

## **PROCESSES OF DIGITIZATION OF CUSTOMS OPERATIONS IN THE REPUBLIC OF UZBEKISTAN**

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The 25th goal of the Development Strategy of New Uzbekistan, approved by the Decree of the President of the Republic of Uzbekistan dated January 28, 2022 PF-60, is called "Turning the digital economy into the main "driver" sector and carrying out work aimed at increasing its size by at least 2.5 times" and implementing it. The main stage of the increase is defined as "increasing the level of digitization of production and operational processes in the real sector of the economy and in the financial and banking sectors to 70% by the end of 2026."

Thus, the 84th goal of the Strategy is called "Identifying sectors and industries prone to corruption, increasing the efficiency of the system for eliminating corruption factors, forming an intolerant attitude towards corruption in society" and the first task of its implementation is "The use of modern information, including artificial intelligence technologies, to combat corruption." implementation" is defined.

On April 27, 2022, the Decree of the President of the Republic of Uzbekistan "On additional measures to improve the customs administration" No. PF-122 was adopted in the direction of ensuring the implementation of the tasks set by the development strategy. With this decree, the main goal is to "take the customs administration to a new level, drastically reduce the human factor through the digital transformation of customs and cargo operations, and transform the customs sector into a corruption-free system based on the principles of openness, transparency and reliability." "Road map" consisting of three items has been approved. Among them, 45 items are related to the digitalization of customs activities, including 15 items for the development of electronic services, 16 items for the development of automated information systems, 10 items for the establishment of inter-ministerial and inter-agency data exchange, and 4 items for the improvement of infrastructure.

Paragraph 22 of the "Roadmap" includes "Digitalization of information related to vehicles entering the Republic, as well as automatic calculation and payment processes in advance of fees to be paid at border crossing points" and the creation of the mobile application of the "e-Transit" system, as well as its paragraph 41 with "The procedure for electronic submission of initial information on goods transported by railway transport to the customs authorities was established. In this regard, the task of "e-Transit" information system development" is of particular importance.

In order to ensure the fulfillment of the above duties, a number of directions of the customs authorities, in particular, the automated information system "e-Transit" were developed and put into practice by the order of the Customs Committee No. 232 of October 3, 2022.

"e-Tranzit" automated information system for the control of foreign goods imported into the customs territory of the Republic of Uzbekistan and transited through the territory of the Republic of Uzbekistan from the sending customs authority to the customs authority at which the goods arrive, for the electronic review of the transit declaration submitted by the declarant to the customs authority is designed, it consists of 2 modules working in an integral relationship with each other:

- CARGO-CUSTOMS: service of providing advance information about goods and vehicles;

- CARGO-CUSTOMS: Transport control.

Module 1 of the automated information system "e-Tranzit" - CARGO-CUSTOMS: The service of providing advance information about goods and vehicles is not intended for use by customs officials, it is provided by TIF participants, customs brokers or declarants to customs authorities about goods and vehicles in advance automates submission of electronic information in the form of "Transit declaration". This system is called "e-Transit" in practice.

Module 2 of the automated information system "e-Tranzit" - CARGO-CUSTOMS: Transport control is intended for the use of customs officers and is used in the process of formalizing submitted declarations. This system is called "e-Transit" in practice.

Despite the fact that the automated information system "e-Tranzit" was put into practice not long ago, it has gained a strong place in customs activities, and today it is difficult to imagine the process of organizing customs control without this system. This requires every customs official to learn this system perfectly and have the skills to use it in practice. Especially, this issue is a very urgent task for cadets studying at the customs institute today.

Customs transit is one of the most important structural links in the cross-border movement of goods. The process of transfer of goods from the sender to the receiver implies compliance with specific customs regulations established in order to ensure safety and eliminate the risk of violation of customs legislation. Usually, for the implementation of these rules, various international legal documents aimed at harmonizing the procedures and facilitating the conditions of transit of goods are developed.

Special attention is paid to the issue of customs transit in the national legislation of the Republic of Uzbekistan, which is reflected in the Customs Code and other legal documents. This process is carried out on the basis of the principles of establishing customs control over transit goods moving from the territory of the country to third



countries or foreign trade goods moving between border and internal customs posts. According to the order No. 189 of June 6, 2019 of the State Customs Committee of the Republic of Uzbekistan "On measures to further improve the system of electronic registration of vehicles and cargo transported in them", the guidelines for electronic maintenance of the cargo delivery control book (YBNK) have been approved in this process.

Until 2022, the process of keeping and accounting of UBNK was planned to be carried out at all border customs posts with the help of the single automated information system "Auto" ("Auto" AAAT), its activity was aimed at ensuring decision-making based on the automation of information processes.

At the same time, the conducted studies show that, despite the fact that "Auto" YaAAT has served as an important instrument in the organization of customs control over foreign trade goods transported by motor vehicles for more than 15 years, a number of problems arise in the implementation of customs transit with its help.

In particular:

1) The possibilities of "Auto" YaAAT do not meet the requirements of the "two pillars" principle of the information and technical policy carried out by the management of the customs service.

It is known that the "Framework Standards for Secure and Facilitating Global Trade" (Framework Standards for Secure and Facilitating Global Trade), adopted by all members at the session of the World Customs Organization on June 23, 2005, is based on two main pillars: a) cooperation with the customs administrations of other countries; b) cooperation between the customs service and the business community.

Based on this principle, the management of the customs service of our country has two modules of all information systems: a module for the use of customs officials businessmen working in close connection with it are required to have a module for use.

2) The technical capabilities of "Auto" JSC did not fully respond to the volume of today's foreign trade turnover. For this reason, traffic jams of cargo vehicles are often observed at border customs posts in recent years.

3) "Auto" YaAAT does not interact with the Risk Management System at customs and does not allow decision-making using risk profiles. This has a great negative impact on the efficiency of customs control.

4) "Auto" JSC requires direct communication with the entrepreneur or freight forwarder and submission of necessary documents in paper form. This has a negative impact on making the customs service a corruption-free system.

5) The absence of a single payment system in the "Auto" YaAAT system, that is, the presence of redundant operations, such as the fact that the existing fees that must be paid at the border are made separately to the accounts of the licensing state authorities. This practice had an impact on the productivity of customs control, as the main time was

spent on the manual calculation of duties by officials and monitoring the correct collection.

6) The lack of automatic detection of notarial measures in the "Auto" YaAAT system and the lack of possibility to check the existence of permits or certificates of the relevant ministries and agencies through the "Yagoda Window" system during the advance presentation of goods requiring notarial measures led to the interference of the human factor in the system.

A number of other reasons mentioned above and not mentioned again emphasize the importance of comparative analysis of the capabilities of "Auto" YaAAT with other international information systems such as eTIR, NSTS, and decision-making regarding the solution of these problems.

In a word, the digitization processes carried out in the customs authorities have the following goals:

Reducing the time spent on customs control and clearance of foreign goods transported through the territory of the Republic of Uzbekistan;  
speedy implementation of customs control and clearance, increase of revenues from taxes and customs fees to the budget of our country;  
ensuring the compliance of customs procedures with world standards and collection of fees by control bodies at border customs posts on the basis of a single document;  
achieving a significant reduction in the time spent on customs control and clearance processes;

Fundamental reform of the state service delivery system, cancellation of registration of goods and vehicles at border customs posts by customs authorities, digitization of these processes using existing information, creation of wide facilities for participants of foreign economic activity.