

**AGREEMENT
BETWEEN THE GOVERNMENT
OF THE ISLAMIC REPUBLIC OF PAKISTAN AND THE
GOVERNMENT OF THE REPUBLIC OF UZBEKISTAN
ON TRANSIT TRADE**

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PREAMBLE

The Government of the Islamic Republic of Pakistan and the Government of the Republic of Uzbekistan, hereinafter referred to as the Contracting Parties,

DESIROUS of strengthening the economic ties between their two countries on a mutually beneficial basis,

RECOGNISING the right of the Republic of Uzbekistan to freedom of access to the sea as an essential principle for the expansion of its international trade and economic development,

ADMITTING the importance of connecting the Republic of Uzbekistan through the territories of Islamic Republic of Afghanistan and third countries and Islamic Republic of Pakistan to sea ports; and Islamic Republic of Pakistan's connectivity with Central Asia,

REITERATING their commitment to ensure smooth, rapid and efficient movement of goods, luggage and vehicles from, to and through the territories of the states of the Contracting Parties;

ACKNOWLEDGING the need for effective reciprocal transit services between the Contracting Parties;

Have agreed as follows:

SECTION I GENERAL PROVISIONS

ARTICLE 1 PURPOSE AND OBJECTIVES

The Contracting Parties agree to facilitate the movement of goods through territories of their respective States and to provide transit services/facilities in accordance with their national legislations and the provisions of this Agreement.

The Contracting Parties shall take all necessary measures:

(a) to ensure the efficient and effective administration of transit goods being carried in all types of transport, avoiding unnecessary delays and costs in the movement of goods and commercial vehicles through the territories of their States;

(b) to bring about the simplification, transparency and harmonization of documentation and procedures relevant to goods and traffic in transit;

(c) to promote intermodal freight transport;

(d) to enhance cooperation to facilitate bilateral and transit trade to support the economic growth of the two countries;

(e) to cooperate for control of illicit trade between and through the territories of their States.

ARTICLE 2 DEFINITIONS

For the purpose of this Agreement, the following terms shall have the meaning hereby assigned to them:

Bilateral trade means exchange of goods and services between two countries, passing through third country or directly;

Carriers means legal or natural person responsible for the transport of goods by rail, road, and other means of transportation as agreed between the Contracting Parties either directly or using a third party, and by whom, or in whose name, a contract of carriage for hire or reward has been concluded;

Container means standardized receptacle or loading unit for freight to enable (i) loading and unloading (ii) movements by one or more modes of transport, without intermediate reloading and (iii) locking and sealing;

Cross border traffic means traffic originating from the territory of the State of one Contracting Party that ends up in the territory of the State of other Contracting Party;

Cross Stuffing means transfer of goods from one container to another container or any other mode of transportation as per TIR specifications, in the premises of the port/off dock terminal under Customs supervision;

Customs means the Government Service which is responsible for the administration of Customs laws and the collection of import and export duties and taxes and which also has responsibility for the application of other laws and regulations relating, inter alia, to the importation, transit and exportations of goods;

Customs control means measures applied to ensure compliance with the laws and regulations relating to the importation, transit and exportation of goods which the Customs are responsible for enforcing;

Custom Transit means the customs procedure under which goods are transported under customs control from one customs office to another;

Custom Office means customs administrative unit competent for the performance of the customs formalities and the premises or other areas approved for that purpose by the competent authorities;

Dangerous goods means substances, materials, products and wastes, which, due to their characteristics and features in presence of certain factors, during transportation, loading or unloading process may cause explosion, fire or damage of carried goods, technical facilities, equipments, buildings, constructions and other objects as well as damage of human health and life, environment;

Examination of goods means the process of physical ascertainment by Customs of nature, condition, quantity and value with reference to transit documents submitted;

Freight forwarder means a legal person having a contract of freight forwarding services with a shipper;

Freight forwarding service means a type of transport service associated with the organization of the process of sending and receiving cargo, as well as the performance of other types of work related to the carriage of goods in accordance with the contract of freight forwarding;

Home country means for transport operators, the country of establishment, and for vehicles, and the country of registration;

Host country (country of destination) means the country where transportation of goods is performed;

Import duties and taxes means Customs duties and all other duties, taxes, and other charges levied in accordance with national legislation on, or in connection with, the importation of goods, but not including the cost of services rendered;

Inspection of Goods means the superficial process of confirmation that the marks and numbers of bulk in open cargo and container number and seal number for the containerized cargo are in accordance with the particulars furnished in the Goods Declaration or bill of lading;

International transport means transport between the territories of the states of the Contracting Parties (bilateral traffic) or through the territory of the state of the other Contracting Party (transit traffic);

Intermodal freight transport means movement of goods in one and the same loading unit (container) which successively uses two or more different modes of transport, without the goods themselves being handled;

Internal traffic means carriage of goods loaded in the territory of the States of the Contracting Party for unloading at a location within the territory of the same Contracting Party; internal traffic is also referred to as “cabotage”;

Means of transport means road vehicles and railway rolling stock and other means as agreed between the Contracting Parties aimed at transporting goods;

Medico-sanitary inspection means the inspection exercised for the protection of the life and health of persons;

Multimodal transport (which is also known as combined transport) is the movement of goods using more than one mode of transportation, but under the terms of a single contract;

National legislation means the entire body of national or local laws and regulations in force in respective countries of the Contracting Parties;

National treatment means a Contracting Party shall grant according to its national legislation treatment to services and services suppliers of the other Contracting Party, no less favourable than that which it accords to its own like services and service suppliers;

Port of Entry/Exit (Border crossing point) means the territory (part of the territory) of border railway stations and highways, sea ports, river ports, airports (aerodromes) open for international relations, as well as persons, vehicles, goods, other property, livestock across the State Border of the States of the Contracting Parties other specially equipped place where border, customs and other types of control of goods, seeds, planting material, other products of animals and plants are carried out;

Protocol means a document attached to this Agreement setting out specific technical and administrative arrangements;

Phyto-sanitary control means the inspection intended to prevent the spread and the introduction across national boundaries of pests, plants and plant products;

Road Transport Permit means a document issued by a competent authority of one Contracting Party that allows vehicles registered in the territory of the state of the other Contracting Party to enter or exit or transit through its territory;

Shipper means any natural or legal person by whom or in whose name a contract of carriage of goods has been concluded with a carrier, or any person by whom or in whose name the goods are actually delivered to the carrier in relation to the contract of carriage of goods;

Third country means a country that is not a Contracting Party to this Agreement;

Transit means movement of goods (including unaccompanied baggage) and vehicles in transit across the territory of the state of a Contracting Party, when the passage across such territory, with or without transshipment, or change in the mode of transport, is only a portion of a complete journey which begins and ends beyond the borders of the state of the Contracting Party across whose territory the traffic passes;

Transit country means a country through the territory of which the transit traffic passes;

Transit transport corridor means a route in the respective territories of the states of the Contracting Parties for use by the other Contracting Party for their traffic in transit;

Transport for hire or reward means the carriage for remuneration, of goods, on behalf of third parties;

Transport for own account means a transport operation that is an ancillary activity of an enterprise aimed at moving the goods that are the object of its commercial activity in vehicles owned by the enterprise and operated by its employees;

Transport Operator (TO) means legal or natural persons engaged in transportation who, in conformity with the national regulation of their country are permitted to carry out international transport operations between the territories of the states of Contracting Parties or between his home country and to/from a third country through the territory of the state of the other Contracting Party;

Transport unit means aircrafts, river transport, freight containers of international specifications transported by road, railway wagons or road vehicle including trailers, semi trailers;

Vehicle means any rigid road vehicle, articulated vehicle, unaccompanied trailer or semi trailer;

Veterinary-sanitary inspection means the inspection applied to animals and animal products with a view to protecting the life and health of persons and animals, as well as that carried out on objects or goods which could serve as a carrier for animal disease.

SECTION II RIGHT OF TRANSIT

ARTICLE 3 FREEDOM OF TRANSIT

1. There shall be freedom of transit through the territory of the states of each Contracting Party, via the pre-settled routes most convenient for international transit, for traffic in transit to or from the territory of the state of

other Contracting Party. No distinction shall be made which is based on flag of the vessel, the place of origin, departure, entry, exit or destination, or on any circumstances relating to the ownership of goods, vessels or other means of transport.

2. If a Contracting Party considers that certain goods or categories of goods permitted for transit are being illegally imported into the territory of its state and causing damage to the economy, industry or income from imports, such Contracting Party, in accordance with national legislation, shall take measures in the form of a prohibition or introduction of quantitative restrictions on the transit of such goods.

SECTION III TRANSIT TRANSPORT CORRIDORS

ARTICLE 4 DESIGNATION OF TRANSIT TRANSPORT CORRIDORS

1. The routes used for transit traffic through the territories of the Republic of Uzbekistan and the Islamic Republic of Pakistan shall include:

(i) maritime ports in the territory of the Islamic Republic of Pakistan, i.e. Karachi Port, Port Qasim and Gwadar Port;

(ii) road and rail links between these ports and border crossings with Islamic Republic of Afghanistan at Torkham, Ghulam Khan and Chaman;

(iii) airports in the territories of the Republic of Uzbekistan and the Islamic Republic of Pakistan;

(iv) transit rail/ road corridors through the territories of the Islamic Republic of Pakistan and the Republic of Uzbekistan; and,

(v) land stations between the states of the Contracting Parties, or between the state of one Contracting Party and a third country.

2. Annex 1 to this Agreement on "International Transit Transport Corridors and Ports/Border crossing point of Entry and Exit" defines routes and points of entry and exit for the transport of goods in transit. These corridors may be discontinued or new ones added upon mutual written agreement.

3. The routes for international transit through the territory of the Republic of Uzbekistan shall include road, railway, seaway and riverway links to/from its land border crossings with the Islamic Republic of Afghanistan to/from its land border crossings with Turkmenistan, the Republic of Tajikistan, the Kyrgyz Republic and the Republic of Kazakhstan.

4. Additional routes may be agreed between the Contracting Parties. Goods moving via these routes shall be entered at the proper Customs ports prescribed by each party.

5. Adequate transit and other facilities including warehousing shall be provided by the Contracting Party concerned at the ports and/or any mutually agreed customs approved areas.

6. The provisions of this Agreement shall not apply to Transit Traffic Services through the airspace of the Contracting Parties.

ARTICLE 5
SAFETY OF TRAFFIC IN TRANSIT AND
USE OF MULTIMODAL TRANSPORT

1. The Contracting Parties undertake to encourage and promote multimodal transport.

2. Multimodal transport operations shall be based on internationally recognized documentation and procedures.

3. The Contracting Parties shall take all necessary measures to ensure the safety of traffic in transit along the transit routes specified in Annex 1 to this Agreement.

SECTION IV
FACILITATION OF TRANSIT TRADE

ARTICLE 6
PROVISION OF INFRASTRUCTURE AND SERVICES

To ensure the smooth and expeditious movement of traffic in transit, the Contracting Parties undertake to:

(a) cooperate for establishing a common portal which should devise an interface between the Customs information system in the Republic of Uzbekistan and the Islamic Republic of Pakistan Customs Computerized System (CCS) to exchange information of movement of goods and means of transport;

(b) ascertain that adequate manpower resources are made available for the speedy completion of frontier formalities, such as Customs, border and other controls and inspections;

(c) provide in accordance with the regulations of the Contracting Parties warehousing facilities for the storage of goods in Customs bonded warehouses at the port of entry and/or any mutually agreed customs approved areas;

(d) provide in accordance with the regulations of the Contracting Parties adequate and secure parking space for containers and for trucks and other vehicles awaiting goods clearance; and

(e) provide and maintain reliable mail and telecommunication services.

SECTION V
GENERAL CONDITIONS FOR TRANSPORT IN TRANSIT

ARTICLE 7
MARITIME PORTS

1. The Government of the Islamic Republic of Pakistan guarantees the Republic of Uzbekistan, the right to use the ports of Karachi, Port Qasim, and Gwadar Port, for the movement of goods in transit to and from the Republic of Uzbekistan in accordance with the official tariffs, rates and conditions applicable to other users of the ports without any discrimination.

2. Adequate sheds and spaces shall be made available separately for goods in transit to and from the Republic of Uzbekistan to accommodate the required traffic. In return, the Republic of Uzbekistan will provide similar facilities for the Islamic Republic of Pakistan cargo, crossing its territory.

ARTICLE 8 OTHER PORTS/BORDER CROSSING POINTS OF ENTRY/EXIT

The Contracting Parties shall provide adequate facilities and related installations needed for road, and multimodal transport such as combined transport terminals at operating ports/border crossing points as given in Annexure-I.

ARTICLE 9 CHOICE OF MEANS OF TRANSPORT

The Contracting Parties agree to permit:

a. shippers to select, according to their needs, the mode and means of transport to be used for traffic in transit within the territory of the state of the other Contracting Party;

b. all vehicles to remain within the specified routes of the territory of the state of the other Contracting Party and to exit the same within specified time. In case of force majeure or breakdown, accident of vehicle, the time may be extended by the permit issuing authority of the host country.

ARTICLE 10 LICENSING OF TRANSPORT OPERATORS

1. The Contracting Parties agree to harmonise and facilitate the requirements necessary for the carriage of goods into/ from and through the territories of their States.

2. National Transport Operators, in order to undertake international transport operations shall be licensed by the Contracting Party according to its national legislations where they are commercially registered, according to the criteria set out in the Protocol One to this Agreement - Section II "Criteria for licensing Road Transport Operators for International Carriage of Goods in Transit".

ARTICLE 11 EXCHANGE OF ROAD TRAFFIC RIGHTS

1. Goods transportation between the territories of the states of the Contracting Parties, in transit through the territories of their states, as well as to/from third countries, except for transportation provided for in Article 19 of Protocol One of the present Agreement shall be carried out by the vehicles in accordance with permits issued by the competent authorities of the states of the Contracting Parties.

2. Permits are divided into the following main types:

a) Permit for the carriage of goods between / in transit through the territories of states of the Contracting Parties;

b) Permit for the carriage of goods from the territory of the state of the other Contracting Party to the territory of the third country and/or from the territory of the third country to the territory of the state of the other Contracting Party. In addition to these permits, the competent authorities of the states of the Contracting Parties may agree between themselves on other types of permits.

3. For each vehicle shall be issued a separate permit. Each such permit grants the right to carry out one round trip. Permits submitted within the current year shall be valid until 31st January of the next year. Permit shall also be required for empty run (deadheading).

4. Permits are personal and not transferable to other carriers or third parties.

5. The competent authorities of the States of the Contracting Parties shall annually exchange agreed number of permits for goods transport. Said permits must bear a stamp of the competent authority of the State of the Contracting Party and the signature of an authorized person issuing this permit.

6. Upon one of the Contracting Parties' request, additional permits may be given in excess of the mutually agreed number of permits. The holders of the additional permits shall pay the charges as per national regulation of the Host country.

ARTICLE 12 PROHIBITION OF INTERNAL TRANSPORT

Unless specific permission has been obtained from the relevant authorities of the concerned Contracting Party, means of transport registered in one Contracting Party shall be prohibited from carrying goods loaded at a point in the territory of the state of the other Contracting Party for delivery at any other point in that territory ("cabotage").

ARTICLE 13 RAILWAYS TRANSPORT OPERATOR

1. The movement of Transit goods will be made as per the Railways Rules & Regulations applicable to the transit goods passing through the territories of the States of the Contracting Parties. The freight charges will be fixed on reciprocal basis by relevant railway authorities.

2. In case a need arises for a separate Protocol on Railways, Contracting Parties shall discuss and draft a new Protocol.

ARTICLE 14 COMMERCIAL PRESENCE

Subject to national legislation and clearance from the concerned authorities, the Contracting Parties agree to grant permission to freight

forwarders, transport operators, banks and insurance companies of the other Contracting Party to establish offices in the respective territories of their states for the purpose of operating activities related to trade in transit. This permission of commercial presence shall be granted on the basis of reciprocity.

**SECTION VI
REQUIREMENTS FOR THE ADMITTANCE OF ROAD VEHICLES**

**ARTICLE 15
ADMITTANCE OF ROAD CARGO VEHICLE IN THE TERRITORY
OF THE OTHER CONTRACTING PARTY**

The Contracting Parties shall admit to the territories of their state vehicles whether left-hand or right-hand drive, (operated commercially), registered in the other Contracting Party, in accordance with the rules set out in Protocol One to this Agreement – Section One Technical Requirements for The Admittance of Road Vehicles.

**ARTICLE 16
MUTUAL RECOGNITION OF DRIVING LICENSE AND VEHICLE
REGISTRATION DOCUMENTS**

The Contracting Parties shall recognize national driving licenses, vehicle registration documents and vehicle license plates that are issued by the competent authorities of the other Contracting Party.

**ARTICLE 17
TECHNICAL REQUIREMENTS OF VEHICLE**

Road transport vehicles shall conform to the technical requirements regarding dimensions, maximum weights and loads, emission standards and related matters with a view to harmonization and the establishment of common standards specified in Protocol One to this Agreement - Section One "Technical Requirements for the Admittance of Road Vehicles".

**ARTICLE 18
MUTUAL RECOGNITION OF INSPECTION CERTIFICATE**

1. Each Contracting Party undertakes to institute periodic inspection of road vehicles and other means of transport registered in its state's territory and used for transit transport operations to ensure that they are in good working conditions and meet required safety standards.

2. The Contracting Parties shall recognize periodic inspection certificates of road vehicles and other means of transport used for transit transport operations issued by the other Contracting Party.

ARTICLE 19
THIRD PARTY VEHICLE INSURANCE SCHEME

1. Road vehicles traveling to the territory of the State of the other Contracting Party shall comply with requirements for compulsory third party vehicle liability insurance in the host country.

2. The Contracting Parties shall take all steps necessary to ensure that their motor vehicles registered in their states' respective territories have insurance that covers third party liability incurred in the course of transit traffic.

ARTICLE 20
MULTIPLE ENTRY VISAS FOR DRIVERS

1. The Contracting Parties shall grant visas to the drivers of the vehicles and the persons engaged in international transit traffic operations, who are subject to visa requirements, multiple entry visas up to one year (1) with a right of staying on the territory of the States of each Contracting Party for twenty (20) days for each trip.

2. In case of illness or injury of persons, accident or damage to vehicles, the period of stay shall be extended correspondingly.

3. Procedures for granting of visas mentioned in paragraphs 1 & 2 above shall be in accordance with national legislation of the state of the Contracting Parties.

SECTION VII
STATE/CUSTOMS CONTROL AND OTHER CONTROLS

ARTICLE 21
HARMONISATION AND SIMPLIFICATION OF CUSTOMS PROCEDURES

1. The Contracting Parties agree that all cargo to be transited through the state territories of the Republic of Uzbekistan and the Islamic Republic of Pakistan in:

- a. containers of international specifications;
- b. oversize and bulk cargo (not imported in containers—like ship load) shall be transported in open trucks or other transport units;
- c. Export of perishable goods in transit (like fruits and vegetable etc.) shall be transported in trucks or other transport units;
- d. Cross stuffing of cargo will be allowed i.e loading of cargo from one container to another and sealing them in the customs approved areas in a specially designated area at the ports or at dedicated off-dock terminals;
- e. The transit cargo may be tracked as per national legislation of the state of a Contracting Party.

2. To limit Customs controls on the means of transport and goods in transit passing through the territories of their States to the minimum required level (scanning and physical examination on basis of risk management

system) to ensure compliance with the national legislations of the contracting parties. No further inspection is allowed en-route unless irregularity is suspected as provided in the Revised Kyoto Convention, 1999.

3. To encourage cooperative arrangements between their Customs services in order to ensure speedy customs clearance with minimum delay to transit traffic.

4. To accept mutual recognition of checks and findings undertaken by their respective Customs officials.

5. To be guided, whenever possible, by the standards and recommended practices of the International Convention on the Simplification and Harmonisation of Customs Procedures (Revised Kyoto Convention, 1999).

6. To implement the provisions specified in Protocol - III to this Agreement on Customs Control and Transit Regime.

7. To authorize the importation of containers without the payment of duties and taxes subject to re-exportation and other conditions laid down in the international treaties, to whom the States of the Contracting Parties are parties to.

ARTICLE 22 PHYTOSANITARY AND VETERINARY INSPECTION

The Contracting Parties shall observe guidelines of multilateral agreements signed under the umbrella of Food and Agriculture Organization, the World Organisation for Animal Health (OIE) and national quarantine regulations, veterinary-sanitary rules regarding conditions for consignments of plant, animal and plant and animal products in transit or trans-shipment viz checking of veterinary or phytosanitary certificate of country of origin and packing in such a manner so as not to permit spillage of material or contamination with soil or escape of any pest and the package or container shall not be opened or on seals or broken anywhere in the territories of the states of the Contracting Parties.

In case during transit, the package or containers are opened, veterinary-sanitary or phytosanitary inspection and treatment of goods shall be made as per OIE and International Plant Protection Convention's (IPPC) international standards and according to the national legislations of the States of the Contracting Parties.

ARTICLE 23 SPECIAL PROVISION ON TRANSPORT OF PERISHABLE GOODS

1. Subject to the provisions of this Agreement, the Contracting Parties shall endeavor to facilitate and speed up the transport of perishable goods and to grant a priority regime for border crossing clearance formalities to avoid undue delays.

2. The Contracting Parties agree to define phytosanitary and veterinary measures and Customs requirements to allow direct transport of perishable goods without transshipment.

RTICLE 24
SPECIAL PROVISION ON TRANSPORT OF DANGEROUS GOODS

1. The Contracting Parties agree to take into account the provisions of the European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR - 1957, Geneva as amended 2007) for transit and cross border movements of dangerous goods.

2. Movement of dangerous goods shall be governed by the provisions of the national legislation. Special permission shall be obtained from the relevant authorities of the concerned Contracting Party for movement of dangerous goods. Both Contracting Parties will exchange the list of goods to be placed at Annexure A (Republic of Uzbekistan) and B (Islamic Republic of Pakistan). Any change in the list will be notified to the other Contracting Party through diplomatic channels.

ARTICLE 25
ARMS, AMMUNITIONS, MILITARY GOODS AND MILITARY EQUIPMENT

This Agreement shall exclude the transit of arms, ammunition, military goods and military equipment unless agreed upon in writing by the Contracting Parties.

ARTICLE 26
CONTROL OF NARCOTICS DRUGS, THEIR ANALOGUES AND PSYCHOTROPIC SUBSTANCES

The Contracting Parties agree to set out measures to strengthen their administrative cooperation to prevent the diversion of substances used in the illicit manufacture of narcotic drugs, their analogues and psychotropic substances as defined in Protocol Four to this Agreement on Control of Narcotic Drugs, their Analogues and Psychotropic Substances used in the Illicit manufacture of Narcotic Drugs, their Analogues and Psychotropic Substances.

ARTICLE 27
HARMONISATION OF CUSTOMS CONTROLS AND OTHER CONTROLS

The Contracting Parties agree to harmonise border facilities for goods in transit as per international best practices. In particular, the Contracting Parties agree to make every effort to ensure that:

(a) Controls other than Customs controls of goods and vehicles in transit, by the relevant authorities responsible for the enforcement of applicable national legislation, shall be carried out in a harmonized manner with customs controls, simultaneously if possible, or with the minimum delay;

(b) Customs authorities may, through explicit delegation of powers by other control services, carry out on their behalf, all or part of the control for which these services are responsible. In this case, the relevant services will ensure that the Customs have the required means in terms of training, information and equipment to conduct properly these controls.

**SECTION VIII
DOCUMENTATION AND PROCEDURES**

**ARTICLE 28
DOCUMENTATION AND PROCEDURES**

1. The Contracting Parties recognize that documentation and processing procedures can be costly and time consuming affecting the efficiency of transit operations, and efforts should be made to reduce these costs and delays.

2. The Contracting Parties, therefore, agree to make effort:

a. to limit the number of documents and reduce, procedures and formalities required for traffic in transit;

b. to harmonize, as much as possible, codes and descriptions of commodities commonly used in international trade;

c. to consolidate procedures and documentation so that transit traffic will not be subjected to redundant requirements;

d. to periodically review the necessity and usefulness of all documents and procedures prescribed for transit traffic;

e. to adopt a risk management approach for transit traffic in order to reduce delays;

f. to align their documents to the United Nations Layout Key (UNLK) for trade documents.

3. The documentation and procedures to be applied by the Contracting Parties in the implementation of this Transit Customs Regime are specified in Protocol - III attached to this Agreement on "Customs Control and Transit Regime".

**ARTICLE 29
PUBLICATION OF PROCEDURES AND REGULATIONS**

The Contracting Parties agree:

a. to give due advance notice to the other Contracting Party of any additional requirement or modification in prescribed documentation and procedures to be introduced with regard to traffic in transit;

b. to establish one or more enquiry points where traders and transporters may acquire specific information on relevant measures that affect traffic in transit. In particular, information shall be made available relating to Customs inspection, and on the certificates and documents required for fulfilling the Customs formalities.

**SECTION IX
DUTIES, TAXES, CHARGES AND PAYMENT ARRANGEMENTS**

**ARTICLE 30
CUSTOMS DUTIES**

The Contracting Parties agree that no customs duties and taxes shall be levied on goods in transit regardless of their destination and purpose.

ARTICLE 31
TEMPORARY ADMISSION OF MEANS OF TRANSPORT

1. The Contracting Parties agree to grant temporary admission to means of transport which is used or intended to be used, for the carriage of goods under the Customs transit regime through the territories of their States.

2. In particular, motor vehicles (and the fuel contained in its standard supply tanks, its lubricants, maintenance supplies and spare parts in reasonable quantities) shall enter in the territory of the State of the other Contracting Party without payment of import duties and other taxes, subject to the conditions laid down in Protocol - II to this Agreement on "Temporary Admission of Road Vehicles for Commercial Use". Provided that no duty/tax credit shall be allowed in respect of goods supplied or services rendered to the vehicles of the other Contracting Party.

3. The temporary passage of the vehicles registered in the Contracting Parties will be allowed into the territories of the States of the Contracting Parties under permit issued by the competent authorities of the Contracting Parties.

4. Tracker is to be installed, on each vehicle upon entry into the territory of the State of a Contracting Party, as per its state's national legislations. The vehicle will not be allowed to stay in the territory of the State of other Contracting Party for more than twenty (20) days per trip.

ARTICLE 32
LEVIES AND CHARGES

1. Each Contracting Party may levy charges, generally applicable for all traffic in the territories of the States of the Contracting Parties, including fees for weighment, scanning and sealing by customs officials, toll for the use of roads, bridges, tunnels and parking, or those commensurate with the administrative expenses which result from traffic in transit, or with the costs of services rendered.

Subject to the following:

a) containers of transit cargo shall be scanned at the office of departure on the basis of selectivity criteria of Risk Management System (RMS);

b) The scanning at the office enroute/exit shall be done on the basis of Risk Management System (RMS);

c) Weighment will be carried out at port of entry.

2. All charges imposed on traffic in transit shall be reasonable and applied in a non- discriminatory manner.

ARTICLE 33
NATIONAL TREATMENT

The Contracting Parties agree that:

a. in their states' national legislations, rules and procedures affecting transit traffic treatment applied to the transporters from the other Contracting

Party shall be no less favorable than applied to their own like services and service providers;

b. any charges, expenses or financial obligations incurred with regard to the means of transport and labor used for transit operations, administrative expenses entailed, or actual cost of services rendered, shall be calculated on the same basis as those for similar domestic transport operators.

SECTION X
UZBEKISTAN – PAKISTAN TRANSIT TRADE
COORDINATION COMMITTEE

ARTICLE 34
ESTABLISHMENT OF UZBEKISTAN – PAKISTAN
TRANSIT TRADE COORDINATION COMMITTEE

1. The Uzbekistan-Pakistan Transit trade coordination Committee (hereinafter Committee) shall be established for monitoring, facilitating, and effective implementation of this Agreement.

2. The Committee shall be co-chaired by the Deputy Minister of Investments and Foreign Trade, Government of the Republic of Uzbekistan and Secretary Commerce, Government of the Islamic Republic of Pakistan.

3. The Committee shall consist of an equal number of representatives from:

- a. the relevant ministries or similar agencies of Contracting Parties;
- b. private sector including Joint Chambers of Commerce and Industry, freight forwarders, and road transporters;
- c. Co-chairs may co-opt any other or invite anyone as special invitee as and when required.

4. There shall be a sub-committee at working level, which will monitor implementation of decisions of the Committee and meet/ coordinate regularly to resolve all issues in transit trade. The members of the subcommittee from both sides will be the relevant ministries or similar agencies of Contracting Parties.

The chairs of the sub-committee will be in contact all the time and coordinate to arrange meetings whenever proposed by either side.

ARTICLE 35
TERMS OF REFERENCE OF UZBEKISTAN – PAKISTAN TRANSIT
TRADE COORDINATION COMMITTEE

1. The Committee shall deal with all matters related to transit trade and transport in the context of this Agreement, and in particular will undertake the following tasks:

- a. monitor effective implementation of this Agreement;
- b. ensure uniform interpretation and application of this Agreement by both Contracting Parties;
- c. formulate measures to address/curb un-authorized trade;

- d. monitor implementation and effectiveness of measures adopted to curb unauthorized trade;
 - e. resolve disputes that may arise regarding the interpretation or implementation of this Agreement;
 - f. authorize studies on issues related to transit trade;
 - g. consider any other matter for smooth operation of this Agreement;
 - h. propose joint resource mobilization for better management of transit.
2. The Committee shall submit reports of its meetings to the Joint Uzbekistan – Pakistan Working Group on Trade and Economic Affairs.
 3. The Committee shall meet once every six (6) months, alternately in the territory of the states of the Contracting Parties.
 4. At the request of a Contracting Party, the Committee may hold extraordinary meetings.
 5. Decisions by the Committee shall be taken by consensus of both parties. The lead Ministries of the Contracting Parties will provide secretarial services.

SECTION XI DISPUTE SETTLEMENT MECHANISM & ARBITRATION

ARTICLE 36 SCOPE AND COVERAGE

1. Any dispute relating to interpretation or implementation to this Agreement and its Protocols shall be settled directly, or may be referred to the Committee for amicable settlement of the dispute within one hundred twenty (120) days.
2. Any such dispute, which is not settled through consultation or through the intermediary of the Committee shall, at the request of any Contracting Party involved, be settled by arbitration.
3. Each Party shall, within forty-five (45) days after the date of receipt of the request for the establishment of an arbitral tribunal, appoint one arbitrator who may be a national of its country and propose up to three candidates to serve as the third arbitrator who shall be the Chair of the arbitral tribunal. The third arbitrator shall not be a national of the country of either Party, nor have his or her usual place of residence in the country of either Party, nor be employed by either Party, nor have dealt with the dispute in any capacity. The third arbitrator shall be appointed by the Committee with mutual consent.
4. Arbitrators appointed under this Section shall interpret and apply the provisions of this Agreement in accordance with customary rules of interpretation of public international law.
5. The arbitral tribunal shall determine its own rules of procedures keeping in view WTO's Understanding on Rules and Procedures governing the Settlement of Disputes.
6. If the Contracting Parties fail to agree on the designation of an arbitrator, or arbitrators, within a period of three (3) months from the date of request for arbitration, any of the Contracting Parties may request the Joint Uzbekistan – Pakistan Working Group on Trade and Economic Affairs to

nominate a single arbitrator who shall not be a national of any of the Contracting Parties and to whom the dispute shall be referred for decision.

7. The decision of the arbitrator, or arbitrators, so appointed shall be final and binding on both the Contracting Parties.

8. The arbitrator, or arbitrators, shall notify both the Contracting Parties of the existence and nature of the dispute and of the general terms of the settlement; the notifications in English shall be sent within a period of one (1) month after the award has been pronounced.

9. The expenses of the arbitration shall be borne in equal parts by the Contracting Parties.

10. Both Parties shall designate a focal point for this section. Any request, acknowledgement, written submission or other document relating to the dispute settlement procedures in this section shall be delivered to the relevant Party through its designated focal point.

SECTION XII FINAL CLAUSES

ARTICLE 37 AMENDMENTS AND ADDITIONS

1. By mutual consent, Contracting Parties may make amendments and additions to this Agreement, which should be formalized by separate Protocols and the same shall be deemed to be integral part of this Agreement.

2. The amendments and additions shall enter into force in accordance with the same legal procedure prescribed under paragraph 1 of Article 40.

ARTICLE 38 EFFECTIVENESS OF RELEVANT TREATIES

None of the provisions stipulated in this Agreement shall affect the rights and obligations of a Contracting Party arising from existing international treaties and conventions to which the states of Contracting Parties are parties.

ARTICLE 39 GENERAL EXCLUSIONS

The Contracting Parties agree to ensure that no measure taken under the Agreement could risk harming or destroying (i) public morals; (ii) human, animal and plant life; (iii) national treasures; (iv) security of its own territory; and (v) any other interests as mutually agreed upon.

ENTRY INTO FORCE

ARTICLE 40 ENTRY INTO FORCE & TERMINATION

1. The Contracting Parties shall notify each other in writing of completion of their internal legal procedures necessary for the entry into force

of this Agreement. This Agreement shall enter into force thirty (30) days after the date of receipt of the later notification.

2. This Agreement shall remain in force for the period of five (5) years either Contracting Party may give notice of termination of this Agreement not less than one year before it is due to expire.

Failing such notice this Agreement shall be automatically extended for further periods of five (5) years unless either Contracting Party notifies the other Contracting Party in writing one (1) year in advance of its intention to terminate this Agreement.

ARTICLE 41 PROTOCOLS

1. The Protocols referred to in this Agreement are an integral part of the Agreement.

2. After signing this Agreement and its protocols, if additional amendments are required to the Agreement and existing protocols or if additional protocols are needed, the negotiation of the same will not affect the enforcement and implementation of this Agreement with its Protocols in its current form.

3. The Contracting Parties may adopt additional Protocols to this Agreement to be prepared through Committee.

ARTICLE 42 AUTHENTIC TEXT

IN WITNESS WHEREOF the undersigned, being duly authorized thereto by their respective Governments, have signed, the present Agreement.

Done in duplicate at Tashkent on this day of 15 July in the year 2021, in the Uzbek and English languages, all texts being equally authentic.

In case of any divergence of interpretation of the provisions of this agreement, the English text shall prevail.



**For the Government of
the Islamic Republic of Pakistan**



**For the Government of
the Republic of Uzbekistan**

**INTERNATIONAL TRANSIT TRANSPORT CORRIDORS
AND PORTS/BORDER CROSSING POINTS OF ENTRY/EXIT**

**Article 1
Content of the Annex**

Pursuant to Article 4 of the Agreement to which this Annex is attached and forms an integral part, the Contracting Parties agree to designate the international transit transport routes and the port of entry/exit at border points on their respective territories and to make available the facilities specified in Section 2 for use in connection with such traffic.

**Article 2
Transit Transport Corridors**

Transit Transport corridors means the routes on their respective territories for use by the other Contracting Party for their traffic in transit including to third countries.

**Article 3
Designation of Transit Transport Corridors**

For the passage of traffic in transit by rail, road and air through territory of the Islamic Republic of Pakistan and by road, rivers, air and rail through the territory of the Republic Uzbekistan, the Contracting Parties designate the following international transit transport corridors with Ports of Entry/Exit at maritime port, international airports and land border stations with approved Customs offices for carrying out Customs transit Regimes and in particular TIR procedures when operational.

**SECTION 1
DESIGNATION OF TRANSIT TRANSPORT CORRIDORS**

**Article 1
Transit Routes through the territory of the Republic of Uzbekistan and
the territory of the Islamic Republic of Pakistan.**

The designated routes (both ways) for transit through the territory of the Republic of Uzbekistan and the territory of the Islamic Republic of Pakistan are:

PORT OF ENTRY/EXIT In the territory of the Islamic Republic of Pakistan	PORT OF EXIT/ENTRY
FROM/TO	TO/FROM

In the territory of the Islamic Republic of Pakistan by way of rail:

1. Karachi Port / Port Qasim Azakhel (Torkham*) rail terminal.
 2. Karachi Port / Port Qasim Chaman rail terminal.
 3. Karachi Port / Port Qasim Quetta to Taftan rail terminal.
- *when operational

In the territory of the Islamic Republic of Pakistan by way of road:

1. Karachi – Hyderabad – Sukkur – Multan – Faisalabad – Pindi Bhattian – Rawalpindi – Jamrud Terminal – Torkham (BCP with Afghanistan).
2. Karachi – Hyderabad – Rotodero – D.G. Khan – D.I. Khan – Kohat – Peshawar – Jamrud Terminal – Torkham.
3. Karachi – Bela – Khuzdar – Kalat – Quetta – Chaman (BCP with Afghanistan).
4. Karachi/Port Qasim – Hyderabad – Rotodero – D.G. Khan – D.I. Khan – Kohat – Bannu – Meram Shah – Ghulam Khan (BCP with Afghanistan).
5. Gwadar – Turbat – Hoshab – Panjgur – Naag – Besima – Sorab – Kalat – Quetta – Chaman.
6. Gwadar – Turbat – Hoshab – Panjgur – Naag – Besima – Khuzdar – Rotodero – D.I. Khan – Kohat – Peshawar – Jamrud Terminal – Torkham.
7. Gwadar – Pasni – Ormara – Liari – Karachi – Rotodero – D.I. Khan – Kohat – Peshawar – Jamrud Terminal – Torkham.
8. Gwadar – Turbat – Hoshab – Panjgur – Naag – Besima – Khuzdar – Rotodero – D.I. Khan – Kohat – Peshawar – Jamrud Terminal – Torkham.
9. Gwadar – Pasni – Ormara – Liari – Karachi – Rotodero – D.I. Khan – Kohat – Bannu – Meram Shah – Ghulam Khan.
10. Gwadar – Turbat – Hoshab – Panjgur – Naag – Besima – Khuzdar – Rotodero – D.I. Khan – Bannu – Meram Shah – Ghulam Khan.
11. Gwadar – Turbat – Hoshab – Panjgur – Naag – Kalat – Quetta – Zhub – Meram Shah – Ghulam Khan.
12. (BCP with China) Khunjab – Sost – Chilas – Mansehra – Hasanabdal – Peshawar – Jamrud Terminal – Torkham.
13. Gwadar – Gabd (BCP with Iran).
14. Karachi/Port Qasim – Layari – Ormara – Pasni – Gabd;
15. Gwadar – Turbat – Mand (BCP with Iran).
16. Karachi/Port Qasim – Khuzdar – Dalbandin – Taftan (BCP with Iran).

**Vehicle to vehicle transfer will not be allowed during transit through Pakistan except at Jamrud, Torkham Azakhel and Chaman Terminals.

In the territory of the Republic of Uzbekistan by way of rail:

FROM/TO

TO/FROM

1. Keles	Galaba.
2. Karakalpakstan	Galaba.
3. Syrdarya	Galaba.
4. Naimankul	Galaba.
5. Hadzhidavlet	Galaba.
6. Boldir	Galaba.
7. Amuzang	Galaba.
8. Kudukli	Galaba.
9. Bekabad	Galaba.
10. Khanabad	Galaba.
11. Savay	Galaba.
12. Uchkurgan	Galaba.
13. Gazodzħak	Galaba.

In the territory of the Republic of Uzbekistan by way of road:

1. The border of Afghanistan – checkpoint River port (Surkhandarya region) – checkpoint Karakalpakia-road (Republic of Karakalpakstan) –the border of Kazakhstan.
2. The border of Afghanistan – checkpoint River port – along the roads 4P23H – M39 – A380 (along the roads 4K41 – 4P174 – 4P191 – 4P176 – 4P176B) – checkpoint Karakalpakia-road – the border of Kazakhstan.
3. The border of Afghanistan – checkpoint River port (Surkhandarya region) – checkpoint Sariasiya-road (Surkhandarya region) – the border of Tajikistan.
4. The border of Afghanistan – checkpoint River port – along the roads 4R23n – M41 – checkpoint Sariasiya-road - the border of Tajikistan.
5. The border of Afghanistan – checkpoint River port (Surkhandarya region) – checkpoint Oybek-road (Tashkent region) – the border of Tajikistan.
6. The border of Afghanistan – checkpoint River port – along the road 4R23n – M39 – A378 – M37a – M39 – A373 – 4R20 – checkpoint Oybek-road – the border of Tajikistan.
7. The border of Afghanistan - checkpoint River port (Surkhandarya region) – checkpoint Oybek-road (Tashkent region) – the border of Tajikistan – checkpoint Andarkhan-road (Fergana region) – checkpoint Dustlik-road (Andijan region) – the border of Kyrgyzstan.
8. The border of Afghanistan – checkpoint River port – along the roads 4P23H – M39 – A378 – M37a – M39 – A373 – 4P20 – checkpoint Oybek-road – Tajik border – checkpoint Andarkhan-highway, along the roads A376 – 4P44b – A373b – A373 – checkpoint Dustlik-road – the border of Kyrgyzstan.
9. The border of Afghanistan – checkpoint River port (Surkhandarya region) – checkpoint Yallama-road (Tashkent region) – the border of Kazakhstan.
10. The border of Afghanistan – checkpoint River port – along the roads 4P23H – M39 – A378 – M37a – M39 – A373 – M34 – M39 – 4P186 – checkpoint Yallama-road – the border of Kazakhstan.

11. The border of Afghanistan – checkpoint River port (Surkhandarya region) – checkpoint Karakalpakia-road (Republic of Karakalpakstan) – the border of Kazakhstan.
12. The border of Afghanistan – checkpoint River port – along the roads 4P23H – M39 – A380 (along the roads 4K41 – 4P174 – 4P191 – 4P176 – 4P176B) – Karakalpakia-road border crossing point – Kazakhstan border.
13. The border of Afghanistan – checkpoint Termez-road (Surkhandarya region) – checkpoint Sariasia-road (Surkhandarya region) – the border of Tajikistan.
14. The border of Afghanistan – the checkpoint Termez-road – along the M39a – M41 motorways – the checkpoint Sariasia-road – the border of Tajikistan.
15. The border of Afghanistan – checkpoint Termez-road (Surkhandarya region) – checkpoint Oybek-road (Tashkent region) – the border of Tajikistan.
16. The border of Afghanistan – the checkpoint Termez-road – along the roads M39a – M39 – A378 – M37a – M39 – A373 – 4P20 – checkpoint Oybek-road – the border of Tajikistan.
17. The border of Afghanistan – checkpoint Termez-road (Surkhandarya region) – checkpoint Oybek-road (Tashkent region) – Tajikistan border – checkpoint Andarkhan-road (Fergana region) – checkpoint Dustlik-road (Andijan region) – the border of Kyrgyzstan.
18. The border of Afghanistan – checkpoint Termez-road – along the roads M39a – M39 – A378 – M37a – M39 – A373 – 4P20 – checkpoint Oybek-road – Tajik border – checkpoint Andarkhan-road, along the roads A376 – 4P44b – A373b – A373 checkpoint Dustlik-road – the border of Kyrgyzstan.
19. The border of Afghanistan – checkpoint Termez-road (Surkhandarya region) – checkpoint Yallama-road (Tashkent region) – the border of Kazakhstan.
20. The border of Afghanistan – the checkpoint Termez-road – along the roads M39a – M39 – A378 – M37a – M39 – A373 – M34 – M39 – 4P186 – the checkpoint Yallama-road – the border of Kazakhstan.
21. The border of Afghanistan – checkpoint Termez-road (Surkhandarya region) – checkpoint Karakalpakia-road (Republic of Karakalpakstan) – the border of Kazakhstan.
22. The border of Afghanistan - the checkpoint Termez-road – along the roads M39a – M39 – A380 (along the roads 4K41 – 4P174 – 4P191 – 4P176 – 4P176B) – checkpoint Karakalpakia-road – the border of Kazakhstan.
23. Border of Turkmenistan – Khojeyli-avtodorozhny checkpoint (Republic of Karakalpakstan) – Druzhba-Avtodorozhny checkpoint (Khorezm region) – border of Turkmenistan. Border of Turkmenistan –Khojeyli-road checkpoint-along the A381 – A380 highways, then along the 15 km long inspection road with access to the 4P156 – 4P156g highway-Druzhba-road checkpoint – border of Turkmenistan.
24. Border of Turkmenistan – Khojeyli-avtodorozhny checkpoint (Republic of Karakalpakstan) – Alat-avtodorozhny checkpoint (Bukhara region) – border of Turkmenistan. Border of Turkmenistan-Khojeyli checkpoint-road, along the A381 – A380 – M37 highways-Alat checkpoint-road-border of Turkmenistan.
25. Border of Turkmenistan – Khojeyli checkpoint-highway checkpoint (Republic of Karakalpakstan) – River Port checkpoint (Surkhandarya region) – border of Afghanistan. Border of Turkmenistan-Khojeyli checkpoint-road – on the A381

- A380 – M39 – 4R23n highways – River Port checkpoint – border of Afghanistan.
26. Border of Turkmenistan – Khojeyli-road checkpoint (Republic of Karakalpakstan) – Termez-road checkpoint (Surkhandarya region) – border of Afghanistan. Border of Turkmenistan – Khojeyli checkpoint-road – on the A381 – A380 – M39 – M39a highways-Termez checkpoint-road-border of Afghanistan.
27. Border of Turkmenistan-Khojeyli-road checkpoint (Republic of Karakalpakstan)-Sariasia-road checkpoint (Surkhandarya region) – border of Tajikistan. Border of Turkmenistan-Khojeyli checkpoint-road – on the A381 – A380 – M39 – M39a – M41-Sariasia checkpoint-road-border of Tajikistan.
28. Border of Turkmenistan – Khojeyli-avtodorozhny checkpoint (Republic of Karakalpakstan) – Oibek-avtodorozhny checkpoint (Tashkent region) – border of Tajikistan. Border of Turkmenistan-Khojeyli checkpoint-road – on the A381 – A380 – M37 – M37a – M39 – A373 – 4R20 – Oibek checkpoint-road – border of Tajikistan.
29. Border of Turkmenistan – Khojeyli-avtodorozhny checkpoint (Republic of Karakalpakstan) – Oibek-avtodorozhny checkpoint (Tashkent region) – Tajikistan border – Andarkhan-avtodorozhny checkpoint (Ferghana region) – Dustlik-avtodorozhny checkpoint (Andijan region) – Kyrgyzstan border. Border of Turkmenistan – Khojeyli checkpoint-road – on the A381 – A380 – M37 – M37a – M39-A373 – 4R20-Oibek checkpoint-road – border of Tajikistan – Andarkhan checkpoint-road-on the A376 – 4R44b – A373b-A373-Dustlik checkpoint-road-border of Kyrgyzstan.
30. Border of Turkmenistan-Khojeyli checkpoint-avtodorozhny (Republic of Karakalpakstan)-Yallama checkpoint-avtodorozhny (Tashkent region) - border of Kazakhstan. Border of Turkmenistan – Khojeyli checkpoint-road – on the A381 – A380 – M37 – M37a – M39 – A373 – M34 – M39 – 4P186 – Yallam checkpoint-road – border of Kazakhstan.
31. Border of Turkmenistan – Khodzheyli checkpoint-avtodorozhny (Republic of Karakalpakstan) – Karakalpakiya checkpoint-avtodorozhny (Republic of Karakalpakstan) – border of Kazakhstan. The border of Turkmenistan – the Khojeyli checkpoint-road, along the A381 – A380 highways-the Karakalpakiya checkpoint-road-the border of Kazakhstan.
32. Border of Turkmenistan – Druzhba-avtodorozhny checkpoint – (Khorezm region) – Alat-avtodorozhny checkpoint (Bukhara region) – border of Turkmenistan. Border of Turkmenistan-Druzhba-road checkpoint, along the 4P156g – 4P156 roads, then along the 15 km long inspection road with access to the A380 – M37 highway, Alat-road checkpoint – border of Turkmenistan.
33. Border of Turkmenistan – Druzhba checkpoint-highway checkpoint (Khorezm region) – River Port checkpoint (Surkhandarya region) - border of Afghanistan. The border of Turkmenistan – Druzhba-road checkpoint, along the 4P156g – 4P156 roads, then along the 15 km long inspection road with access to the A380 – M39 – 4P23n highway – the River Port checkpoint - the border of Afghanistan.
34. Border of Turkmenistan – Druzhba-avtodorozhny checkpoint (Khorezm region) – Termez-avtodorozhny checkpoint (Surkhandarya region) – border of

- Afghanistan. The border of Turkmenistan – Druzhba-road checkpoint, along the 4P156g – 4P156 highways, then along the 15 km long inspection road with access to the A380 – M39 – M39a highway-Termez-road checkpoint – the border of Afghanistan.
35. Border of Turkmenistan – Druzhba-avtodorozhny checkpoint (Khorezm region) – Sariasiya-avtodorozhny checkpoint (Surkhandarya region) – border of Tajikistan. The border of Turkmenistan – Druzhba-road checkpoint, along the 4P156g – 4P156 roads, then along the 15 km long inspection road with access to the A380 – M39 – M39a – M41 highway-Sariasiya-road checkpoint – the border of Tajikistan.
36. Border of Turkmenistan-Druzhba-avtodorozhny checkpoint (Khorezm region) – Oibek-avtodorozhny checkpoint (Tashkent region) – border of Tajikistan. The border of Turkmenistan – Druzhba-road checkpoint, along the 4P156g – 4P156 roads, then along the 15 km long inspection road with access to the A380 – M37 – M37a – M39 – A373 – 4P20 highway-Oibek-road checkpoint – the border of Tajikistan.
37. Border of Turkmenistan – Druzhba-avtodorozhny checkpoint (Khorezm region) – Oibek-avtodorozhny checkpoint (Tashkent region) – Tajikistan border-Andarkhan – avtodorozhny checkpoint (Ferghana region) – Dustlik-avtodorozhny checkpoint (Andijan region) – Kyrgyzstan border. Border of Turkmenistan – Druzhba-road checkpoint, along the 4P156g – 4P156 highways, then along the 15 km long inspection road with access to the A380 – M37 – M37a – M39 – A373 – 4P20 highway – Oibek-road checkpoint – border of Tajikistan – Andarkhan-road checkpoint-along the A376 – 4P44b – A373b – A373-Dustlik-road checkpoint-border of Kyrgyzstan.
38. Border of Turkmenistan – Druzhba-avtodorozhny checkpoint (Khorezm region) – Yallam-avtodorozhny checkpoint (Tashkent region) – Kazakhstan border. The border of Turkmenistan – Druzhba-road checkpoint, along the 4P156g – 4P156 roads, then along the 15 km long inspection road with access to the A380 – M37 – M37a – M39 – A373 – M34 – M39 – 4P186 – Yallam-road checkpoint – the border of Kazakhstan. See the previous version.
39. Border of Turkmenistan – Druzhba-avtodorozhny checkpoint (Khorezm region) – Karakalpakiya-avtodorozhny checkpoint (Republic of Karakalpakstan) – Kazakhstan border. Border of Turkmenistan – Druzhba-avtodorozhny checkpoint, along the 4P156g – 4P156 roads, then along the 15 km long inspection road with access to the A380 highway (along the 4K41 – 4P174 – 4P191 – 4P176 – 4P176b roads) – Karakalpak-avtodorozhny checkpoint – the border of Kazakhstan.
40. Border of Turkmenistan – Alat checkpoint-highway checkpoint (Bukhara region) – River Port checkpoint (Surkhandarya region) – border of Afghanistan. Border of Turkmenistan – Alat checkpoint-highway-along the M37 – A380 – M39 – 4R23n highways – River Port checkpoint – border of Afghanistan.
41. Border of Turkmenistan – Alat-avtodorozhny checkpoint (Bukhara region)-Termez – avtodorozhny checkpoint (Surkhandarya region) – border of Afghanistan. Border of Turkmenistan – Alat checkpoint-highway-along the M37 – A380 – M39 – M39a highways-Termez checkpoint-highway - border of

- Afghanistan.
42. Border of Turkmenistan – checkpoint Alat-avtodorozhny (Bukhara region) – checkpoint Sariaşiya-avtodorozhny (Surkhandarya region) – border of Tajikistan. Border of Turkmenistan – checkpoint Alat-road – on the M37 – A380 – M39 – M39a – M41-checkpoint Sariasia-road-border of Tajikistan.
43. Border of Turkmenistan – Alat-avtodorozhny checkpoint (Bukhara region) – Oibek-avtodorozhny checkpoint (Tashkent region) – border of Tajikistan. Border of Turkmenistan – checkpoint Alat-road – on the M37 – M37a – M39 – A373 – 4R20-checkpoint Oibek-road-border of Tajikistan.
44. Border of Turkmenistan – checkpoint Alat-avtodorozhny (Bukhara region) – checkpoint Oibek-avtodorozhny (Tashkent region) – border of Tajikistan – checkpoint Andarkhan-avtodorozhny (Ferghana region) – checkpoint Dustlik-avtodorozhny (Andijan region) – border of Kyrgyzstan.
1. Border of Turkmenistan – checkpoint Alat-road – on highways M37 – M37a – M39 – A373-4R20-checkpoint Oibek-road-border of Tajikistan – checkpoint Andarkhan-road – on highways A376-4R44b – A373b – A373 – checkpoint Dustlik-road-border of Kyrgyzstan.
45. 618 km Border of Turkmenistan – checkpoint Alat-avtodorozhny (Bukhara region) – checkpoint Yallama-avtodorozhny (Tashkent region) – border of Kazakhstan.

SECTION 2 FACILITIES ALONG DESIGNATED TRANSIT TRANSPORT ROUTES

Article 1 Facilities for road traffic

The Contracting Parties agree to make available, whenever possible, the following facilities for road traffic in transit, as specified in Section 1 of Annex 1 of this Agreement, against payment of costs for effects and provisions acquired and charges for the services rendered, according to the rates that apply to the nationals of the country in which the facilities are used:

- First aid services and other assistance in the case of accidents;
- Repair facilities in case of break-down of vehicles;
- Fuel filling stations;
- Post and telecommunication offices;
- Facilities for loading, unloading;
- Storage areas and buildings; and,
- Restaurants and stopover rest facilities.

Article 2 Facilities for rail traffic

The Contracting Parties agree to make available, whenever possible, the following facilities for rail traffic in transit at interchange stations designated in Section 1 of this Annex, against payment of costs for effects and provisions acquired and charges for the services rendered according to the rates that apply to the nationals of the country in which the facilities are

used:

- Facilities for loading, unloading, break bulk (where necessary);
- Storage areas and buildings; and
- Type and quantity of rolling stock in good condition.

Article 3

Maintenance of transit corridors

The Contracting Parties shall do everything possible to ensure that the routes within their territories designated in this Agreement for the passage of transit are safe, secure and in good condition, and undertake to effect repairs necessary to keep the routes viable for such traffic all year around.

Article 4

Protection of the interests of transit States

The Contracting Parties may restrict or prohibit traffic in transit on certain routes for the duration of repair work or for the duration of a danger to public safety, including traffic safety or public emergency. Before traffic in transit is restricted or prohibited for reasons other than emergencies, the Contracting Party imposing restrictions or prohibitions shall notify the competent authorities of the other Contracting Party well in advance of taking action.

Article 5

Additional Routes

Both Contracting Parties may agree on additional routes from time to time. Goods moving via these routes shall enter at the proper customs posts prescribed by each party. Adequate transit and other facilities shall be provided by the Contracting Parties.

LIST OF PROTOCOLS ATTACHED TO THE AGREEMENT

Protocol One: International Carriage by Road of Goods and Baggage in Transit

Protocol Two: Temporary Admission of Vehicles for Commercial Use

Protocol Three: Customs Control and Transit Regime

Protocol Four: Control of Precursors and Chemical Substances used in the Illicit Manufacture of Narcotic Drugs, their analogues or Psychotropic Substances.

**PROTOCOL ONE
INTERNATIONAL CARRIAGE BY ROAD OF GOODS
AND BAGGAGE**

**Article 1
Application**

Pursuant to Section IV of the Agreement, the Contracting Parties agree to apply the provisions of this Protocol related to the international carriage of goods, which is an integral part of the Agreement.

**Article 2
Content of the Protocol**

This Protocol governs the technical requirements for road transport and the criteria for licensing transport operators for international carriage by roads of goods. It contains three sections: 1) Technical Requirements for the Admittance of Road Transport; 2) Criteria for Licensing Transport Operators for International Carriage by Roads; and, 3) Regulations concerning Road Transport Permit.

**Article 3
Definitions**

For the purpose of this Protocol, and in addition to the definitions included in Section 1 of the Agreement, the following expressions shall have the meanings hereby assigned to them:

Carriers means legal or natural person responsible for the transport of goods by rail, road, and other means of transportation as agreed between the Contracting Parties either directly or using a third party, and by whom, or in whose name, a contract of carriage for hire or reward has been concluded;

Permissible maximum weight means maximum weight of the laden vehicle in accordance with the national legislation of the states of the

Contracting Parties;

Quota means the number of Road Transport Permits issued annually by the Competent Authorities of each Contracting Party based on transit transport needs;

Road Transport Permit means a document issued for a road vehicle by a Contracting Party to permit the vehicle to enter and leave, or pass in transit through the territories of the states of the Contracting Parties;

Transport Operator (TO) means legal or natural persons engaged in transportation who, in conformity with the national regulation of their country are permitted to carry out international transport operations between the territories of the states of the Contracting Parties or between his home country and to/from a third country through the territory of the other Contracting Party;

Vehicle means any rigid road vehicle, articulated motor vehicle, unaccompanied trailer or semi-trailer;

Weight (laden/gross) means weight of the vehicle as loaded, with crew, goods;

Weight (unladen/tare) means weight of the vehicle without crew, or load, but with full supply of fuel and with tools which the vehicle normally carries.

SECTION I: TECHNICAL REQUIREMENTS FOR THE ADMITTANCE OF ROAD VEHICLES

Article 4 Acceptance of vehicles

The Contracting Parties shall admit vehicles that meet the technical requirements applied in the other Contracting Party where the vehicles are registered and which possess a road worthiness document or a corresponding document, issued by the competent body in home country of registry.

Article 5 Identification marks

1. For vehicle and trailer in international traffic shall be:
 - a. the name or the trademark of the manufacturer of the vehicle;
 - b. the manufacturer's production or serial number on the chassis or in the absence of a chassis, on the body; and,
 - c. the engine number of the vehicle if such a number is placed on it by the maker (not for trailers).
2. These identification marks shall be placed in accessible positions and shall be easily legible. In addition, they shall be such that they cannot be easily altered or removed.

Article 6 Registration certificate

1. Every vehicle shall carry a valid Certificate of Registration (i.e.

Vehicle License) issued by the competent authority of its home country.

2. It shall bear the following particulars:

- a. a serial number, to be known as the registration number;
- b. the date of first registration in the Contracting Party or the year of manufacture of the vehicle;
- c. the full name and home address of the holder of the certificate;
- d. the name or trademark of the manufacturer of the vehicle;
- e. the serial number of the chassis (the manufacturer's production or serial number);
- f. the period of validity; and,
- g. the distinguishing sign of the country of registration.

Article 7 **Registration plate**

Every vehicle in international traffic shall display its registration number on a special flat vertical plate fixed at the front and at the rear of the vehicle at right angles to the vehicle's median longitudinal plane, legible at a distance of forty (40) meters. The surface of the plate may be of a reflecting material.

Article 8 **Distinguishing nationality sign**

Every vehicle in international traffic shall in addition to its registration number, display at the rear a distinguishing sign of the State in which it is registered. The letters shall be painted in black on white background in the shape of an ellipse with the major axis horizontal.

Article 9 **Adaptation of vehicles for customs transit**

Vehicles intended to be used for the international carriage of goods by road under this Protocol shall be constructed so as to meet the requirements for carriage under Customs transit, as laid down in Section VII "*Customs Control and Other Controls*" of the Agreement. "

Article 10 **Maximum weight of vehicles**

The laden weight of any vehicle shall in no case exceed:
- in the territory of the Islamic Republic of Pakistan:

2 AXLE (BEDFORD)	17.5 Tons
2 AXLE (HINO/NISSAN)	17.5 Tons
3 AXLE	27.5 Tons
3 AXLE	29.5 Tons

4 AXLE	39.5 Tons
4 AXLE	39.5 Tons
4 AXLE	41.5 Tons
5 AXLE	48.5 Tons
5 AXLE	49.5 Tons
5 AXLE	51.5 Tons
5 AXLE	51.5 Tons
6 AXLE	58.5 Tons
6 AXLE	61.5 Tons
Front AXLE = 5.50 Tons	Rear AXLE = 12.0 Tons
Tendum AXLE = 22 Tons	Tridem AXLE = 32 Tons

- In the territory of the Republic of Uzbekistan:

Individual Vehicles:

2 AXLES	18 Tons
3 AXLES	26 Tons
4 AXLES	32 Tons

Trains with trailers and trailers:

3 AXLES	28 Tons
4 AXLES	36 Tons
5 AXLES	40 Tons
6 and more AXLES	44 Tons

Article 11

Maximum dimensions of vehicles

The dimensions of vehicles used for the carriage of goods in transit shall not exceed:

- a. in the territory of the Islamic Republic of Pakistan;
 - as regards widths 2.50 m
 - as regards total length,

For rigid chassis vehicles:	12.0 m
For articulated vehicles:	17.4 m
 - as regards heights 4.0 m

In the territory of the Republic of Uzbekistan:

Length

stand-alone vehicle 12 m
trailer 12 m
Road train 20 m
trailer train 20 m
cargo outflow 2 m

Width

Vehicles 2.55 m
isothermal vehicle 2.6 m

Height

Vehicles 4 m

Article 12 Maximum axle load

The maximum axle load of vehicles used for carriage of goods in transit shall not exceed:

a. In the territory of the Islamic Republic of Pakistan;

Single axles: 12.0 tonnes

Tandem axles: 22.0 tonnes

Tridem axles: 31.0 tonnes

Front axles: 5.5 tonnes

b. In the territory of the Republic of Uzbekistan ;

The permissible weight of the axles of vehicles shall not exceed 11.5 tons for the lead of the individual axles and 10 tons for the other axles, provided that the total permissible mass of the vehicles is observed.

Article 13 Vehicle tracking system

The transit cargo may be tracked as per national legislation of a Contracting Party.

Article 14 Special authorization for exceptional transport

Contracting Parties, in accordance with their national legislation, may exceptionally authorize, under conditions to be specified, the carriage of goods in or across the territories of their States in vehicles whose laden or unladen weight, or dimension, exceeds the maximum laden or unladen weight, and dimensions, permitted in their respective territories.

SECTION II: CRITERIA FOR LICENSING TRANSPORT OPERATORS FOR INTERNATIONAL CARRIAGE BY ROAD OF GOODS IN TRANSIT

Article 15

Licensing of Transport Operators

1. Transport Operators (TO), in accordance with their national legislation, shall be licensed on such terms and conditions as deemed fit by their Home Country to perform international transport operations, provided they meet the minimum conditions set out in this Protocol.

2. If the TO is not a physical but a legal person or if the owner of the transport enterprise does not fulfill the conditions himself, the person who is in charge of the permanent and effective management of the enterprise, must fulfill the conditions.

Article 16

Competence of Transport Operators

The applicant TO, in accordance with national legislation of Contracting Parties, must provide proof of competency in the following fields via general education, the passing of specific exams, or acquired practical experience:

- a. legal and financial matters;
- b. transport operation management;
- c. technical rules; and exploitation sizes and weights of vehicles, choice of vehicle, certification and registration, maintenance, loading and unloading of the vehicle, carriage of dangerous and perishable goods, principles of environment protection in road traffic; and road safety (rules of the road, road traffic safety, road accident prevention and mitigation).

SECTION III: REGULATIONS CONCERNING ROAD TRANSPORT PERMIT

Article 17

Obligation to carry road Transport Permit

The carriage of goods in transit through the territories of the States of the Contracting Parties, and the entry of road vehicles to these territories, shall be subject to the possession of a Road Transport Permit.

Article 18

International road transportation

1. Goods transportation between the states of the Contracting Parties, in transit through the territories of their States, as well as to/from third countries,

except for transportation provided for in Article 5 of the present Agreement shall be carried out by the vehicles in accordance with permits issued by the competent authorities of the States of the Contracting Parties.

2. Permits are classified into the following main types:

a) Permit for the carriage of goods between the States of the Contracting Parties and in transit through their territories;

b) Permit for the carriage of goods from the territory of the State of the other Contracting Party to the territory of the third country and/or from the territory of the third country to the territory of the State of the other Contracting Party;

c) In addition to these permits, the competent authorities of the States of the Contracting Parties may agree between themselves on other types of permits.

3. For each vehicle shall be issued a separate permit. Each such permit grants the right to carry out one round trip. Permits submitted within the current year shall be valid until 31st January of the next year. Permit shall also be required for empty run (deadheading).

4. Permits are personal and not transferable to other carriers or third parties.

5. The competent authorities of the States of the Contracting Parties shall annually exchange agreed number of permits for goods transport. Said permits must bear a stamp of the competent authority of the State of the Contracting Party and the signature of an authorized person issuing this permit. Both Contracting Parties agree that all vehicles holding such road transport permit shall be exempted from payment of entry and transit charges. Upon development and operationalization of electronic data interchange between the two Contracting Parties, the permits will also be exchanged electronically.

6. Upon one of the Contracting Parties' request, additional permits may be given in excess of the mutually agreed number of permits. The holders of the additional permits shall pay the charges as per national regulations of the host country.

7. All vehicles will pay the road usage charges as per national regulations.

8. The competent authorities of the States of the Contracting Parties shall agree between themselves the procedure of permits exchanging.

Articles 19 Exclusions

1. The permit referred to in Article 4 of the present Agreement is not required for transportation of:

a) movable properties during resettlement;

b) materials and objects including art works intended for fairs and exhibitions;

c) vehicles, live animals as well as various stocks and properties intended for sporting events and circus shows;

- d) theatrical decor and requisites, musical instruments, equipment and accessories for filming, radio or TV broadcasts;
- e) the bodies or ashes of the dead;
- f) transporting for the purposes of humanitarian and medical aid, rescue operation in response to natural disasters;
- h) postal sending;
- i) by vehicle which total laden weight, including trailer do not exceed 3.5 tones.

2. The permit referred to in Article 4 of the present Agreement is also not required for the passage of a technical assistance's vehicle intended for repair or towing of defective vehicles.

Article 20 **Issue of Road Transport Permit**

The issuance of a document on temporary entry into the country of road transport is carried out by the competent authorities of the Contracting Party in accordance with its national legislation.

Article 21 **Competent Authorities**

The Authorities competent to issue Road Transport Permit are:

In the Republic of Uzbekistan:

Ministry of Transport

In the Islamic Republic of Pakistan:

Federal Board of Revenue

(FBR).

Article 22 **Validity of Road Transport Permit**

1. A Road Transport Permit shall be issued for a single journey. A single journey Road Transport Permit is valid for one outward and return journey across the territory of the state of the Contracting Party.

2. The Road Transport Permit shall be valid for one vehicle at a time and only for the carrier to whom it was issued; it shall not be transferable to other carriers.

Article 23 **Contents and form of Road Transport Permit**

The format of Road Transport Permit is given at Annex-I of Protocol-II.

Article 24 **Road Transport Permit Charges**

The competent authorities shall issue free of charge Road Transport Permit prescribed by this Protocol.

Article 25
Return of Road Transport Permit

The mechanism of the return of Road Transport Permits by the transport operators to the issuing authority shall be regulated as per internal procedures of the Contracting Parties.

Article 26
Carriage of dangerous goods

Carriage of dangerous goods shall be governed by the provisions of the national legislation. Special permission shall be obtained from the relevant authorities of the concerned Contracting Party for carriage of the dangerous goods.

Article 27
Infringements

1. In the event of any infringement in the territory of the State of one of the Contracting Parties of the provisions of this Protocol related to Road Transport Permit, the competent authority of that Contracting Party may, if it considers it necessary, take appropriate measures under its national legislations and notify the competent authority of the Contracting Party in which the vehicle is registered of the measures taken.

2. The competent authority receiving any such notification shall take appropriate action, either by issuing a warning to the transport operator who committed the infringement, or by suspending or revoking the Road Transport Permit issued. The competent authority taking such action shall without delay inform the competent authority of the other Contracting Party of the action taken.

PROTOCOL TWO
TEMPORARY ADMISSION OF VEHICLES
FOR COMMERCIAL USE

Article 1
Application

Pursuant to Section V of the Agreement, the Contracting Parties agree to allow means of transport of the other Contracting Party to stay temporarily in the territory of its state in connection with legitimate transport operations provided that it does not engage in internal transport operations.

Article 2
Scope of the Protocol

This Protocol shall facilitate the temporary admission of commercial road vehicles among Contracting Parties based on Road Transport Permit.

Article 3
Content of the Protocol

This Protocol governs the admission of road vehicles covered by Road Transport Permit. However, duties and taxes on the goods in transit will be covered by the owners of the goods or his authorized agent.

SECTION I
GENERAL PROVISIONS

Article 4
Definitions

For the purpose of this Protocol, and in addition to the definitions included in Section I of the Agreement, the following expressions shall have the meaning hereby assigned to them:

Commercial use means use for the industrial or commercial transport of goods with or without remuneration;

Temporary Admission of vehicles means Customs procedure under which a vehicle registered in one Contracting Party may enter in the other Contracting Party exempted from payment of import duties and taxes under certain conditions before returning afterwards to its home country;

Vehicles mean, unless the context otherwise requires, all road motor vehicles and trailers, together with normal accessories and equipment, when imported with the vehicle.

SECTION II
TEMPORARY ADMISSION WITHOUT PAYMENT
OF IMPORT DUTIES

Article 5
Exemption from import duties and taxes

Subject to re-exportation and other conditions laid down in this Protocol:

a. Each Contracting Party shall grant temporary admission to its territory of vehicles registered in the other Contracting Party, without payment of import duties and taxes and free of other prohibitions and restrictions;

b. The fuel contained in the ordinary supply tanks of vehicles temporarily imported shall be admitted without payment of import duties and import taxes and free of import prohibitions and restrictions. Each Contracting Party may, however, fix maximum quantities for the fuel so admitted into the territory of its state in the supply tanks of the vehicle temporarily imported;

c. The accessories, toolkit, and other articles that form the normal equipment of the vehicle and the lubricants, maintenance supplies, and spare parts in reasonable quantities for the repair of the vehicle, shall be exempted

from import duties and taxes. Trailers shall be covered by separate admission papers;

d. The Contracting Parties also agree to grant temporary admission for maintenance and recovery vehicles and for parts.

Article 6 Personal belongings

1. Subject to such conditions as the Customs administration may impose, the driver and other members of the crew of the vehicle shall be allowed to import temporarily a reasonable quantity of personal effects, having regard to the period of stay in the country of importation.

2. Provisions for the journey and small quantities of tobacco, cigars and cigarettes for personal consumption, shall be admitted free of import duties and import taxes.

SECTION III ISSUE OF ROAD TRANSPORT PERMITS

Article 7 Particulars on Road Transport Permit

1. The format, layout and printing specifications of the Road Transport Permit are annexed with this Protocol (Annex-A).

2. The Road Transport Permit shall be in English language without prejudice to the parallel use of national languages.

3. The weight to be declared is the net weight of the vehicles. It shall be expressed in the metric system.

4. The value to be declared shall be expressed in the currency of the country and USD where the Document is issued.

5. The articles and tool-kit which form the normal equipment of vehicles need not to be declared specifically.

Article 8 Exemptions from Road Transport Permit

1. The permit referred to in Article 11 of this Agreement is not required for transportation of:

- a) movable properties during resettlement;
- b) materials and objects including art works intended for fairs and exhibitions;
- c) vehicles, live animals as well as various stocks and properties intended for sporting events and circus shows;
- d) theatrical decor and requisites, musical instruments, equipment and accessories for filming, radio or TV broadcasts;
- e) the bodies or ashes of the dead;

f) transporting for the purposes of humanitarian and medical aid, rescue operation in response to natural disasters;

h) postal sending;

i) by vehicle which total laden weight, including trailer do not exceed 3.5 tones.

2. The permit referred to in Article 4 of the present Agreement is also not required for the passage of a technical assistance's vehicle intended for repair or towing of defective vehicles.

SECTION IV CONDITIONS OF TEMPORARY ADMISSION

Article 8

Evidence of Temporary Admission

Evidence of temporary admission of the vehicle shall flow from the possession of the relevant copy of the Road Transport Permit by the Host Contracting Party's Customs authorities and the entry endorsement entered in the relevant copy of the Road Transport Permit.

Article 9

Evidence of return of vehicle to home country

1. Evidence of return of vehicle to home country shall be provided by the exit stamp properly appended to the Road Transport Permit by the customs authorities of the country into which the vehicle was temporarily brought.

2. The vehicles mentioned in the Road Transport Permit shall be re-exported in the same general state, except for wear and tear, within the period of validity of such papers.

In case of loss of such original copy of the Road Transport Permit bearing exit endorsement the motor vehicle operator may provide alternate proof to satisfy the Host Contracting Party's Customs authorities that the vehicle was actually returned to home country.

Article 10

Discharge of the Road Transport Permit

The exit stamp entered in the Road Transport Permit within the time period allowed shall have the effect of discharging the Road Transport Permit.

Article 11

Time Limits

Motor vehicles admitted under the regime of this Protocol may remain in the territory of the State of the Host Contracting Party as per its national regulations.

Article 12

Incidents in Transit

1. Loss or Destruction of the Vehicle in Transit.

- A temporarily admitted vehicle that has been seriously damaged as a result of an accident is exempt from the obligation of return to the home country provided that:

a. It has been placed under appropriate custom regime in accordance with the national regulations of the country of temporary admission; or

b. It was destroyed under the customs control of the country of temporary import at the expense of the person who temporarily imported the vehicle and all the disposed parts were either re-exported or import taxes and duties were paid.

2. Change of Itinerary. - In case, the vehicle operator is compelled to abandon the designated route due to circumstances beyond his/her will, he shall forthwith inform the Host Contracting Party's Customs Authority, which shall inform any other Competent Authorities for the purpose of designating an alternative route.

3. Extension of Time Limits:

a. If the vehicle is unable to leave the territory of State of the Host Contracting Party within the time prescribed in accordance with national regulations due to force majeure or other reasonable and unforeseen cause, a request will be filed for an extension of the stay period with the Host Contracting Party's Customs Authorities before the expiry date;

b. The Host Contracting Party's Customs Authorities will grant such extension if they are satisfied that departure from the host country within the prescribed time limits was prevented by force majeure or other reasonable and unforeseen events.

SECTION V

FINAL PROVISIONS

Article 13

Action against offenders

1. The Contracting Parties shall have the right to exclude temporarily or permanently from the application of this Protocol any person (s)/ entity(ies) guilty of a serious offense against their relevant customs laws/regulations applicable to international movement of motor vehicles.

2. The Customs Authority of the relevant Contracting Party shall notify this exclusion immediately to the Customs authorities of the other Contracting Party.

3. The Contracting Parties shall have the right to take action against drivers/owners of the vehicle and transport operators, whom are found violating provisions of this Agreement as per their national legislations.

Article 14
Review of the Implementation
of the Provisions of this Protocol

Representatives of the Competent Authorities of the Contracting Parties shall meet to monitor the implementation of the provisions of this Protocol at least once a year or upon request of a Contracting Party.

FORMAT OF THE ROAD TRANSPORT PERMIT

MINISTRY OF TRANSPORT, REPUBLIC OF UZBEKISTAN AND
FEDERAL BOARD OF REVENUE, ISLAMIC REPUBLIC OF PAKISTAN

Authorization

For International Carriage of Goods by road

Under Agreement between the Government of the Republic of
Uzbekistan and the Government of the Islamic Republic of Pakistan on
Transit Trade

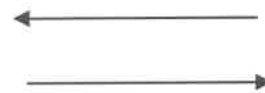
No:

Validity

Between the Islamic Republic of Pakistan and the Republic of Uzbekistan

Valid for one Journey

1



bilateral Carriage	Transit passage	Third Country Carriage
--------------------	-----------------	------------------------

1. Border crossing point On entry On exit

2. Name and full address of the Carriers/ Transport Operator

3. Additional information	Motor Vehicle	Trailer (semi-trailer)
3.1 Registration Number		
3.2 Carrying Capacity		
3.3 Empty Vehicle Weight		

4.* Special Remarks

5. Place, date of issue signature and stamp

PROTOCOL THREE CUSTOMS CONTROL AND TRANSIT REGIME

Article 1 Application

Pursuant to Sections VII and VIII of the Agreement, the Contracting Parties agree with the following Customs documentation and processing procedures with the objective of limiting the number of documents, simplifying the procedures and ensuring that obligations to the Customs are fulfilled.

Article 2 Content of the Protocol

This Protocol governs the Customs control of traffic in transit between the Contracting Parties. It contains in one section general provisions, setting forth rules regarding duties and taxes, Customs security, sealing of transport unit, and specifying transit routes and Customs offices of each Contracting Party. Other sections describe the formalities to be fulfilled at the Customs offices, and lay down rules for mutual administrative assistance.

SECTION I GENERAL PROVISIONS

Article 3 Definitions

For the purpose of this Protocol, and in addition to the definition included in Section I of Agreement, the following expressions shall have the meaning hereby assigned to them:

Customs Security means en-cashable financial guarantee acceptable to customs, submitted by the traders or through their authorized brokers, on transit goods, for an amount equivalent to the import levies of Contracting Parties;

Customs Transit Operation means the transport of goods from an office of departure to an office of destination under Customs transit;

Declarant means any person who makes a Goods declaration or in whose name such a declaration is made;

Goods Declaration (GD) for Customs transit means statement made in a prescribed form by which the person interested declares goods for Customs transit and furnish the particulars which the Customs require to be declared for the application of a Customs transit operation;

Office of departure means any Customs office at which a Customs transit operation commences;

Office en route means any Customs office through which goods in transit pass in the course of a Customs transit operation;

Office of destination means any Customs office at which a Customs transit operation is terminated;

Partial Shipment means processing of individual vehicles for cross-border, if a consignment comprises of two or more vehicles and some of these are delayed en route due to some reason.

Article 4 **Scope of Protocol**

The provisions of this Protocol shall cover the transportation of transit goods in transport units:

a. Consigned from the territory of a third country and destined to a place in the territory of the State of one Contracting Party through the territory of the State of the other Contracting Party;

b. Goods originating from one Contracting Party, destined to a place in the territory of third country and transiting through the territory of the State of the other Contracting Party;

c. Goods passing through the territories of the States of the Contracting Parties that are originating from and are consigned to a third country.

Article 5 **Duties and Taxes contemporary Admission**

The Contracting Parties agree not to subject goods which are shipped through the territories of the States of the Contracting Parties to a third country and which are carried under the Customs transit, the payment of import or export duties and taxes, provided that the conditions laid down in this Protocol are complied with.

Article 6 **Customs Offices for Customs Transit**

The Contracting Parties may designate additional Customs offices on need basis and under intimation to the other Contracting Party for the purpose of this Protocol and in accordance with spirit of this Agreement to act as Office of Departure, Office En Route or office of Destination.

Article 7 **Business Hours and Competence of Customs Offices for Custom Transit**

1. For the purpose of this Protocol, the corresponding Customs offices shall also be open on holidays as mutually agreed.

2. Contracting Parties authorize their corresponding frontier Customs offices to clear all goods carried under Customs transit in accordance with the provisions of this Protocol.

Article 8
Goods Declaration for Customs Transit

Contracting Parties may jointly prescribe the GD forms to be used for Customs transit operations in accordance with this Protocol.

Article 9
Customs Security

1. The Contracting Parties shall undertake to use and accept as Customs security for ensuring the fulfillment of any obligation arising under a Customs transit operation between the Contracting Parties.

2. The amount of Customs security for transit operation shall be determined by the customs so that it covers any import levies chargeable on goods so carried.

3. Persons who regularly carry out Customs transit operations shall be entitled to lodge a revolving guarantee, acceptable to customs, which shall be valid for at least one year.

4. Where persons have lodged a revolving guarantee, the Customs authorities shall require proof that original copy of the guarantee document issued by the guaranteeing institution had already been furnished for a Customs transit operations unless they have doubts as to the validity of the details concerning the guarantee.

Article 10
**Exemption from Physical Customs Inspection
and Escort En-Route**

1. Exemption from Physical Inspection.

- The Customs authorities shall refrain from routine physical inspection of the vehicle and cargo en route unless an irregularity is suspected in view of explicit tampering of seals or locks of the transport unit or some reliable specific intelligence.

2. Exceptional Physical Customs Inspection.

- Customs Authorities may by way of exception and in particular when they suspect irregularities, subject the cargo to physical inspection en-route.

Article 11
Customs Seals and Fastenings

1. Customs seals and fastenings to be used in the application of Customs seal shall comply with the minimum requirements laid down in Annex to this Protocol.

2. Customs seals and fastenings affixed by Customs authorities of the other Contracting Parties or of a third country and which comply with the requirements laid down in the Annexure of this Protocol, may be accepted for the purposes of this Protocol. However, each Contracting Party is at liberty to

affix its own seal.

3. The Contracting Parties shall provide each other with specimens of the Customs seals and fastenings they use for the purpose of Customs transit.

Article 12 **Sealing the vehicle**

1. The vehicle's cargo compartment shall be sealed by the Customs Office of Departure.

2. The Host Contracting Party's Customs Authorities shall accept the seals affixed by the other Contracting Party's Customs Authorities, provided they are intact, but if required for control purposes, they are entitled to affix an additional seal of their own on entry into their states' territories.

3. If Customs Authorities have to break the seals in order to perform a physical inspection of the cargo en route, they shall affix new seals and record this action in the Transit and Inland Customs Clearance Documents.

4. Oversize and/or bulky cargoes, which because of their weight, size, or nature normally not carried in a closed motor vehicle, may be carried by non-sealed vehicles, provided those goods can easily be identified by reference to the description (in packing lists, photographs, drawings, etc.) given, so as to prevent any substitution or removal of the goods.

SECTION II **FORMALITIES TO BE FULFILLED AT THE OFFICE OF DEPARTURE**

Article 13 **Documentary Formalities**

1. The documentary formalities for filing of GD shall be regulated in accordance with the national legislations of the Contracting Parties.

2. Agreed list of documents for the goods to be transported under custom transit shall be exchanged between the relevant authorities of the Contracting Parties.

3. The relevant authorities of the Contracting Parties shall notify each other in case of any changes in the agreed list of the documents.

Article 14 **Formalities Relating to the Customs Seals**

1. Where the goods are transported, meeting the requirements set out in Article 11 of this Protocol, the Customs authorities shall seal the container or take necessary precaution in case of heavy, bulk and over size cargo.

2. Details of the Customs seals affixed and of the date of affixing shall be duly recorded on the GD for transit goods to enable the Office of destination to identify the consignment and to detect any unauthorized interference.

3. When the goods bulk, oversized which cannot be effectively sealed, identification shall be assured and unauthorized interference rendered readily detectable, either by affixing Customs seals to individual packages, or by affixing identification marks, by describing the goods and recording the results thereof on the GD.

Article 15 Additional Control Measures

The Customs authorities may:

a. Require goods consigned from or destined to the territory of the State of the other Contracting Party to be transported under Customs escort while in the territory of the State of the Contracting Party in very exceptional cases, where goods are precious and highly susceptible to diversion en route;

b. Prescribe a time-limit for the presentation of the goods at a specified Customs office in their states' territories.

SECTION III FORMALITIES TO BE FULFILLED AT OFFICES EN ROUTE AND AT OFFICE AT DESTINATION

Article 16 Formalities at Offices en Route (In Transit)

1. At office where goods leave the Customs territory, the Customs authorities shall satisfy themselves that any Customs seals and fastening or identification mark are intact. They shall then endorse the GD accordingly, retain one copy and pass one copy on to the office en route where the goods enter the subsequent transit country. Upon receipt of the latter copy, in accordance with paragraph 2 below, they shall return that copy to the Office of Departure, or – in transit countries – to the Office en route where the goods entered the Customs territory.

2. At offices where goods are imported into the Customs territory, the Customs authorities shall satisfy themselves that the GD is in order, that any customs seal and fastening or identification mark previously affixed are intact. They shall then endorse the GD accordingly, retain one copy and pass one copy onto the Office en route in the Customs territory from which the goods were imported.

3. When an office en route removes a Customs seal or identification mark, for example, when they are no longer considered to be secure, it shall record details of the new Customs seals or identification marks on the GD accompanying the goods.

4. Upon mutual agreement and operationalization of the Electronic Data Interchange (EDI) between the two Customs Administrations, all data will be exchanged electronically.

Article 17
Formalities at the Office of Destination

1. At the Office of Destination, the Customs administration shall satisfy itself that the GD is in order, that any customs seal and fastening or identification mark is intact and verify that the transport unit is otherwise secure. They may carry out a summary or detailed examination of the goods themselves.

2. After having satisfied themselves that all obligations relating to the Customs transit operation have been fulfilled, the Customs administration at the Office of Destination shall endorse the GD accordingly.

3. The Customs administration at the Office of Destination shall send a copy of the GD back to the appropriate Customs Office of Departure along with a copy of its GD of the Office of Destination duly completed and which shall bear the cross reference of GD issued by the Office of Departure, which shall be considered as cross border certificate so as to allow the authorities of the latter to take any action, documentary or otherwise, necessary for the completion of the Customs transit operation.

4. The customs security shall be discharged on production of cross border certificate.

Partial Shipment will be allowed to cross over by the Customs administration at the Office of Destination if some part of total shipment is stuck up due to genuine reasons.

Article 18
Exclusion of Offenders

1. Each Contracting Party shall have the right to exclude temporarily or permanently from the application of this Protocol any person guilty of a serious offense under the Customs Law or Regulations applicable to international transport of goods.

2. This exclusion shall be notified immediately by the Country of Departure, Destination, or Transit Customs Authorities to the Home Country Customs Authorities and to the Home Country Issuing and Guaranteeing Organization.

SECTION IV
MUTUAL ADMINISTRATIVE ASSISTANCE

Article 19
Communication of information

1. The Customs authorities of the Contracting Parties shall, on request, communicate to each other as promptly as possible:

a. Any available information relating to GD completed or accepted in their states' territories which is suspected of being false;

b. Any available information enabling the authenticity of seals claimed to have been affixed in their territory to be verified.

2. The customs administrations of Contracting Parties shall ensure cooperation between them by information sharing through setting up the facility of electronic interface.

3. The customs administrations of the both Contracting Parties at the point of entry shall make arrangements of communication through hotline.

Article 20

Liability of the Insuring/Guaranteeing Institution

In case of any pilferage, replacement or release of the transit goods en route without the permission of the customs authorities, the insuring/guaranteeing institution shall be liable to pay the import and export duties, taxes, fines and interests due under national legislation of the Contracting Parties.

SECTION V MISCELLANEOUS

Article 21

Auction of un-cleared goods

1. If a request for transit and Customs clearance is not filed for the goods imported for transit within thirty (30) days of its arrival at the port of entry / exit, a notice shall be sent to the importer or its agent on the address given in the shipping documents for clearance of the goods from the port. If the goods still remain on the port after sixty (60) days of their arrival, a final notice shall be sent to the importer or his agent for clearing the same, otherwise the goods shall then be auctioned after ninety (90) days of the first notice, unless the delay is attributable to the port authorities.

2. The sale proceed shall be paid to the trader after deducting the expenses on account of auction expenses, freight, the charges due to the custodian of the goods and duty and taxes payable in respect of such goods.

Article 22

Priority to Certain Consignments

The Contracting Parties shall grant, at any Customs office during a Customs transit operation, priority to consignments consisting of live animals, perishable goods and of other urgently needed goods for which rapid transport is essential.

Article 23

Dangerous goods

For transport of dangerous goods under customs transit, special permission shall be obtained from the relevant authorities of the concerned Contracting Party.

Article 24 Accidents

Accidents and other unforeseen events en route affecting the Customs transit operation shall be reported to, and verified by the Customs and other competent authorities closest to the scene of the accident or other unforeseen event.

Article 25 Loss, Destruction or Shortage of Cargo En Route

When it is established to the satisfaction of the Customs Authorities that the goods specified in the Transit documents/GD have been destroyed or have been irretrievably lost by accident or other unforeseen events en route or that they are short by reason of their nature, payment of duties and taxes normally due, shall be waived.

Article 26 Mutual Administrative Assistance

The Customs authorities of the Contracting Parties shall notify each other of any serious inaccuracy in a GD or of any other serious irregularity discovered in connection with a Customs transit operation, in order that the matter may be investigated, any duties and charges may be collected and any repetition of the circumstances may be prevented.

Article 27 Minimum Requirements to be met by Customs Seals and Fastenings

1. General requirements in respect of seals and fastenings:
The seals and fastenings, together, shall:
 - a. be strong and durable;
 - b. be capable of being affixed easily and quickly;
 - c. be capable of being readily checked and identified;
 - d. not permit removal or undoing without breaking or tampering without leaving traces;
 - e. not permit use more than once; and
 - f. be made as difficult as possible to copy or counterfeit.
2. Physical specification of seals:
 - a. The shape and size of the seal shall be such that any identifying marks are readily legible;
 - b. Each eyelet in a seal shall be of a size corresponding to that of the fastening used, and shall be positioned so that the fastening will be held firmly in place when the seal is closed;
 - c. The material used shall be sufficiently strong to prevent accidental breakage, early deterioration (due to weather conditions, chemical action, etc.) or undetectable tampering.
3. Identification Marks:

The seal or fastenings, as appropriate, shall be marked:

- a. to show that it is a customs seal, by application of the words "Customs"; and
- b. to enable the customs office by which the seal was affixed, or under whose authority it was affixed, to be identified, for example, by means of code letters or number.

Article 28
Review of the Implementation
of the Provisions of this Protocol

Representatives of the Customs Administration of the Contracting Parties shall meet to monitor the implementation of the provisions of this Protocol at least once upon a year or upon request of a Contracting Party.

Article 29
Provisions regarding Situation
of Force majeure Measures

Where the conveyance of goods from port of entry to port of destination is interrupted by accident or force majeure, the carrier shall be required to take reasonable precautions to prevent the goods from entering into unauthorized circulation and to report to the nearest Customs office or other competent authority immediately of nature of accident or other circumstances which have interrupted the journey.

PROTOCOL FOUR IN THE ILLICIT MANUFACTURE OF NARCOTIC DRUGS, THEIR ANALOGUES OR PSYCHOTROPIC SUBSTANCES

Article 1 Application

Pursuant to Section VII and Article 26 of this Agreement, the Contracting Parties agree to apply the provisions of this Protocol related to the control of precursors and chemical substances used in the illicit manufacture of narcotic drugs or psychotropic substances. This Protocol is an integral part of the Agreement.

Article 2 Content of the Protocol

1. The Protocol ensures measures to strengthen administrative cooperation between the Contracting Parties to prevent the diversion of substances frequently used in the illicit manufacture of narcotic drugs or psychotropic substances, without prejudice of the legitimate interests of the licit trade and industry.

2. The Protocol is developed within the framework of the United Nations Convention against Illicit Traffic in Narcotic Drugs and Psychotropic Substances, signed on 20 December 1988 in Vienna, hereinafter referred to as the 1988 Convention as well as the Counter Narcotic Drug laws adopted by either Contracting Party.

Article 3 Scope of the Protocol

1. The Contracting Parties shall assist each other, as set out in this Agreement, in particular by:

a. monitoring the trade between them and the transit of substances referred to in paragraphs 2 of Article 4, with the aim of preventing their diversion to illicit purposes;

b. providing administrative assistance to ensure that their respective substance trade control legislation is correctly applied.

1. Without prejudice to possible amendments which might be adopted within the competence of the Joint Follow-up Group provided for in Article 11, this Protocol applies to the chemical substances listed in the Annexes to the 1988 Convention, as amended, hereinafter referred to as 'controlled substances'.

2. Acetic Anhydride is controlled substance, if it is to be transited then will be notified.

Article 4 Trade Monitoring

1. The Contracting Parties shall consult and inform each other on their

own initiative whenever they have reasonable grounds to believe that controlled substances may be diverted to the illicit manufacture of narcotic drugs or psychotropic substances, in particular when a shipment of precursors and chemical substances occurs in unusual quantities or under unusual circumstances.

2. With regard to the controlled substances listed in Annex A (Table I and II) to this Protocol, the importer shall obtain special permission of the Government of the importing Contracting Party. A copy of the permission letter shall be sent to the Contracting Party through which the goods shall be transited, which shall allow clearance on receipt of the permission letter. In case permission letter is not received at the time of submission of GD, the competent authority of the Contracting Party through which the Controlled Substances are being transited shall forward a copy of the export authorization/bill of lading to the competent authority of the importing Contracting Party, and the Controlled Substances Declaration shall be allowed clearance only when the importing Contracting Party has given its consent.

3. The Contracting Parties undertake to provide each other, as soon as possible, with due feedback on any information provided or measure requested under this Protocol.

4. When implementing the above mentioned trade control measures, the legitimate interests of trade shall be duly respected. In particular, in cases covered by paragraph 2, the reply by the importing Contracting Party shall be provided within fifteen (15) working days after the receipt of the message from the Contracting Party through which the goods are being transited. The refusal to grant an import authorization shall be notified in writing to the responsible authority of the Contracting Party through which the controlled substances are being transited within this period, giving the reasons for refusal.

5. As the Pre Export Notification (PEN) system is adopted by the Contracting Parties, all trade and transit of controlled substances shall be based on PEN system and copy of which shall be endorsed by the competent authority the importing Contracting Party to the Contracting Party through whose state's territory the controlled substances are to be transited by PEN on line or other means.

6. Containers, carrying, controlled substances mentioned in Annex A (Table I and II) of the Protocol IV of this Agreement shall be subject to full examination of goods, being high risk goods.

Article 5

Suspension of shipment

1. Without prejudice to any possible implementation of technical enforcement measures, shipments shall be suspended if, in the opinion of either Contracting Party, there are reasonable grounds to believe that controlled substances may be diverted to the illicit manufacture of narcotic drugs or psychotropic substances, or where, in the cases covered by Article 4 (2), the importing Contracting Party requests the suspension.

2. The Contracting Parties shall cooperate in supplying each other with any information relating to suspected diversion operations.

Article 6

Mutual Administrative Assistance

1. The Contracting Parties shall provide each other, either on their own initiative or at the request of the other Contracting Party, with any information to prevent the diversion of controlled substances to the illicit manufacture of narcotic drugs or psychotropic substances and shall investigate cases of suspected diversion. Where necessary they shall adopt appropriate precautionary measures to prevent diversion.

2. Any request for information or precautionary measures shall be complied with as immediately as possible.

3. Requests for administrative assistance shall be executed in accordance with the national legislation of the Contracting Party making the request.

4. Duly authorized officials of a Contracting Party may, with the agreement of the other Contracting Party and subject to the conditions laid down by the latter, be present at the enquiries carried out in the territory of the state of the other Contracting Party.

5. Administrative assistance provided under this Article shall not prejudice the rules governing mutual assistance in criminal matters, nor shall it apply to information obtained under powers exercised at the request of a judicial authority, except where communication of such information is authorized by that authority.

6. Information may be required in respect of chemical substances which are frequently used in the illicit manufacture of narcotic drugs or psychotropic substances but which are not included in the scope of this Protocol.

Article 7

Information exchange and confidentiality

1. Any information communicated in whatsoever form pursuant to this Protocol shall be of a confidential or restricted nature depending on the rules applicable in each of the Contracting Parties. It shall be covered by the obligation of official secrecy and shall enjoy the protection extended to similar information under the relevant legal or regulatory provisions of the Contracting Party that received it.

2. Personal data, which means all information relating to an identified or identifiable individual, may be exchanged only where the Contracting Party which may receive it undertakes to protect such data in at least an equivalent way to the one applicable to that particular case in the Contracting Party that may supply it. To this end, Contracting Parties communicate each other information on their applicable rules.

3. Information obtained shall be used solely for the purposes of implementing the goal of this Protocol. Where one of the Contracting Parties

wishes to use such information for other purposes, it shall obtain the prior written consent of the authority which has provided the information. Such use shall then be subject to any restrictions laid down by that authority.

Article 8 **Exceptions to the obligation to provide assistance**

Assistance may be refused or may be subject to certain conditions or requirements, in cases where a Contracting Party is of the opinion that assistance under this Protocol would:

- a. be likely to prejudice the sovereignty of a Contracting Party which has been requested to provide assistance under this Protocol, or
- b. be likely to prejudice public policy, security or other essential interests, in particular in the cases referred to under Article 7 (2), or
- c. violate an industrial, commercial or professional secret.

Article 9 **Technical and scientific cooperation**

The Contracting Parties shall cooperate in the identification of new diversion methods as well as appropriate countermeasures, including technical cooperation to strengthen administrative and enforcement structures in this field and to promote cooperation with trade and industry. Such technical cooperation may concern, in particular, training and exchange programmes for the relevant officials.

Article 10 **Implementation measures**

1. Each Contracting Party shall appoint a competent authority or competent authorities to coordinate the implementation of this Protocol. These authorities shall communicate directly with one another for the purposes of this Protocol.

2. The designated authorities are:

In the Republic of **The State Commission of the Republic of Uzbekistan**
Uzbekistan on Drug Control

In the Islamic Republic **Ministry of Interior (Narcotics Control Division)**
of Pakistan

3. The Contracting Parties shall consult each other and subsequently, keep each other informed of the detailed rules of implementation which are adopted in accordance with the provisions of this Protocol.

Article 11 **Joint Follow-up Committee**

1. A Joint Follow-up Committee on the control of precursors and chemical substances is hereby established, in which each Contracting Party shall be represented.

2. The Joint Follow-up Committee shall act by mutual agreement.
3. The Joint Follow-up Committee shall normally meet every six (6) months, with the date, place and agenda being fixed by mutual agreement.
4. Extraordinary meetings of the Joint Follow-up Committee may be convened by mutual agreement of the Contracting Parties.

Article 12
Role of the Joint Follow-up Committee

1. The Joint Follow-up Committee shall administer this Protocol and ensure its proper implementation and enforcement. For this purpose:
 - a. it shall study and develop the necessary means to ensure the correct functioning of this Protocol;
 - b. it shall study and develop the technical cooperation measures referred to in Article 9;
 - c. it shall study and develop other possible forms of cooperation in matters relating to precursors and chemical substances.
2. The Joint Follow-up Committee shall recommend to the Contracting Parties:
 - a. amendments to this Protocol;
 - b. any other measure required for the application of this Protocol.

Annex A to Protocol-Four

United Nations Convention against Illicit Traffic in Narcotic Drugs and Psychotropic Substances 1988.

Substances subject to the measures referred to in Article 4 (2) of the Protocol.

Table I:

- Acetic anhydride
- N-Acetylanthranilic acid
- Ephedrine
- Ergometrine
- Ergotamine
- Isosafrole
- Lysergic acid
- 3,4-Methylenedioxyphenyl- 2 Propanone
- Norephedrine
- 1-Phenyl-2-propanone
- Piperonal
- Potassium permanganate
- Pseudoephedrine
- Safrole
- Iodine

Substances subject to the measures referred to in Article 4 (2) of the Protocol

Table II:

- Acetone
- Anthranilic acid
- Ethyl ether
- Hydrochloric acid
- Methyl ethyl Ketone
- Phenylacetic acid
- Piperidine
- Sulphuric acid
- Toluene