs matter, customs control, customs posts.

International cooperation in customs is an important aspect of the modern world economy. It improves trade relations between countries, ensures the security of cross-border transport and combats the illegal movement of goods. One of the main instruments of international cooperation in customs is the World Customs Organization (WCO). This organization was established in 1952 and today unites more than 160 member countries. It develops standards and rules for customs procedures, promotes the facilitation of trade processes and the fight against smuggling. In addition, international cooperation in the customs business is carried out through bilateral and multilateral agreements between states. Such agreements regulate customs procedures, establish rates of customs duties and taxes, and also determine the procedure for interaction between customs authorities. An important aspect of international cooperation in customs is the exchange of information between

the customs services of different countries. This makes it possible to effectively combat smuggling, prevent the illegal movement of goods and ensure the security of cross-border transportation.

One example of international cooperation in customs is the interaction of the customs services of neighboring countries on the principle of "one stop". The principle of "one stop" in customs involves the creation of a single center where the customs authorities can perform all the necessary procedures for the import and export of goods. This allows you to speed up the customs clearance process, reduce bureaucratic barriers and reduce logistics costs. Currently, many countries are implementing this principle in their customs services, which facilitates trade and promotes international cooperation in customs. This principle has been successfully introduced into the practice of a number of countries, such as Japan, China, the USA and others. A classic example of international cooperation between neighboring states is the organization of control on the joint border of Norway, Sweden and Finland.

The Scandinavian countries have concluded an agreement on the establishment of a "one-stop" border checkpoint. The main idea of this type of cooperation is that checks and formalities should be carried out in one place, and in such a way that the customs authorities of one party can control the payment of customs duties, compliance with import and export formalities, as well as other customs regulations on behalf of the customs authorities. departments of the other side. Customs administrations at the Norwegian-Swedish and Norwegian-Finnish border crossing points use a common infrastructure, with each country's staff working on a common area, which makes it possible not to establish customs checkpoints on both sides of the border.

The Scandinavian experience has proved that the organization of control on the principle of "one stop" saves time, human resources and reduces financial costs for both border agencies and business entities. Since this cooperation has been going on for a long time (since 1960), it is currently difficult to accurately assess the benefits that Finland, Norway and Sweden receive. In the mid-90s, a calculation was made as to what the consequences would be for Norway (which is not a member of the EU) if it had to replace the existing cooperation mechanisms with Finland and Sweden, maintaining the same level of service after Finland and Sweden joined the EU.

The calculation showed the following:

- 10 new customs checkpoints would have to be opened on the Norwegian side of the border;

- it would be necessary to hire 100 new customs officers;
- NOK 100 million (approximately US\$16 million) would be required for additional customs costs for new buildings, wages, etc. (50% of the indicated costs are one-time investments, 50% are annual expenses);
- additional average annual cost to businesses of NOK 250 million (approximately USD 39 million) mainly due to increased customs clearance times and the need to stop twice at the border.

Another example of this kind of cooperation is cooperation in the field of customs control and automation of electronic information exchange between Georgia (a country that signed the Association Agreement with the EU) and Turkey (an official candidate for EU membership). Control at checkpoints is organized as follows: the country of departure accepts the declaration, and the country of entry exercises control. When the vehicle enters the customs control zone, all the necessary information is sent electronically from the country of exit to the country of entry. All formalities are carried out in accordance with the legislation of the country of entry. Upon receipt of electronic confirmation of the successful completion of all formalities in the country of departure, in the country of entry, passengers and vehicles are allowed to leave the customs control zone. The electronic information exchange system between Georgia and Turkey provides a continuous flow of data on vehicles and containers prior to their arrival in the country of entry, as well as the possibility of risk analysis based on the information received. Data exchange takes place over a secure private network, electronic messages are transmitted in packet mode, at a given frequency and in XML format. Thus, thanks to the use of information systems and the conclusion of the necessary agreements, Georgia and Turkey have implemented the basic principles of IBM for bilateral cooperation.

Based on the experience of foreign countries, as well as the study of the current customs administration, it is proposed to introduce the "One stop" principle at the border customs posts of Uzbekistan and Kazakhstan, which will significantly simplify customs control procedures and speed up the process of transit of goods across the border. Thanks to this, entrepreneurs and cargo carriers will be able to reduce the time to go through customs procedures, reduce the cost of transporting and storing goods, as well as reduce the possibility of corruption and illegal actions. The "One stop" system is a principle that involves carrying out checks at the border together with the customs authorities of a neighboring country.



Information about persons, vehicles, cargo and goods is provided once. This greatly simplifies the process of crossing the border, reduces time and financial costs.

To achieve this goal, one of three principles is applied.

a) The customs authorities of two neighboring countries agree on border checks in one direction only. In this case, one country only checks for imports, and the checks for export are provided to the customs authorities of the neighboring country, a similar mechanism is applied by the customs authorities of the neighboring country. This greatly simplifies the process.

b) in many countries such a mechanism is achieved through the creation of joint posts. In this case, instead of two separate posts on each side of the border, one post is created in the neutral zone between them. At the same time, the regulatory authorities of both countries will work in the same building.

c) the customs authorities of the two countries carry out joint work on the territory of only one - a more developed country (having a large number of technical means of customs control, amenities, territory, etc.). In this case, the employees of both countries work in the same building of the customs post.

The principle of creating joint posts is to facilitate the border crossing process by reducing the number of stops. The activities of the regulatory bodies of both countries are concentrated in a single joint building. This greatly simplifies the process of moving the border, less time is spent on transporting goods, infrastructure costs are reduced, and the exchange of information between the services of both countries is accelerated and becomes more efficient.

In addition, in order to increase the efficiency of the customs authorities, it is proposed to integrate the E-TRANZIT system and IS ASTANA-1, the Transit Module, which will allow exchanging data on transit cargo. For your information, the main purpose of the IS "Integrated Customs Component of the Automated System of Customs and Tax Administration" (IS "ASTANA-1") is to optimize and automate customs procedures related to preliminary information, movement of goods across the customs border, placement of goods under customs procedures, and conducting customs control, including control after the release of goods and reducing the administrative, financial and time costs of participants in foreign economic activity of the Republic of Kazakhstan. IS "ASTANA-1" covers all customs procedures and operations, along with a high level of integration with the tax databases of the State Revenue Committee of the Ministry of Finance of the Republic of Kazakhstan, carries out information interaction with other systems of state bodies of the Republic of Kazakhstan and the EAEU countries. As for E-TRANZIT, this system provides for preliminary information about incoming goods, and is also aimed at speeding up customs clearance and reducing the time spent crossing the customs border of the Republic of Uzbekistan by vehicles.

Thus, to cross the customs border of Kazakhstan, it is necessary to provide a PI through the IS "ASTANA-1". So, for example, if the cargo is moving in the direction of China-Uzbekistan, then when crossing an intermediate point in Kazakhstan, information about the cargo (including the sender, recipient, information about the product, destination, etc.) has already been provided to the customs authorities in the IS "ASTANA-1".

It is necessary to create a platform that ensures the exchange of information, as well as the automatic generation of transit declarations based on the data entered in one of the systems. Integration of the "E-TRANZIT" system with the IS "ASTANA-1" The "Transit" module will simplify the process of crossing the customs border, will lead to a reduction in cash costs and a reduction in the time spent on crossing the border. The analysis carried out shows that an important aspect of customs control is its international cooperation. Within the framework of international agreements, states interact with each other, which positively affects the development of both countries. The introduction of "One Stop" systems and the integration of the information systems of the two countries can be a big step in establishing a new level of international cooperation.

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