

On Issues Of Digitization Of Documents Used In International Transport In Uzbekistan

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Abstract – This article is devoted to the issues of electronic translation of the TIR Carnet, waybill (invoices) and CMR documents used in international road transport of goods. The foreign experience of translating these documents into electronic form is also widely covered. The article presents a systematic approach to the identified problems and formulated conclusions and suggestions for their solution.

Keywords – International Road Transportation of Goods, export, import, surplus, TIR CARNET, CMR, e-TIR CARNET, e-CMR, e-waybill (invoices), Republic of Turkey, Republic of Iran, Republic of Uzbekistan, national carrier, national interest, international image.

I. INTRODUCTION

One of the main conditions for ensuring the competitiveness of the commodity markets of Uzbekistan in the world market is the improvement of cheap, fast and safe transport logistics.

At the same time, it was noted in the appeals of the head of State to the Supreme Assembly of the Republic of Uzbekistan, which he made in the last three years.

In particular, on December 22, 2017, practical instructions were given on the creation of the "National Logistics Portal" in order to support national carriers, create additional conditions for entrepreneurs. [1]

Also, in the application made in 2018 year, such tasks as the restoration of customs duties that meet modern requirements and operate on the basis of the principle of "single window" were defined.

In the next appeal of the head of State, which was made on 24 January of this year, practical measures were taken to expand cooperation with the CIS countries in trade and economic spheres, as well as to develop the program "digital Uzbekistan-2030". It is also possible to know that Uzbekistan does not have a high place in the international ranking of the following countries, which was established among 190 countries of the World [2].

Table 1. Top-5 countries and the role of Uzbekistan in the rating of the annual report "Doing Business" of the World Bank

	Countries (place / points)	202 0y.	201 9 y.	201 8 y.	201 7 y.	2016 y.	2015 y.
1.	New Zealand	1/8 6,80	1/8 6,59	1/8 6,55	1/8 7,01	1/87, 34	1/88, 27

2.	Singapore	2/8 6,2	2/8 5,24	2/8 4,57	2/8 5,05	2/86, 79	2/86, 91
3.	Denmark	4/8 4,30	3/8 4,64	3/8 4,06	3/8 4,87	3/84, 40	4/84, 20
4.	Hong Kong	3/8 5,30	4/8 4,22	5/8 3,44	4/8 4,21	5/83, 67	3/84, 97
5.	Republic Of Korea	5/8 4,00	5/8 4,14	4/8 3,92	5/8 4,07	4/83, 88	5/83, 40
6.	Uzbekistan	69/ 69,90	76/ 67,40	74/ 66,33	87/ 63,03	87/62 ,60	141/5 4,26

II. RESEARCH METHODOLOGY

In order to organize and manage the transportation of goods and vehicles in the Republic of Uzbekistan, to study the importance of logistics infrastructure, dynamic range of induction and deduction, economic-statistical analysis and synthesis, statistical grouping, experimental observation, systematic analysis, comparison and other methods were used during the research.

III. ANALYSIS AND RESULTS

As we all know, one of the main factors affecting the transition of the country to the digital economy can be seen when the foreign trade turnover of Uzbekistan (tsa) is increasing in significant share over the Year [3]. In particular, according to the report of the state statistics agency, the above opinion can be expressed in the following figures (billion. In US dollars):

Table 2. Foreign trade turnover of the Republic of Uzbekistan

	2014 y.	2015 y.	2016 y.	2017 y.	2018 y.	2019 y.	2020 y.
FTT	27,53	24,92	24,23	26,56	33,43	42,2	36,3
Export	13,54	12,50	12,09	12,55	13,99	17,9	15,12
Import	13,98	12,41	12,13	14,01	19,43	24,3	21,17
Trade balance	-0,44	0,091	-0,043	-1,46	-5,45	-6,4	-6,04

At the same time, today, it is possible to know that the number of TIR CARNET and cargo delivery control manuals (YUEBNK in subsequent places), which are formalized for cargo Auto mounts moving through the borders of the Republic customs, increases year by year [4]. In particular, the dynamics of 2014-2019 years is as follows:

Table 3. Number of Official Tire CARNET and YUEBNK in Uzbekistan

	2014 y.	2015 y.	2016 y.	2017 y.	2018 y.	2019 y.	2020 y.
Export	48278	51840	76349	93007	114540	155452	170160
Import	93236	83159	88214	110791	221723	305896	242427
Transit	34240	27334	24913	30631	36465	46219	45262
Total:	175754	162333	189476	234429	372728	507567	457849

The increase in the volume of foreign trade burdens and the introduction of digital information technologies in this direction in the implementation of effective customs control over them remains a prerequisite for the period.

In this regard, it is worth noting that the decree of the president of the Republic of Uzbekistan "on additional measures to improve customs administration and increase the efficiency of the activities of the bodies of the state customs service of the Republic of Uzbekistan" dated November 24, 2018 on the introduction of the Eat in international cargo transportation" PD-5582 - the army of In this document, in total 3430 vehicles were loaded into vases for one day at the border customs posts of the Republic.

Also in these terminals, if foreign trade cargo is not formalized remotely, then 50 km from the state border. dan-1500 km. it leads to excessive financial costs and time spent on business entities operating at a distance of up to and including the cost of capital.

In this regard, the need for electronic transfer of transport and commercial documents, which are currently used in international shipping, is increasing. At present, it is necessary to consider the issue of electronization of TIR CARNET (hereinafter referred to as TIR), CMR and invoice (invoices) documents, which are mainly used in international transportation of cargo vehicles.

On the introduction of electronic tire Carnet:

The TIR booklet, which is being used today in international transportation, is one of the important documents in World foreign trade. While the trends in the use of this TIR booklet are being focused on, although the dynamics of the decline of the booklets distributed around the world is currently observed, Uzbekistan is leading among the countries of Central Asia with the increase in the amount used by the national carriers by the Year [5]. The above idea can be substantiated by the following table:

Table 4. Number of tire Carnets distributed by IRU to the states

State	2012 y.	2013 y.	2014 y.	2015 y.	2016 y.	2017 y.	2018 y.	2019 y.
Uzbekistan	17500	7500	9000	9000	27000	14000	32400	43000
Kazakhstan	19000	25000	24200	18500	23500	21300	14700	15000
Turkmenistan	6000	7500	11000	13000	13000	1000	6000	14000
Kyrgyzstan	17100	22200	20900	9300	4800	4100	2000	2000
Tajikistan	2950	3500	4000	2500	2350	3100	3400	2300

In particular, the opinion of experts on technical and conceptual aspects of the digitization of the tire booklet was widely discussed in the 151-th chapter of the economic and Social Council of the United Nations on 5-8 February 2019. It was also the first in the world to receive international cargo between the Islamic Republic of Iran and Turkey using e-Tir as a test in March 2016 [6]. In this test practice, the following advantages came from a test project between the countries of Iran and Turkey.

Facilities for customs bodies

- Accelerate the implementation of customs control, as well as reduce the volume of work with documents in simplification;
- Reliable web services are provided by the International Automobile Transport Association (IRU) and the European Economic Commission of the United Nations to the customs authorities, in which there is an opportunity to check in Real time All information on international transport, as well as electronic guarantees of authenticity;
- The possibility of Customs employees to obtain a wide range of information on the information in the TIR CARNET booklet, in which information on all intermediate customs offices, electronic declarations of international cargo, sender and receiver customs offices, comparative means (fillings). Also in the introduction of this system, there are advantages such as the fact that there is no chance of violations of the law related to international shipments.

Convenience for the owner of the booklet and international cargo carriers

- Savings In The Time Of Going To Buy A Booklet In The Form Of Paper. Receipt Of A Booklet In Real Time, As Well As The Absence Of The Need To Purchase A Booklet For A Reserve;
- The Online Implementation Of The Payment Policy Will Save The Time Of Arrival Of The Owner Of The Booklet To The National Associations, As Well As The Absence Of Daily Expenses;
- Carriers Reduce The Likelihood Of Speed And Error In The Formation Of Information In The Booklet As A Result Of The Automatic Formation Of Data Before The Publication Of Electronic Booklets;
- Also One Of The Main Achievements Of E-Tir Is That There Will Be No Problems Even If This Booklet Is Lost. The Owner Of The Booklet Will Have The Right To Re-Print It Through The Computer At The Desired Time And Submit It To The Customs Authorities For Formalization. (For Information: In Case Of Loss Of The Previous Tir Carnet Booklet, All Facilities And Facilities Associated With This Booklet (Such As The Guarantee Amounts Of The Guarantee Organizations, Simplified Procedure Checks Of The Customs Authorities) Will Lose Their Power);

Facilities for national associations

- Convenience and reliability in issuing guarantees for international road transport in Real time;
- Absence Of The Need To Remove The Booklet As A Reserve, The Possibility Of Monitoring The Booklet Online For Its Use In International Transport;
- In Case Of Detection Of Any Interruptions With The Carrier, Immediate Help Of The Owner (Carrier) Of The Booklet Will Be Provided;
- Convenience In Carrying Out Tasks Related To The Performance Of Customs Incoming Requests (Reports Of Different Views, Data, Etc.), As Well As Being Considered As An Effective Tool In Risk Management.

Currently, the price of one tire CARNET booklet is distributed by the International Association of automobile carriers (IRU) to national associations at a price of 6 sheets from 35 to 165 US dollars, and 14 sheets from 69 to 197 US dollars. In particular, 6 sheets of paper are sold to national carriers of Uzbekistan from 38, 14 sheets from 77 US dollars [7].

On the introduction of electronic CMR

At present, one of the main transport documents in international transport is an Additional Protocol on the transfer of CMR to electronic form (e-CMR) signed in Geneva on February 20, 2008 and entered into force on June 5, 2011.

To date, an additional protocol has been introduced in 6 years (2011 - 2017 y.) 17 states have ratified this treaty. In practice, according to this document, the first marotaba 2017 year in Yanvar, international shipments between France and Spain were tested through e-CMR and gave its positive results. In this transport, by the national carrier of Spain Primafrío, apelsin tavarini is 1300 km from Uelva(Spain)to the city of Perpignan(France).the league was transported at a distance. Starting from December 1, 2017, Belgium, the Netherlands and Luxembourg launched a three-year experiment on the introduction of e-CMR practice. And since March 1, 2018, all logistics and transport companies in the Benelux countries are practically supporting this hujjatni in case of electronization.

Based on the data of the International Automobile transport Union (iru), it gives the following advantages of e-CMR in practice:

1. Regarding the reduction in spending:

- 3-4 Times Reduction In The Time Of Processing Of Documents;
- Acceleration Of Administrative Formalities (Reduction Of Data Entry In Documents, Lack Of Archive And Paper Work, Elimination Of Cases Such As Faks, Copywriting, Typesetting;
- Accuracy In Calculations And Elimination Of Cases Of Discrepancies Between Them During Unloading And Loading Of Goods.

2. On the increase in transparency of international shipping:

- Accuracy Of Information Contained In Documents (E-CMR Is Confirmed By An Electronic Digital Signature, It Is Not Possible To Change The Information Contained In It);
- Availability Of Tracking And Control After Shipment;
- Includes Capabilities Such As Real-Time Knowledge On Receiving Information About The Delivery Of The Cargo.

In this regard, official data of the transport and Logistics Association of the Netherlands, the amount of 180 million Manats per year. It became known that in the formalization of funds in the amount of euro, as well as each electronic SMR document, up to 4,5 euro will be spent. In place of the information, about 40 million pieces of transport cargo letters per year are drawn up in the Netherlands. At the same time, according to the opinion of the permanent representative of Iru in Eurasia, today, if the formalization of one paper-form CMR document will cost 6,23 euros, then the cost of 1,50 euros in electronic Form[8].

Proceeding from this, only in 2019, by transferring the CMR document into electronic form, the participants of foreign economic activity received 2.5 million rubles. savings close to the euro can be saved. In particular, these figures are shown in detail by the table below in the section of years.

Table 5. Expenses to be spent on the number of Tir CARNET and YUEBNK official in Uzbekistan

CMR form and number	2015 y.	2016 y	2017 y	2018 y	2019 y
Total number	162333	189476	234429	372728	507567
Paper (6.23 euro)	1011334	1180435	1460492	2322095	3162142
Electron(1.5 euro)	243999	284214	351643	559092	761350
Difference (profit)	767335	896221	1108849	1763003	2400792

Taking into account the above, this information can be drawn from the comments in the analytical material and draw the following conclusion:

First of all, there is a need to transfer documents used in the transportation of foreign trade cargo (mainly TIR CARNET, CMR, invoice to electronic form;

Secondly, the increase in the scale of international cargo transportation in the countries of high-level trade partners with Uzbekistan(Russia, China, Turkey, Iran, Kazakhstan) is increasing the demand for the electronization of documents used in this process;

Third, as a result of the non-application of these documents in electronic form, Uzbekistan has a negative impact on its export and transit potential, which requires excessive time and cost in the formalization of these documents;

Four, when formalizing foreign trade cargoes, they are holding them for a long time at state border posts, as a result of which the state has been negatively impacted by improving its position in prestigious international ratings (such as LPI, Doing Business, Transparency International;

Fifth, the transition of the Republic to the digital economy and the digitization of the international transport process, which is a component of the country's electronic government, the transfer of the documents used in it to the electronic form remains one of the most urgent tasks.

Therefore, in order to eliminate the problems and shortcomings in this regard, the following proposals are put forward.

1. On the application of electronic TIR Carnet in international transport, the army is conducted under the auspices of international organizations as a test in practice with countries. Bunda is desirable to carry out with Kazakhstan, which is advanced in IT technology in Central Asia.

2. on e – CMR signed in Geneva on February 20, 2008, creating a working group at the government level on the ratification of the Additional Protocol, which entered into force on June 5, 2011. Also, bunda is also launching a testing process in partnership with IRU.

3. Currently, the introduction of electronic invoices (e-invoice) in the form of a test, even in international shipments, taking into account the fact that they are practically introduced in the state bodies. Bunda see supporting the testing process at border duty posts with low volume of work.

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