

THE CONVENTION ON TEMPORARY ADMISSION

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The relevance of this work is due to the fact that in the current conditions of active international trade, the simplification of customs procedures is of particular importance, especially in the case of temporary import and export of goods. One of the key tools in this area is the international customs document - ATA Carnet, which ensures uniformity and acceleration of the movement of goods between the countries parties to the 1961 Convention on Temporary Importation. This mechanism covers more than 70 states and avoids the payment of customs duties, provided that the established procedure for the temporary import or export of goods is observed.

The ATA Carnet (Carnet ATA) is an international customs document that replaces customs declarations and facilitates the temporary import/export abroad of exhibits, samples of goods, professional equipment and other goods defined in the Convention. The movement of goods under this document is possible within the 78 countries that have signed the Convention on Temporary Admission with the Application of the ATA Carnet of 1961. In the Republic of Belarus, the ATA Carnet system has been in operation since August 15, 2004. The Carnet exempts goods imported into the territory of an ATA member country from customs duties. This document is accepted by the customs authorities of the member countries as a unified form of customs declaration. It is a guarantee of payment of customs duties in case of violation of declared customs procedures [1].

The ATA Carnet is an A4-sized book with a green cover and several stitched tear-off sheets (vouchers) with unbroken stubs. The Carnet consists of sheets of different colors, which depends on the number of declared customs procedures and transit countries (but not more than 10). There are two main types of sheets in the ATA Carnet: tear-off and non-tear-off stubs, the colors of which differ depending on their purpose:

Green sheets serve as the cover of the ATA book;

Yellow sheets and stubs labeled "EXPORTATION" are used for temporary exportation of goods;

Yellow sheets and stubs labeled "REIMPORTATION" are used for re-importation;

White sheets and stubs with the inscription "IMPORTATION" are used for temporary importation (admission);

White sheets and stubs labeled "REEXPORTATION" are used for re-exportation;

Blue sheets with the inscription “TRANSIT” are necessary for the movement of temporarily imported or exported goods through the territory of third countries.

All sheets are to be filled in while passing through customs control in countries participating in the international ATA system. Filling in shall be in accordance with the information indicated on the cover. The ATA Carnet shall be drawn up in English or, as directed by the Chamber of Commerce and Industry, in another language of the country into which the goods are temporarily imported using the ATA Carnet [2].

The distinctive features and advantages of using the ATA Carnet can be highlighted:

The document is valid for one year from the date of issue.

One ATA carnet can be used for several customs procedures, including temporary export and subsequent re-import, as well as transit through third countries.

There are no restrictions on the value of goods specified in the carnet.

The ATA Carnet significantly reduces the time and financial costs of customs clearance, as it replaces the goods declaration and is a unified form for all countries.

The process of customs clearance of goods is fast and is reduced to filling in a few boxes and making special marks by customs officials on the relevant sheets and stubs of the carnet.

The use of the ATA Carnet as an international customs document exempts the declarant from paying customs duties, including clearance fees, while it serves as an international financial guarantee of payment of these payments, where the guarantor is the Chamber of Commerce and Industry or other issuing association.

When planning cargo delivery routes, it is necessary to take into account the specifics of each country's national legislation.

Thus, it can be concluded that the ATA Carnet must be issued in the country of departure by a resident of that country. Therefore, the holder of the book is usually the owner or producer of the shipment. However, sometimes it is the consignee who initiates the temporary importation of goods, while the owner or manufacturer does not want to formalize the ATA Carnet. When goods are temporarily imported or exported, any modification of the goods during their stay in the country of destination, including modification, processing and design changes, is prohibited. The sale of products moving under the ATA carnet is also prohibited. All goods listed at the time of receipt of the carnet must be returned at the end of the period of stay in the country of destination. In case of loss, theft or destruction of the goods or the ATA Carnet itself, the holder is obliged to notify the Customs authority in possession of the tear-off sheet and is also entitled to make a report to the law enforcement authorities [3].

Литература

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CONTROLLED DELIVERIES: A COMPARATIVE ANALYSIS OF CUSTOMS ENFORCEMENT STRATEGIES

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The strategies used by law enforcement agencies in the fight against international organized crime are of considerable interest to the customs services of the Republic of Belarus. A clear regulation of the delivery of goods is particularly important. The main tool for combating illicit trafficking, including drugs and other contraband activities, is the controlled supply of drugs. This approach allows illegal cargo to pass through the territory of the country, while being under the control of law enforcement agencies. This study examines the implementation and regulatory systems of controlled deliveries in Belarus and the United Kingdom. Both countries use controlled delivery to fight drugs trafficking, arms smuggling, and other illegal trade, but their operational strategies, legal bases, and approaches for international cooperation differ greatly.

The legal basis for regulated distribution defines the authorities and limitations of law enforcement agencies. The Law on Operational Investigative Activities governs controlled delivery in Belarus. This statute allows law enforcement authorities, including customs authorities, to carry out controlled deliveries under court supervision. Internal rules and interagency agreements define certain procedures in great detail. Belarus's legal system clearly emphasizes the primacy of national law and supports home jurisdiction in international proceedings. The UK shows more attention to international cooperation by synchronizing its controlled delivery activities with EU directives and international treaties. Customs officials are the main agents in controlled deliveries. They are tasked with recognizing suspected goods, starting investigations, and supervising the operational elements